

ORIGINAL

Decision No. 74476

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of National Motor Freight Traffic
Association, Inc., Agent, for and
on behalf of certain highway com-
mon carriers and express corpora-
tions, for authority to make vari-
ous revisions in National Motor
Freight Classification A-10 and its
California Supplement.

Application No. 50349
(Filed June 25, 1968)

In the Matter of the Investigation
into the rates, rules, regulations,
charges, allowances and practices
of all common carriers, highway
carriers and city carriers relating
to the transportation of any and
all commodities between and within
all points and places in the State
of California (including, but not
limited to, transportation for
which rates are provided in Minimum
Rate Tariff No. 2).

Case No. 5432
(Petition for Modification
No. 508)
(Filed June 25, 1968)

And Related Matters

Cases Nos. 5435, 5439,
5441, 5603 and 7858
(Petitions for Modification
Nos. 106, 75, 145, 56
and 39, respectively)
(Filed June 25, 1968)

OPINION AND ORDER

Various common carriers participate in National Motor Freight Classification A-10(CAL) as governed by National Motor Freight Classification A-10, hereinafter referred to as the Governing Classification, for class ratings and other provisions. Also, certain Commission minimum rate tariffs are subject to the class ratings and/or other provisions of such classification.

By Application No. 50349, National Motor Freight Traffic Association, Inc., Agent, seeks authority, on behalf of such common carriers, to publish specific revisions in the Governing Classification to become effective September 4, 1968, concurrently with the national effective date for such revisions.¹ By the above petitions, California Trucking Association seeks to have the ratings and other provisions in the Governing Classification similarly revised to govern the minimum rates and rules in certain Commission minimum rate tariffs.² Petitioner requests that all common carriers be directed to establish in their respective tariffs such modifications as may be prescribed by the Commission's order in these proceedings, including relief from the long- and short-haul provisions of Section 460 of the Public Utilities Code.

Applicant and petitioner, hereinafter referred to as applicants, state that the Governing Classification is periodically revised to meet the changing needs of commerce. Applicants aver that the procedures available to shippers and carriers to initiate such revisions, to participate in their disposition and to protect their interests are generally known to the carriers and shippers. Applicants allege that the sought revisions have been authorized by the National Classification Board, after due process, and are generally scheduled to become effective September 4, 1968, for tariffs covering areas other than California and that such revisions, if authorized,

¹The changes, which are provided in Supplements 3 to the Governing Classification, are set forth in Exhibits A and B, respectively, and the related justifications in Exhibit C, all of which are attached to the application.

²The tariffs are Minimum Rate Tariffs Nos. 1-B (East Bay Drayage), 2 (General Commodities Statewide), 5 (Los Angeles Drayage), 9-B (San Diego Drayage) and 11-A (Uncrated New Furniture Statewide) and City Carriers' Tariff No. 1-A (San Francisco Drayage) and Exception Ratings Tariff No. 1.

would permit maintenance of uniformity of classification provisions between California and the rest of the nation.

A review of applicants' proposed revisions indicates that they pertain principally to (1) format of classification; (2) correction of publishing errors and omissions; (3) clarification of existing descriptions of articles; (4) cancellation of obsolete provisions; and (5) establishment of specific ratings for newly designed or manufactured articles. Such changes are within the framework of the criteria heretofore announced by this Commission for establishing revisions in the Governing Classification on California intrastate traffic.³

Applicants suggest, to protect the interests of all parties that the effective date of any order issued herein should be thirty days after the date of this decision. This would provide ample opportunity for any interested party to advise applicants and the Commission concerning those items which might require separate and further consideration without unduly delaying the effectiveness of the great body of classification changes which, applicants assert, are necessary and desirable, and concerning which there is no question or dispute.

Copies of the application and petitions were mailed to various chambers of commerce, shipper organizations, carrier representatives and other interested parties on or about June 24, 1968. The application and petitions were listed on the Commission's Daily Calendar of June 26, 1968. No objection to the granting of the application and petitions has been received.

³See Decision No. 68324 in Case No. 5432, et al., 63 Cal.P.U.C. 728; Decision No. 68711 in Case No. 5432, et al., 64 Cal.P.U.C. 146; also Decisions Nos. 70287, 70335, 70656, 70828, 70960, 71183, 71200, 71405, 71531, 71730, 72027, 72289, 72438, 72589, 72740, 72885, 73099, 73234, 73407, 73604, 73731, 73994, 74150, 74214 and 74264, all issued in Case No. 5432, et al., unreported.

In the circumstances, it appears, and the Commission finds, that:

1. The proposed classification revisions set forth in Application No. 50349 are reasonable and, to the extent that said ratings and rules will result in increases, such increases are justified.
2. The proposed ratings and rules which applicant will be authorized to establish, except to the extent that said ratings and rules are different from and are superseded by present exceptions contained in the respective minimum rate tariffs and the governing exception ratings tariff, are suitable to govern the minimum rates established by the Commission.
3. The rates and charges resulting from the application of the aforesaid ratings and rules are, and for the future will be, the just, reasonable and nondiscriminatory minimum rates for the transportation of property by city carriers and highway carriers subject to the applicable minimum rate tariffs.

Based on the above findings, the Commission concludes that the proposed classification changes set forth in Application No. 50349 should be authorized, and that such ratings and rules should be adopted and approved, to the extent indicated in the ensuing order, to govern the minimum rates established by the Commission. The Commission further concludes that participating common carriers in applicant's National Motor Freight Classification A-10 and A-10 (CAL) should be authorized to depart from the provisions of Section 460 of the Public Utilities Code, to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations. The order which follows should be made effective.

thirty days after the date hereof and the earliest effective date of the tariff publications involved should be September 4, 1968.

IT IS ORDERED that:

1. National Motor Freight Traffic Association, Inc., Agent, on behalf of participating common carriers in National Motor Freight Classification A-10 (CAL) as governed by National Motor Freight Classification A-10, is authorized to establish and publish the classification ratings and rules set forth in Application No. 50349, to become effective not earlier than September 4, 1968, on not less than five days' notice to the Commission and to the public.
2. Except as otherwise provided in Ordering Paragraph 6 hereof, the classification ratings and rules authorized herein are approved and adopted as the just, reasonable and nondiscriminatory ratings and rules to govern the minimum rates and rules promulgated by the Commission in City Carriers' Tariff No. 1-A and Minimum Rate Tariffs Nos. 1-B, 2, 5, 9-B and 11-A.
3. Tariff publications required to be made by common carriers as a result of Ordering Paragraph 2 hereof may be made effective not earlier than September 4, 1968, on not less than five days' notice to the Commission and to the public and such tariff publications shall be made effective not later than November 3, 1968; and tariff publications which are authorized but not required to be made by common carriers as a result of Ordering Paragraph 2 hereof may be made effective not earlier than September 4, 1968, and may be made effective on not less than five days' notice to the Commission.

and to the public if filed within sixty days of the effective date of the tariff publications authorized in Ordering Paragraph 1 hereof.

4. The classification ratings and rules authorized to be established by Ordering Paragraph 2 hereof are authorized to be made applicable also for the transportation of:

- (a) Commodities for which minimum rates have not been established, or
- (b) Commodities which are subject to higher rates than, or more restrictive provisions than, the minimum rates or provisions otherwise applicable.

5. Any provisions currently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in City Carriers' Tariff No. 1-A and Minimum Rate Tariffs Nos. 1-B, 2, 5, 9-B and 11-A, are authorized to be maintained in connection with the ratings and rules authorized and directed to be established herein.

6. Except as provided in Ordering Paragraph 5 hereof, common carriers are not authorized to publish ratings and rules which are different from, and are superseded by, present exceptions contained in Exception Ratings Tariff No. 1, City Carriers' Tariff No. 1-A and Minimum Rate Tariffs Nos. 1-B, 2, 5, 9-B and 11-A.

7. Common carriers, in establishing and maintaining the ratings and rules authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary

to comply with this order; and schedules containing the ratings and rules published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

The effective date of this order shall be thirty days after the date hereof.

Dated at San Francisco, California, this 30th day of July, 1968.

William J. Brown
President

Fred P. Monseig
Commissioner

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner A. W. Catov, being necessarily absent, did not participate in the disposition of this proceeding.