

ORIGINAL

Decision No. 77139

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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 com-)
modities between and within all points)
and places in the State of California)
(including, but not limited to, trans-)
portation for which rates are provided)
in Minimum Rate Tariff No. 2).)

Case No. 5432
(Petition for Modification
No. 560)

SUPPLEMENTAL OPINION AND ORDER

Decision No. 77026 dated March 31, 1970, in this proceeding revised certain provisions in Minimum Rate Tariff No. 2 governing split pickup and split delivery shipments. Through inadvertence Item 162 paragraph 4 of Minimum Rate Tariff 2 refers to pickup by carrier during one calendar day whereas it should refer to two calendar days.

In the circumstances, it appears, and the Commission finds, that the necessary correction should be made by the order herein. A public hearing is not necessary. The Commission concludes that Decision No. 77026, supra, should be amended accordingly.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 2 (Appendix D to Decision No. 31606, as amended) is further amended by incorporating therein, to become effective May 9, 1970, Fifth Revised Page 20-C attached hereto and by this reference made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 31606, as

amended, are hereby directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered herein.

3. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff No. 2 are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff No. 2 rates herein.

4. Common carriers maintaining rates on the same level as Minimum Rate Tariff No. 2 rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff No. 2 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff No. 2 rates herein.

5. Common carriers maintaining rates at levels other than the minimum rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff No. 2 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff No. 2 rates herein.

6. Tariff publications required or authorized to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than May 4, 1970, on not less than one day's notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than May 9, 1970; and as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

7. Common carriers, in establishing and maintaining the rates 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 rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

8. In all other respects Decision No. 31606, as amended, shall remain in full force and effect.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 28th day of April, 1970.

William J. Sproule
President

August

J. P. [unclear]

[unclear]

Vernon L. Sturgeon
Commissioners

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

(1) SPLIT PICKUP (Continued)
(Items 160, 161, *162 and *163)

- 62. The carrier shall not transport a split pickup shipment unless at the time of or prior to the initial pickup of any portion of the shipment, an appropriate written document is issued by the consignor for each component part, said document containing all of the information required to prepare a bill of lading in compliance with provisions of Item 360 of the Governing Classification. In addition, the consignor shall provide the carrier with a single document containing written information setting forth in summary, the total numbers and kind of packages, description of articles, and total weight of all commodities described on the bills of lading for each component part. Said document shall also reflect total number of pieces and total weight of all commodities in the shipment and must make reference, by number or other individual identity, to each bill of lading issued for a component part.
- 63. A bill of lading form may be utilized as the single document referred to in paragraph 2 hereof, however, such bill of lading will have no effect except to consolidate, for the purpose of determining freight charges, information on the bills of lading covering each component part of the shipment.
- 64. If split delivery is performed on a split pickup shipment, or if written information does not conform with the requirements of paragraph 2 or 3 hereof, or if all of the shipment is not received at the carrier's established depot *within one calendar day or picked up by carrier during two calendar days *or does not comply with the provisions of paragraph A hereof, each component part of the split pickup shipment shall be rated as a separate shipment under other provisions of this tariff.
- 5. In determining the charge for a split pickup shipment, component parts may be rated as separate shipments from point or points of origin of such component parts to any point on the split pickup route (as provided in paragraph 1 hereof): provided that the written instructions furnished to the carrier under paragraph 2 hereof show (1) the component parts to be treated as separate shipments and (2) the points between which the separate shipment rates are to be applied. The additional charges provided in Note 1 shall apply to all component parts of the split pickup shipment rated in accordance with the provisions of this paragraph, provided, however, where two or more component parts are rated under rates provided in this tariff as separate shipments to the same point on the split pickup route, the aforesaid two or more components shall be considered as one split pickup and the charge therefor shall be at the combined weight of the aforesaid component parts.

*162

(Continued in Item 163)

(1) Certain Split Pickup provisions transferred from Twenty-second Revised Page 20-A and Seventh Revised Page 20-B. Certain Split Delivery provisions transferred to Original Pages 20-E and 20-F.

Change }
* Addition } Decision No. 77139

EFFECTIVE

Correction 2226

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA