

ORIGINAL

Decision No. 77237

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
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)
various revisions in National Motor)
Freight Classification A-11.)
Application No. 51849
(Filed April 27, 1970)

In the Matter of the Investigation)
into the rates, rules, regulations,)
charges, allowances and practices)
of all common carriers, highway)
carriers and city carriers relat-)
ing 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. 585)
(Filed April 27, 1970)

And Related Matters)
Cases Nos. 5435, 5439, 5441,)
5603, 7783, 7857 and 7858)
(Petitions for Modification Nos.)
150, 118, 194, 84, 26, 31)
and 73, respectively)
(Filed April 27, 1970)

OPINION AND ORDER

Various common carriers engaged in intrastate transporta-
tion within California will participate in National Motor Freight
Classification A-11, hereinafter referred to as the Governing Classi-
fication, for class ratings and other provisions effective June 11,
1970. Also, certain Commission minimum rate tariffs will be subject
to the class ratings and/or other provisions of such classification
on such date.

By Application No. 51849, 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 June 12, 1970, 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

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The changes, which are provided in Supplement 1 to the Governing Classification, are set forth in Exhibit A and the related justifications are set forth in Exhibit B, both of which are attached to the application.

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The tariffs are Minimum Rate Tariffs Nos. 1-B (East Bay Drayage), 2 (General Commodities Statewide), 5 (Los Angeles Drayage), 9-B (San Diego Drayage), 11-A (Uncrated New Furniture Statewide), 14-A (Agricultural Commodities Statewide), 15 (Vehicle Unit Rates) and 19 (San Francisco Drayage) and Exception Ratings Tariff No. 1.

the National Classification Board, after due process, and are generally scheduled to become effective June 12, 1970, for tariffs covering areas other than California and that such revisions, if authorized, 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

Copies of the application and petitions were mailed to various chambers of commerce, shipper organizations, carrier representatives and other interested parties on or about April 24, 1970. The application and petitions were listed on the Commission's Daily Calendar of April 28, 1970. No objection to the granting of the application and petitions has been received.

The Transportation Division staff has reviewed the application and petitions and recommends that they be granted by an ex parte order.

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

1. The proposed classification revisions set forth in Application No. 51849 are reasonable and, to the extent that said ratings and rules will result in increases, such increases are justified.

³ See Decision No. 68324 in Case No. 5432, et al., 63 Cal.P.U.C. 728, and Decision No. 68711 in Case No. 5432, et al., 64 Cal.P.U.C. 146.

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 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. 51849 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 the involved participating common carriers in applicant's National Motor Freight Classification A-11 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. Minimum Rate Tariff No. 2 will be amended to reflect a change in an item number reference therein to a commodity description in the Governing Classification.

IT IS ORDERED that:

1. National Motor Freight Traffic Association, Inc., Agent, on behalf of the involved common carriers participating in National Motor Freight Classification A-11, is authorized to

establish and publish the classification ratings and rules set forth in Application No. 51849 to become effective not earlier than June 12, 1970, on not less than one day's notice to the Commission and to the public.

2. Except as otherwise provided in Ordering Paragraph 7 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 Minimum Rate Tariffs Nos. 1-B, 2, 5, 9-B, 11-A, 14-A, 15 and 19.

3. Minimum Rate Tariff No. 2 (Appendix A to Decision No. 31606, as amended) is hereby further amended by incorporating therein, to become effective June 12, 1970, Fifth Revised Page 31-B, attached hereto and by this reference made a part hereof.

4. Tariff publications required to be made by common carriers as a result of Ordering Paragraphs 2 and 3 hereof shall be made effective June 12, 1970, on not less than one day's notice to the Commission and to the public and tariff publications which are authorized but not required to be made by common carriers as a result of Ordering Paragraphs 2 and 3 hereof may be made effective not earlier than June 12, 1970, and may be made effective on not less than one day's notice to the Commission and to the public if filed not later than August 11, 1970.

5. 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, or
- (c) Commodities for which rates have been established based upon Minimum Rate Tariffs Nos. 1-B, 2, 5, 9-B, 11-A, 14-A, 15 and 19.

6. Any provisions currently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in Minimum Rate Tariffs Nos. 1-B, 2, 5, 9-B, 11-A, 14-A, 15 and 19 and Exception Ratings Tariff No. 1 are authorized to be maintained in connection with the ratings and rules authorized and directed to be established herein.

7. Except as provided in Ordering Paragraph 6 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 and Minimum Rate Tariffs Nos. 1-B, 2, 5, 9-B, 11-A, 14-A, 15 and 19.

8. 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.

A. 51849, C. 5432 (Pet. 585) et al. - bjs

The effective date of this order shall be June 11, 1970.

Dated at San Francisco, California, this 19th day of
May, 1970.

William S. Brown, Jr.
President
Augusta
M. J. ...
...
James L. Sturgeon
Commissioners

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued)</p> <p>(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)</p>	<p style="text-align: center;">Class Rating</p>
<p>CARRIERS (USED PACKAGES), Malt Beverage or Cereal Beverage, wooden, metal, or wood and metal combined, subject to Notes 1 and 2, viz.:</p> <p>Barrels, Half Barrels, Casks, Drums, Hogsheads, Kegs, Puncheons, Tierces (21720, 21740, 21760 or 21780),</p> <p>Bottle Carriers (bottle carrying boxes or crates with permanently fixed partitions) (40883, 40885, 40890, 40900, 40910, 40920 or 40930),</p> <p>Bottles (87680 or 87700) (old, capacity not exceeding one quart) in boxes, barrels, or in bulk securely braced.</p> <p>Less truckload-----</p> <p>Truckload: Minimum Weight 20,000 pounds-----</p> <p>*(E)Carts (Freight), hand, metal (188560), knocked down flat, wheels on or off, subject to Notes 1, 2 *and 3.</p> <p>Less truckload-----</p> <p>(1) With truckload shipments of commodities subject to this exception rating, there may be included:</p> <p>Malt Liquors, viz.: Ale, Beer, Porter or Stout (unfit for human consumption), quantity not to exceed 2,000 pounds. The weight of such Malt Liquors (actual weight of which must be certified to by the shipper on shipping order) is not to be used in determining the minimum truckload weight of the containers shipped.</p> <p>(2) Subject to minimum rate of 37 cents per hundred pounds or actual Class 55 rate whichever is lower. On continuous through movements on which charges are obtained by use of combinations of separately established rates, the minimum rate stated above shall apply, not in connection with the separately established factors, but to the total of the combined rate applicable to the through continuous movement.</p> <p>NOTE 1.--Applies only on Carriers (used packages), secondhand, empty, returning, or when shipped for return paying load. Applies only when return movement is over same line, or lines, as outbound movement, subject to Item No. 291 of this tariff, except as provided in Note 2; and subject also to estimated weights, if any, which are published in the Governing Classification.</p> <p>NOTE 2.--If the charge accruing under the rating in the Governing Classification is lower than the charge accruing under the exception rating contained herein, the lower charge resulting from the Governing Classification rating will apply.</p> <p>*NOTE 3.--Not subject to Note in Item 188562 of the Governing Classification.</p>	<p style="text-align: center;">Govern- ing Classi- fication Ratings Apply</p> <p style="text-align: center;">(1) 35.3</p> <p style="text-align: center;">(2) 50% of 55</p> <p style="text-align: center;">#331</p>
<p>(E) Expires with December 31, 1970.</p> <p>Change) * Addition) Decision No. 77237</p>	
<p>EFFECTIVE JUNE 12, 1970</p>	
<p>Correction 2234</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>