

ORIGINAL

Decision No. 79114

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 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 Mini- )  
mum Rate Tariff No. 2). )

Case No. 5432  
(Petition for Modification  
No. 663)  
(Filed July 20, 1971)

OPINION AND ORDER

Minimum Rate Tariff 2 (MRT 2) names minimum rates and rules for the transportation of property over the public highways in the State of California by highway carriers. By the above petition, Sierra Pacific Industries seeks to have the application of the commodity rates in MRT 2 on sawmill refuse extended from 80 miles to 250 miles.

Petitioner states that its Humboldt Flakeboard Division at Arcata is engaged in the manufacture of particleboard which principally consists of wood sawdust and wood shavings and that rates are set forth in MRT 2 for such sawdust and shavings for distances of 80 miles or less. Petitioner asserts that it has developed two potential movements of wood shavings to its plant at Arcata from affiliated mills at Hayfork and Happy Camp, distances of 156 and 171 constructive miles from Arcata, respectively. Petitioner avers that, because of the distances involved, the movement would probably not be justified even at the proposed commodity rates except for the fact that the affiliated mills do not intend

to make any charge to it for the wood shavings and the delivered cost of the material at Arcata would be represented almost entirely by the transportation charges.

Petitioner alleges that the vehicles involved in the aforementioned movements would be similar to those now used in the transportation of wood shavings for distances between 30 and 80 miles, that the vehicles would be operated on a two-shift basis alternating with hauls to mills closer to Arcata to attain maximum use thereof, that there would be no change in the present ratio of overtime to straight time and that there would be no overnight layovers of drivers. Petitioner contends that loading facilities at the mills at Hayfork and Happy Camp are similar to those at locations closer to Arcata, the unloading facilities at Arcata are the same for all hauls and the cost of loading and unloading would be spread over longer distances. Petitioner proposes, therefore, to extend the present mileage scale to embrace the longer hauls by continuing the graphical trend line reflecting truckload revenues used for 70 and 80 miles to cover distances up to 250 miles.<sup>1</sup>

Copies of the petition were mailed to California Trucking Association and various other interested parties on or about July 19, 1971. The petition was listed on the Commission's Daily Calendar of July 21, 1971. No objection to the granting of the petition has been received.

Commission staff analysis indicates that the proposed commodity rates are lower than the current class rates which apply to the transportation of wood sawdust and wood shavings for distances exceeding 80 but not exceeding 250 miles. Shippers at the more distant mills would benefit from such reductions. The staff recommends that the petition be granted by ex parte order.

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<sup>1</sup>The proposed rates are set forth in detail in Exhibit A attached to the petition.

In the circumstances, it appears, and the Commission finds, that petitioner's proposal is reasonable and that the resulting rates and charges will be just, reasonable and nondiscriminatory minimum rates and charges for the transportation involved. The Commission concludes that the petition should be granted.

IT IS ORDERED that:

1. Minimum Rate Tariff 2 (Appendix D to Decision No. 31606, as amended) is further amended by incorporating therein to become effective October 9, 1971, First Revised Page 51-HHH, 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 to Decision No. 31606, as amended, are hereby authorized to establish in their tariffs the amendments ordered herein.

3. Tariff publications 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 the tenth day after the effective date of this order and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff page incorporated in this order.

4. 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.

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

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

Dated at San Francisco, California, this 31<sup>st</sup> day of August, 1971.

Chairman  
  
  
  
Commissioners

SECTION 3--COMMODITY RATES (CONTINUED)		TRM
<p>Sawmill RTJ's., viz.:</p> <p>Shavings, wood (1)                      Sawdust, wood (1)                      Fuel, wood (hog fuel), composed of ground or shredded waste wood or wood sawdust which may also contain one or more of the following commodities: (2)                      Shavings, wood                      Sawdust, wood                      Bark, ground or shredded</p> <p>In bulk, in units of 200 cubic feet, subject to Notes 1 and 2.</p>		
MILES		RATES
Over	But Not Over	In Cents Per Unit or Fraction Thereof (3)
0	5	70
5	10	90
10	15	110
15	20	130
20	30	155
30	40	180
40	50	200
50	60	220
60	70	235
70	80	250
*80	90	0265
*90	100	0285
*100	110	0295
*110	120	0310
*120	130	0330
*130	140	0345
*140	150	0360
*150	160	0380
*160	170	0395
*170	180	0410
*180	190	0425
*190	200	0440
*200	210	0455
*210	220	0475
*220	230	0490
*230	240	0505
*240	250	0520
*250	Over 250 Miles, Class Rates Apply	
<p>(1) Applies to commodities which are to be utilized in the production of particleboard, flakeboard, hardboard, pulpboard or woodpulp.</p> <p>(2) Applies only to wood fuel, not further processed than ground or shredded, which is to be used as fuel.</p> <p>(3) Subject to a minimum charge of \$9.00 per shipment.</p> <p>NOTE 1.--If more than one vehicle or combination of vehicles consisting of a single unit of equipment is used for the transportation of a single shipment, each such vehicle or combination of vehicles shall be subject to the minimum charge applicable.</p> <p>NOTE 2.--Not subject to the provisions of Items 85, 142, 150, 160, 161, 162, 163, 170, 171, 172 and 173.</p>		
<p>g Change )                      * Addition ) Decision No.                      o Reduction )</p>		<p><b>79114</b></p>
EFFECTIVE		
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

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