

Decision No. 82015

ORIGINAL

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 and highway 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 15).

Case No. 7783
Petition for Modification
No. 52

ORDER AMENDING DECISION NO. 81656 AND
DENYING RECONSIDERATION, REVISION OR REHEARING

California Trucking Association having filed a petition for reconsideration, revision or rehearing of Decision No. 81656 and the Commission having considered each and every allegation thereof, and being of the opinion that the findings and conclusions of said decision should be amended,

IT IS HEREBY ORDERED that the findings of fact and conclusions of law of Decision No. 81656 are deleted and the decision is amended to provide as follows:

"FINDINGS OF FACT

"1. California Manufacturers Association has requested the Commission to establish in Minimum Rate Tariff 15, a level of hourly vehicle unit rates for the San Francisco Bay Area territory composed of the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara and portions of Sonoma and Solano similar to the rates in Minimum Rate Tariff 15, Item 400, Rate Basis C, using the same formula utilized in Case No. 6322.

"2. The evidence establishes that such hourly rates would provide a more flexible transportation alternative to the presently existing yearly, monthly and weekly rates.

"3. The evidence establishes that such hourly rates will prevent expansion of proprietary trucking, will permit shippers to improve service to their customers, will lower carrier billing and dispatching costs, will reduce proprietary trucking to benefit for-hire carriage and will permit more efficient equipment utilization.

"4. Hourly vehicle unit rates based on a formula using the weekly rates applicable in the East Bay Area and dividing such rates by 40, and adding 10 percent thereto will result in just, reasonable and nondiscriminatory alternative rates for the San Francisco Bay Area territory.

"CONCLUSIONS OF LAW

"1. A need exists for the establishment of hourly vehicle unit rates for the San Francisco Bay Area territory to be used as alternative rates with the existing yearly, monthly and weekly rates now in existence.

"2. The Commission should, on its own initiative as provided in Public Utilities Code Section 3662, establish in Minimum Rate Tariff 15 the hourly vehicle unit rates which are set forth in the following order."

IT IS FURTHER ORDERED that the petition of California Trucking Association is in all other respects denied.

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

Dated at Los Angeles, California, this 16th
day of OCTOBER, 1973.

James L. Stearns
President
William Lyons Jr.

[Signature]
Commissioners

Commissioner J. P. Vukasin, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

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