

ORIGINALDecision No. 82629

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Western Motor Tariff)
 Bureau, Inc. under the Shortened Pro-)
 cedure Tariff Docket to publish for)
 and on behalf of its carriers parties)
 to its Tariff No. 17 provisions)
 resulting in increases because of)
 establishment of an arbitrary pro-)
 vision from or to points located)
 beyond Geysers Power Plant.)

Shortened Procedure Tariff
 Docket Application No. 54484

(Filed December 7, 1973)

OPINION AND ORDER

By this application, Western Motor Tariff Bureau, Inc., (WMTB) for and on behalf of the carriers participating in its Local Freight Tariff No. 17, Cal.P.U.C. No. 21, seeks to amend a rule in said tariff pertaining to the construction of rates on shipments of cement originating at or destined to points beyond Geysers Power Plant.¹

The rates for the transportation in question are constructed by adding the distance rate factor between the on-highway point of origin or destination, as the case may be, and Geysers Power Plant to the distance rate factor between said plant and the off-highway point of destination or origin, as the case may be. The latter rate factor is based on mileages computed at 1.3 times the actual miles traversed.

Applicant proposes to combine the rates for this transportation over the same point (Geysers Power Plant) and provide that the rate factor between the plant and the off-highway point of destination or origin be based on mileages computed at three times the actual miles traversed.

Applicant states that various power plants are under construction in the mountainous area beyond Geysers Power Plant located south of Clear Lake. Applicant declares that the routes to these plants are over

¹ Staff research develops that the plant is properly identified as Geysers Power Plant. Hereafter the plant will be so described.

unimproved roads and an average speed of less than 15 miles per hour is maintained in operating over some of these routes. Applicant avers that the carriers have found that the current rates for the aforementioned transportation are noncompensatory.

Applicant asserts that increases resulting from the proposal would not increase the California intrastate gross revenue of the carriers involved herein by as much as one percent.

Applicant alleges that the proposed rule amendment was formally considered by its Cement Standing Rate Committee under its Docket No. 203 and that circularization of the proposed rule was made to interested shippers and carriers. No shippers or carriers registered any opposition to the proposal.

The application was listed on the Commission's Daily Calendar of December 10, 1973. No objection to the granting of the application has been received.

In the circumstances, the Commission finds that increases resulting from amendment of the tariff rule, as proposed, are justified. A public hearing is not necessary. The Commission concludes that the application should be granted.

IT IS ORDERED that:

1. Western Motor Tariff Bureau, Inc., is hereby authorized, on behalf of the carriers participating in its Local Freight Tariff No. 17, Cal.P.U.C. No. 21, to amend said tariff, as specifically proposed in the application.

2. Tariff publications authorized to be made 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 five days after the effective date of this order on not less than five days' notice to the Commission and to the public.

3. The authority herein granted shall expire unless exercised within ninety days after the effective date of this order.

This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 26th day of March, 1974.

Vernon L. Stinson
President

William L. Quinn, Jr.

[Signature]

[Signature]
Commissioners

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