

ORIGINALDecision No. 82999

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investiga-)
 tion 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, transporta-)
 tion for which rates are provided)
 in Minimum Rate Tariff No. 2).)

Case No. 5432
 Petition for Modification
 No. 802
 (Filed May 21, 1974)

OPINION AND ORDER

Minimum Rate Tariff 2 (MRT 2) names minimum rates and rules for the statewide transportation of general commodities by highway carriers. By this petition, California Trucking Association seeks to have the expiration date of June 30, 1974, extended to June 30, 1975, in connection with the multiple service shipment provisions of MRT 2. Petitioner asks that these provisions be modified by eliminating the additional charge for each pickup component and increasing the additional charge for multiple service to offset increased costs.¹ Petitioner also requests that common carriers be directed to establish in their respective tariffs all

¹This charge was not increased by Decision No. 82924 dated May 29, 1974, in Case No. 5432 (Petition for Modification No. 779) as the multiple service shipment provisions were scheduled to expire with June 30, 1974. With the proposed continuance of these provisions, petitioner requests that the charge in question be increased to reflect the same measurement of increased labor expense indicated in the revised rates incorporated in Decision No. 82924.

such modifications as may be prescribed by the Commission's order in this proceeding, including relief from the long- and short-haul provisions of Section 460 of the Public Utilities Code.

Petitioner states that the multiple service shipment provisions, when proposed, were experimental in nature and embraced a new concept which allows split pickup and split delivery on the same shipment. Petitioner contends that, although the short period of effectiveness of these tariff provisions has precluded a full review of experience with such new provisions, a need for several changes has already been indicated. Petitioner declares that such changes are set forth in its proposal which is described in detail in Exhibit A attached to the petition.

Petitioner alleges that extension of the multiple service shipment provisions, as proposed, would meet certain transportation needs and enable further use and experimentation with this innovative approach. Petitioner avers that its proposal would assist in a future determination concerning the need to continue such provisions in effect or to cancel or modify them.

Copies of the petition were mailed to various chambers of commerce, shipper organizations and carrier representatives on or about May 20, 1974. The petition was listed on the Commission's Daily Calendar of May 22, 1974. No objection to the granting of the petition has been received.

In the circumstances, the Commission finds that petitioner's proposal is reasonable; the resulting rates and charges will be just, reasonable and nondiscriminatory minimum rates and charges for the transportation involved; and, to the extent that increases may be involved, such increases are justified. A public hearing is not necessary. 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 July 1, 1974, First Revised Page 22-I and First Revised Page 22-J 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 authorized to establish in their tariffs the amendments necessary to conform with the further adjustments ordered by this decision.


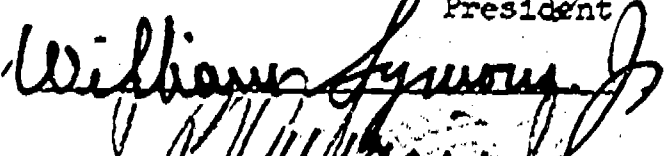



3. Tariff publications authorized to be made by common carriers as a result of this order shall be filed not earlier than the effective date of this order and may be made effective not earlier than the first day after the effective date of this order and may be made effective on not less than one day's notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

4. Common carriers, in establishing and maintaining the amendments 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 amendments 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 June 28, 1974.

Dated at San Francisco, California this 18th day of June,
1974.


President




Commissioners

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">MULTIPLE SERVICE SHIPMENT</p> <p>1. Multiple service shipment privileges will be extended by the carrier, subject to the provisions of this item. In such circumstances, the shipment must be prepaid and must weigh (or transportation charges must be computed upon a weight of) 20,000 pounds or more.</p> <p>2. Except as provided in exception 3 of paragraph 5 and in paragraph 7, Items 160 through 173 will not apply in connection with shipments transported under provisions of this item.</p> <p>3. Application of the provisions of this item is subject to the following conditions:</p> <ul style="list-style-type: none"> (a) Not more than two component parts may be picked up by the carrier. Shipments may not include any component part delivered to carrier's established depot. (b) Each component part picked up must be received from the same consignor but not necessarily at the same place. (c) Points of origin of the pickup components shall not be more than 35 constructive miles apart. (d) Freight picked up at one point of origin shall not be unloaded or substituted at the other point of origin. (e) A maximum of ten delivery components will be allowed for each shipment. To the extent that individual rate or exception items make different provisions with respect to total numbers of allowed split delivery components, the more restrictive provisions shall apply. (f) At the time of or prior to the initial pickup of either component, a written document must be issued to the carrier by the consignor showing, for each component part to be picked up (pickup component) and for each component part to be delivered (delivery component), 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, descriptions of articles, and total weight of all commodities described on the bills of lading for each delivery component. 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 any component part of the shipment. (g) A bill of lading form may be utilized as the single document referred to in paragraph 3(f) above. However, such bill of lading will have no effect except to consolidate, for purposes of determining freight charges, information on the bills of lading covering each component part of the shipment. (h) In no case shall any single delivery component consist of commodities picked up at more than one origin. <p>4. The provisions of this item do not apply to:</p> <ul style="list-style-type: none"> (a) Shipments, including any component part thereof, moving under Collect on Delivery (C.O.D.) provisions; (b) Shipments, including any component part thereof, transported on Order Notify Bills of Lading; (c) Shipments, all or any portion of which is provided Temperature Control Service; (d) Shipments transported under combinations with any other rates, nor (e) Shipments transported distances less than 100 constructive miles. <p style="text-align: center;">(Concluded on the following page)</p>	<p>(E) 600 188</p>
<p>(E) Expires with June 30, 1975.</p> <p> ◊ Change) * Addition) ◊ Increase) ◊ Reduction) </p> <p style="text-align: right;">Decision No. 82999</p>	
EFFECTIVE JULY 1, 1974	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">MULTIPLE SERVICE SHIPMENT (Concluded)</p> <p>5. The rates for transportation of shipments moving under provisions of this item shall be determined and applied as follows, subject to the provisions of Paragraphs 6 and 7 hereof:</p> <p>(a) Distance rates shall be determined by the distance from that point of origin to that point of destination which produces the shortest distance via the other point or points of destination. Add to such distance the distance between the two points of origin. (See Exceptions 1, 2 and 3)</p> <p style="padding-left: 40px;">EXCEPTION 1.--Add to the distance determined under the provisions of Paragraph 5(a) above, two constructive miles for each point in excess of one located within:</p> <p style="padding-left: 80px;">(1) a single metropolitan zone, or (2) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or (3) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction.</p> <p style="padding-left: 40px;">EXCEPTION 2.--In the event a shipment has (a) either point of origin within a mileage territory and any point of destination is located outside of the same mileage territory, or (b) has any point of destination located within a mileage territory and either point of origin or any other point of destination located outside of the same mileage territory, the shortest distance shall be determined as follows:</p> <p style="padding-left: 80px;">(1) Between a point within a metropolitan zone and a point not within the same metropolitan zone group but within the Related Mileage Territory, use for constructive mileage determination for the point within the metropolitan zone, the mileage basing point for the applicable metropolitan zone group. (2) Between two or more metropolitan zones within the same metropolitan zone group, use for constructive mileage determination the mileage basing point for the individual metropolitan zone.</p> <p style="padding-left: 40px;">EXCEPTION 3.--If a carrier attempts pickup of a pickup component and if, through no fault of its own said component is not available for tender to the carrier, distance shall nonetheless be computed in accordance with the provisions of this item. Other provisions of Items 170 through 173 will then apply for purposes of determining total charges applying to the shipment.</p> <p>6. If written information does not conform with the requirements of this item, or if all of the shipment is not picked up by the carrier during one calendar day, or does not otherwise comply with the provisions of this item, each delivery component shall be rated as a separate shipment under other provisions of this tariff.</p> <p>ø7. In addition to the rate for transportation, additional charges for ** each delivery component shall be assessed in the amount set forth in paragraph 2 of Note 1 in Item 173.</p> <p>ø8. For all shipments transported under provisions of this item, regardless of distance, add ø27.00, such charge to apply in addition to all other rates and charges.</p>	<p>(E) ø06 188 (Con- cluded)</p>
<p>(E) Expires with June 30, 1975.</p> <p>ø Change) ø Increase) ø Reduction) ** Eliminated)</p> <p style="padding-left: 100px;">Decision No. 82999</p>	
EFFECTIVE JULY 1, 1974	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction