

Decision No. 83933**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investiga-)
 tion into the rates, rules, regu-)
 lations, charges, allowances and)
 practices of all common carriers,)
 highway carriers and city car-)
 riers relating to the transpor-)
 tation of any and all commodities)
 between and within all points)
 and places in the State of Cali-)
 fornia (including, but not)
 limited to, transportation for)
 which rates are provided in)
 Minimum Rate Tariff 2).)

Case No. 5432
 (Petition for Modification
 No. 834)
 (Filed December 23, 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. Certain provisions in MRT 2 do not permit split pickup or split delivery service on C.O.D. shipments or shipments transported on Order Notify Bills of Lading and limit the number of components that comprise a split pickup or split delivery shipment.¹ These provisions are scheduled to expire with December 31, 1974. By the above petition, California Trucking Association requests that the Commission extend the expiration date to December 31, 1975. Relief from the long- and short-haul provisions of Section 460 of the Public Utilities Code is also sought.

¹ These provisions are set forth in detail in Items 160 and 170 of MRT 2.

According to petitioner, these provisions were originally suggested as alternatives to upward adjustments in tariff charges for such services. Petitioner points out that the provisions have worked well to promote more efficient and economical motor carrier split shipment service but no firm proposals have as yet been finalized. Petitioner alleges that the proposed extension of the present expiration date will permit continuance of the efficiencies and economies now in effect and will encourage continued evaluation of existing provisions in the light of new needs.

Copies of the petition were mailed to various chambers of commerce, shipper organizations, carrier representatives and other interested parties on or about December 23, 1974. The petition was listed on the Commission's Daily Calendar of December 24, 1974. No objection to the granting of the petition has been received.

In the circumstances, 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 and, to the extent that the proposal results in increases, 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 January 1, 1975, Thirty-fifth Revised Page 20-A and Eleventh Revised Page 20-E 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 directed to establish in their tariffs the amendments necessary to conform with the further adjustments ordered herein.

3. Tariff publications required 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 first day after the effective date of this order on not less than one day's notice to the Commission and to the public and shall be made effective not later than January 1, 1975.

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 is the date hereof.

Dated at San Francisco, California, this 30th day of December, 1974.

Vernon L. Sturgeon
President
William Synovis Jr.
Thomas Moran
Edo Doo
Robert E. McLeod
Commissioners

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

SPLIT PICKUP
 (Items 160, 161, 162 and 163)

- (E)A. Except as otherwise provided, the provisions of this item do not apply to:
1. Shipments, including any component part thereof, moving under Collect on Delivery (C.O.D.) provisions; nor
 2. Shipments, including any component part thereof, transported on Order Notify Bills of Lading.
- (E)B. Each shipment shall be limited to the following numbers of split pickup components, including original pickup:

When the Actual Or Billed
 Weight Of The Shipment
 (Whichever Is Greater) Is
 (In Pounds)

Maximum Number of
 Split Pickup
 Components Allowed
 Will Be

Over	But Not Over	(See Exception)
4,999	6,000	6
6,000	8,000	8
8,000	10,000	10
10,000		See Note

00160

NOTE.--One split pickup component will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 20 pickup components per shipment.

EXCEPTION.--The total number of split pickup components may exceed the allowed number shown, provided, however, that for each pickup component in excess of said allowed number, a charge of \$4.75 will be made in addition to all other applicable rates and charges. In no event shall there be more than 40 pickup components per shipment.

(Continued in Item 161)

§(E) Expires with December 31, 1975.

o Change)
 o Increase)
 o Reduction)

Decision No.

83933

EFFECTIVE

Correction

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
 SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

SPLIT DELIVERY
(Items 170, 171, 172 and 173)

(E)A. Except as otherwise provided, the provisions of this item do not apply to:

1. Shipments, including any component part thereof, moving under Collect on Delivery (C.O.D.) provisions; nor
2. Shipments, including any component part thereof, transported on Order Notify Bills of Lading.

(E)B. Each shipment shall be limited to the following numbers of split delivery components, including final destination:

When the Actual Or Billed
Weight Of The Shipment
(Whichever Is Greater) Is:Maximum Number of
Split Delivery
Components Allowed
Will Be:

<u>Over</u>	<u>But Not Over</u>	<u>(See Exception)</u>
4,999	6,000	6
6,000	8,000	8
8,000	10,000	10
10,000		See Note

00170

NOTE.--One split delivery component will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 20 delivery components per shipment.

EXCEPTION.--The total number of split delivery components may exceed the allowed number shown, provided, however, that for each delivery component in excess of said allowed number, a charge of \$4.75 will be made in addition to all other applicable rates and charges. In no event shall there be more than 40 delivery components per shipments.

(Continued in Item 171)

§(F) Expires with December 31, 1975.

§ Change)
 o Increase) Decision No. **83933**
 o Reduction)

EFFECTIVE

Correction

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.