

Decision No. 84613

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of COMMERCIAL CARRIERS, INC.)
for partial revocation of its)
Certificate of Public Convenience)
and Necessity as a highway common)
carrier.)

Application No. 55530
(Filed March 3, 1975)

O P I N I O N

Commercial Carriers, Inc., a Michigan corporation qualified to do business in this State, holds a certificate of public convenience and necessity granted by Decision No. 81781, dated August 21, 1973 in Application No. 54022, as amended by Decision No. 83247 dated August 6, 1974. The certificate authorizes operations as a highway common carrier for the transportation of freight and passenger motor vehicles, motor vehicle parts and related articles between points located on many of the major highways in this State. Highway carrier operations are also conducted under highway carrier permits issued by this Commission.

Applicant requests the Commission revoke its certificate of public convenience and necessity to the extent that it authorizes transportation of passenger and freight motor vehicles at Benicia, Los Angeles, Los Nietos, Richmond, San Francisco, South San Francisco, Oakland, Santa Fe Springs, Sacramento, West Sacramento, Long Beach, Compton, Wilmington, Los Angeles Harbor, the City of Commerce, South Gate and Van Nuys. Applicant also requests authorization to amend its tariffs on ten days' notice to the Commission and the public to reflect the change in its certificate.

Applicant alleges that its operations and the needs of its customers have created current and foreseeable conditions which no longer require its operation as a certificated carrier to the

extent presently authorized; that many of applicant's competitors operate as permitted carriers and offer extreme competition because of the rate flexibility available under the Commission's minimum rate tariffs; that it does not now require the complete certificate, nor does the public require common carrier service from applicant from the cities mentioned above; that applicant is currently operating with a very limited number of present or potential customers; that such an operation promotes economical operations and efficient service and that it needs the flexibility of a permitted carrier to apply to this Commission for authorization to charge rates in a form slightly different than prescribed by the Commission's Minimum Rate Tariff 12. In this connection, applicant has filed Application No. 55531 for deviation from the minimum rates in Minimum Rate Tariff 12, seeking authority to apply a single factor rate for the traffic of one of its shippers.

Applicant further requests that its certificate of public convenience and necessity be amended by the inclusion of the following restriction:

Restriction: No service for passenger and freight motor vehicles is authorized at Benicia, Los Angeles, Los Nietos, Richmond, San Francisco, South San Francisco, Oakland, Santa Fe Springs, Sacramento, West Sacramento, Long Beach, Compton, Wilmington, Los Angeles Harbor, the City of Commerce, South Gate and Van Nuys.

The applicant further alleges that it will continue to provide service from the points referred to in the application under its permits.

A copy of the application was mailed to the California Trucking Association and notice of the filing of the application appeared in the Commission's Daily Calendar of March 4, 1975. No protest has been received.

After consideration, the Commission finds that public convenience and necessity no longer require that applicant provide such service as a highway common carrier and concludes that the

application should be granted. A public hearing is not necessary.

O R D E R


IT IS ORDERED that:

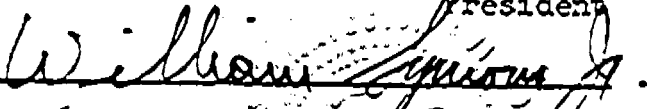
1. Decision No. 81781, as heretofore amended, is further amended by incorporating therein First Revised Page 1, attached hereto, in revision of Original Page 1 to Appendix A.

2. Within sixty days after the effective date hereof and on not less than ten days' notice to the Commission and to the public, applicant shall amend its tariffs presently on file with this Commission to reflect the authority herein granted.

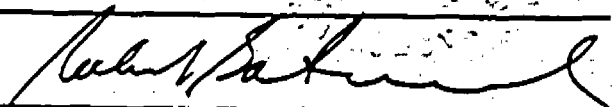
The effective date of this order is the date hereof.

Dated at San Francisco, California, this 15th day of July, 1975.



President


Vernon L. Stinson



Commissioners

Commissioner Leonard Ross, being necessarily absent, did not participate in the disposition of this proceeding.

Commercial Carriers, Inc., by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to conduct operations as a highway common carrier as defined in Section 213 of the Public Utilities Code for the transportation of the following specified commodities:

Vehicles, Motor, viz:

Chassis;

Freight, including tractors (driving tractors for vehicles), and dump trucks;

Passenger, including ambulances, hearses and buses; Motorcycles and motorcycle sidecars.

Vehicles, other than motor, but for the use with motor vehicles, viz:

Freight carts, trucks, trailers or wagons;

Trailer cars, carts or coaches, passenger, house or sleeper.

Cabs or bodies for vehicles above described.

Mobile searchlights.

Mobile Generators.

Parts, spare parts, or extra parts of the above described vehicles when accompanying the shipment of the vehicle to which it belongs or for which it is intended.

Auto show vehicle exhibits with exhibit equipment and accompanying advertising matter.

Between all points and places located on the following routes, serving all intermediate points and all off-route points located within 50 miles laterally of the authorized highways:

*Restriction: No service for passenger and freight motor vehicles is authorized at Benicia, Los Angeles, Los Nietos, Richmond, San Francisco, South San Francisco, Oakland, Santa Fe Springs, Sacramento, West Sacramento, Long Beach, Compton, Wilmington, Los Angeles Harbor, the City of Commerce, South Gate and Van Nuys.

1. U. S. Highway 101 between the California-Oregon state line and the City of Los Angeles, thence via Interstate Highway 5 to the California-Mexican border.

Issued by California Public Utilities Commission.

*Amended by Decision No. 84613, Application No. 55530.