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Decision No. 84988

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
DART TRANSPORTATION SERVICE, a
California corporation, to deviate
from minimum rates pursuant to Sec-
tion 3666 of the Public Utilities
Code for the Procter & Gamble Co.

Application No. 55849
(Filed August 4, 1975)

INTERIM OPINION

Applicant Dart Transportation Service, a California highway permit carrier, seeks authority to charge less than the established minimum rates for the transportation of property for Procter & Gamble Co. (P&G) within the Los Angeles area.

The transportation service involved consists of unitized loads of merchandise on carrier-owned pallets from the P&G plant at Long Beach to various grocery warehouses in the Los Angeles area. A charge of 3 cents per cwt. in addition to the applicable minimum rates is proposed for the carrier-owned pallets.

The relief herein requested is the same (with the exception of one additional commodity and a different method of territorial description) as was granted to Signal Trucking Service, Ltd. (Signal) by Decision No. 82848 dated May 7, 1974. Signal ceased operations during July 1975. According to the application, P&G desires to continue the unitized program via applicant in lieu of Signal.

The application was noticed on the Commission's Daily Calendar of August 6, 1975. The Commission's Transportation Division has reviewed the application and advised that in the absence of protest, the application be granted by ex parte order. No protest or request for public hearing has been received. By letter dated August 18, 1975 the California Trucking Association advised that it has no objection to the ex parte consideration requested by applicant.

Subject to further review and consideration of actual cost evidence to be submitted by applicant, we find that the proposed rule deviation is reasonable and conclude that interim authority should be granted as set forth in the following order.

INTERIM ORDER

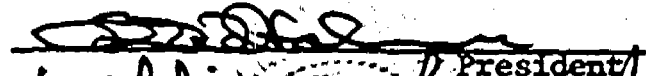
IT IS ORDERED that:

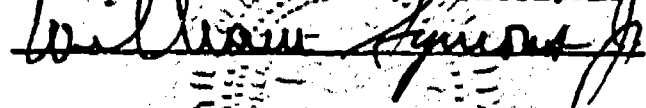
1. Dart Transportation Service is authorized to depart from the provisions of Minimum Rate Tariff 2 to the extent set forth in Appendix A of this decision.


2. The authority granted herein shall expire one year after the effective date of this order unless sooner canceled, modified, or extended by order of this Commission.


The effective date of this order is the date hereof.

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



President






Commissioners

Commissioner Vernon L. Sturgeon, being necessarily absent, did not participate in the disposition of this proceeding.

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Carrier: Dart Transportation Service.

Shipper: Procter & Gamble Company.

Subject to the provisions of Notes 1 through 9, carrier-owned pallets may be furnished to the shipper for subsequent transportation of palletized shipments of commodities named below. In such circumstances a charge of 3 cents per 100 pounds will be assessed on the weight on which freight charges are computed and such charge shall be in addition to all other applicable rates and charges provided in Minimum Rate Tariff 2.

Commodities: Cleaning, scouring, washing compounds, etc.
(48580, 48581)
Flour, prepared, edible (cake and muffin mix)
(73030, 73060, 73080, 73100, 73120, 73140)
Oil, cooking or salad, NOI (144800)
Peanut Butter or Peanut Spread (74220)
Softeners, textile (176960)
Vegetable Oil Shortening (134530)
Potato chips in hermetically sealed cans (74480, Sub.1)

Origin: Procter & Gamble Company
Long Beach, California

Destinations: Points and places in Los Angeles, Orange, Riverside,
and San Bernardino Counties.

- Note 1: Loading and unloading appointments, plus or minus 30 minutes, will be observed by both shipper and consignee.
- Note 2: Rate includes 120 minutes free time for loading and 120 minutes free time for unloading. Excess time is subject to charge in Item 145, MRT 2. Time will be computed from appointment time or time of arrival of carrier at loading or unloading facility whichever is later.
- Note 3: One stop in transit to part unload will be permitted. Charges in Item 173 of Minimum Rate Tariff 2 will apply.
- Note 4: Consignee will provide the necessary equipment (normally a pallet jack) needed for carrier employee to unload onto consignee dock or to place pallet at rear of carrier's trailer. Carrier's employee will not separate or hand stack cargo.

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- Note 5: Consignee will provide the same number of empty pallets of equal quantity and condition when unloading is completed. Time waiting for pallet exchange will be included in total time for unloading.
- Note 6: Shipper will provide the necessary equipment (electric pallet jack) for carrier's employee to place palletized cargo in carrier's trailers. Carrier employee will not stack nor separate cargo.
- Note 7: Shipper must indicate the number of pallets and weight thereof on bill of lading covering loaded movement, and must show reference to the shipping document and date of shipment of the inbound movement on the outbound shipping document.
- Note 8: Freight charges for return of empty pallets to origin point of shipment will be at rates set forth in Item 330.6 of Minimum Rate Tariff 2 and will be for the account of the consignor.
- Note 9: The provisions of this item will apply only on 48 x 40 GMA four-way hardwood pallets.