

Decision No. 86305**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
 of PERROTT EXPEDITING SERVICE,)
 INC. a Corporation dba BELLAIR)
 EXPEDITING SERVICE, for Certifi-)
 cate of Public Convenience and)
 Necessity as a freight forwarder)
 of general commodities between)
 points in the State of California.)

Application No. 56461
 (Filed May 4, 1976)
 (Amended June 2, 1976)

OPINION AND ORDER

Perrott Expediting Service, Inc., a California corporation, doing business as Bellair Expediting Service, seeks a certificate of public convenience and necessity authorizing it to operate as a freight forwarder utilizing the lines of air common carriers, highway common carriers and passenger stage corporations in the transportation of property by aircraft originating at airports in Bakersfield, Burbank, Fresno, Los Angeles, Oakland, Palm Springs, Sacramento, San Diego, San Francisco, San Jose or Santa Barbara and terminating at various points in California.

Applicant is engaged as an agent for interstate domestic freight forwarders with various locations throughout the United States who operate under Civil Aeronautics Board authority.

It proposes to provide pickup and delivery service within 25 statute miles of the airports served in California. No collection or distribution service will be provided to or from any point more than 25 statute miles distant from any airport unless the service beyond is provided by a highway common carrier. In that regard it proposes to charge the shipper the highway common carrier rate for the beyond movement in addition to its charges for door-to-door service.

The basic operation contemplated by applicant as a freight forwarder is to consolidate freight for several shippers for movement by air. It is anticipated that there will be a greater movement for consolidated freight between the larger airports of Bakersfield, Burbank, Fresno, Los Angeles, Oakland, Palm Springs, Sacramento, San Diego, San Francisco, San Jose and Santa Barbara. Its rates will take into consideration the consolidation of freight between those volume points. Additionally, the air freight rates between those points in many instances are lower than the rates to some of the smaller airports. As a result, and also because of the circumstances regarding the rates for service to points beyond 25 statute miles of an airport, the rates applicant proposes in some instances may be greater for shorter distances than for longer distances. Applicant requests that it be authorized to depart from the long- and short-haul provisions of Section 461.5 of the Public Utilities Code in that regard.

Financial statements appended to the application show that applicant has the financial ability to inaugurate and operate the proposed service.

The certificates of service indicate that copies of the application and amendment were mailed to various interested parties on April 30, 1976, and May 27, 1976, respectively. The application and amendment were listed on the Commission's Daily Calendars of May 6, 1976, and June 3, 1976, respectively. No objection to the granting of the application, as amended, has been received.

In the circumstances, the Commission finds that:

1. Applicant has the experience and financial ability required to institute and maintain the proposed service.
2. Public convenience and necessity require the operation by applicant of the proposed service.

3. Departure from the long- and short-haul provisions in connection with the establishment of rates by applicant between its break-bulk terminal points and in connection with its door-to-door service is justified.

4. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

5. A public hearing is not necessary.

The Commission concludes that the application, as amended, should be granted.

Perrott Expediting Service, Inc., is placed on notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate fixing for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business. This monopoly feature may be modified or cancelled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Perrott Expediting Service, Inc., a corporation, authorizing it to operate as a freight forwarder as defined in Section 220 of the Public Utilities Code as more particularly set forth in Appendix A of this decision.

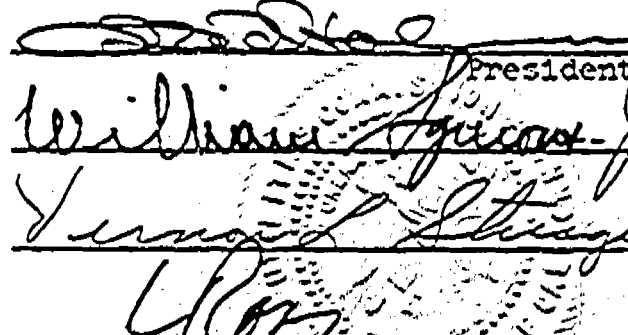

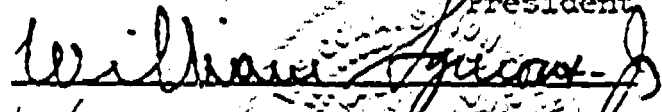


2. In providing service pursuant to the authority granted by this order, applicant shall comply with and observe the following service regulations. Failure so to do may result in a cancellation of the authority.

- (a) Within thirty days after the effective date of this order, applicant shall file a written acceptance of the certificate granted.
- (b) Within one hundred twenty days after the effective date of this order, applicant shall establish the authorized service and file tariffs, in triplicate, in the Commission's office.
- (c) The tariff filings shall be made effective not earlier than thirty days after the effective date of this order on not less than thirty days' notice to the Commission and the public, and the effective date of the tariff filings shall be concurrent with the establishment of the authorized service.
- (d) The tariff filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs set forth in the Commission's General Order 117-Series.
- (e) Applicant shall file with the Commission, on or before March 31 of each year, an annual report of its operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.
- (f) Applicant shall comply with the requirements of the Commission's General Order 84-Series for the transportation of collect on delivery shipments. If applicant elects not to transport collect on delivery shipments, it shall make the appropriate tariff filings required by the General Order.
- (g) Applicant shall comply with the requirements of the Commission's General Order 100-Series and the safety rules administered by the California Highway Patrol if applicant intends to operate a motor vehicle under this authority.

3. In the establishment of rates for transportation service as a freight forwarder, Perrott Expediting Service, Inc., is authorized to establish and maintain lesser rates for a longer distance for the transportation of property between its major consolidation terminal points at Bakersfield, Burbank, Fresno, Los Angeles, Oakland, Palm Springs, Sacramento, San Diego, San Francisco, San Jose and Santa Barbara than for the transportation of property for shorter distances to other points, and in the establishment and maintenance of rates to or from points within 25 statute miles of an airport as compared to points beyond 25 statute miles of an airport.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 24th day of August, 1976.


 President


 Commissioners

(doing business as Bellair Expediting Service)

Perrott Expediting Service, Inc., by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to operate as a freight forwarder, as defined in Section 220 of the Public Utilities Code, via the lines of air common carriers, highway common carriers and passenger stage corporations, subject to the following conditions:

1. Applicant shall not ship or arrange to ship any property unless such property shall have transportation by aircraft originating at one of the following airports:

Bakersfield
Lockheed Air Terminal, Inc. (Burbank)
Fresno
Los Angeles International Airport
Oakland International Airport
Palm Springs
Sacramento Metropolitan Airport
San Diego International Airport
San Francisco International Airport
San Jose Municipal Airport
Santa Barbara

on the one hand, and terminate at the following points served by air common carriers, on the other hand:

Arcata
Bakersfield
Blythe
Burbank
Chico
Crescent City
El Centro
Eureka
Fresno
Indio
Laguna Beach
Lake Tahoe
Lancaster
Long Beach

Los Angeles
Marysville
Merced
Modesto
Monterey
Oakland
Ontario
Oxnard
Palmdale
Palm Springs
Paso Robles
Redding
Riverside
Sacramento

Salinas
San Bernardino
San Diego
San Francisco
San Jose
San Luis Obispo
Santa Ana
Santa Barbara
Santa Maria
Santa Rosa
Stockton
Ventura
Visalia
Yuba City

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2. The underlying carrier used by Perrott Expediting Service, Inc., between airports shall be an air common carrier, except that in emergencies only, such as an airport being closed because of inclement weather, highway common carriers or passenger stage corporations may be used as underlying carriers to provide the transportation.
3. No collection or distribution service shall be provided by Perrott Expediting Service, Inc., to or from any point more than 25 statute miles distant from any airport served by it unless said service beyond said 25 statute miles is performed by a highway common carrier. As used herein "point" means any point within 25 statute miles of the city limits of any city in which is located an airport, or 25 statute miles of any airport located in an unincorporated area.
4. Perrott Expediting Service, Inc., shall establish door-to-door rates for service between airports, including points within 25 statute miles thereof as defined in paragraph 3 herein. On traffic moving to or from points beyond said 25-mile radius Perrott Expediting Service, Inc., shall, in addition to said door-to-door rates, assess the lawful tariff rates of any highway common carrier utilized to perform said beyond service.
5. Perrott Expediting Service, Inc., shall not forward any shipments containing:
 - (a) Commodities prohibited by law from transportation by aircraft.
 - (b) Checks or money orders in the process of clearance and bank accounting data.

(END OF APPENDIX A)

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