

JUN 20 1984

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of ST FREIGHT SYSTEMS, doing business as CERTIFIED EXPRESS COMPANY, for a Certificate of Public Convenience and Necessity to operate as a Highway Common Carrier transporting general commodities in intrastate commerce, pursuant to the provisions of § 1063 and 1064 of the Public Utilities Code.

Application 84-01-57
(Filed January 26, 1984)

O P I N I O N

By this application, ST Freight Systems (ST), a California corporation, doing business as Certified Express Company, requests a certificate of public convenience and necessity to transport general commodities, with the usual exceptions, between most points and places in California. No interstate or foreign commerce authority is sought by ST in this application.

ST holds a highway contract carrier permit (File T-134,060). It also holds authority from the Interstate Commerce Commission (ICC) to operate as a common carrier of general commodities over irregular routes between points in California and Arizona and as a contract carrier of general commodities for Cost-Plus, Inc. of San Francisco between points in the United States.

ST's principal place of business is located in San Francisco. It operates eight power units and various trailing equipment. As of June 30, 1983, ST had assets of \$398,333, liabilities of \$347,211, and a stockholder's equity of \$51,122. For the 11 months ending November 30, 1983, it had total revenue of \$1,218,239 and a net income of \$44,376 after provisions for income taxes.

The application states as follows:

1. ST provides a substantial amount of motor carrier service in California. Most of this is interstate and foreign commerce under its ICC authority.
2. ST has received numerous requests to provide the proposed common carrier intrastate service. Support letters from five shippers are attached to the application. They have shipments between many locations throughout California. The amount of freight each anticipates shipping per month ranges from 20,000 to 300,000 pounds.
3. The granting of the sought certificate will allow ST to more efficiently schedule its present operations by reducing empty miles and to better serve its customers and the public.
4. The proposed service would be daily, Monday through Friday, and on call on weekends and holidays.
5. If the authority is granted, ST will adopt the applicable Commission transition tariffs.
6. ST has the financial ability and equipment to provide the proposed service.
7. The proposed service would not have an adverse effect upon the human environment or energy efficiency.
8. Public convenience and necessity require the proposed service.

The application was listed on the Commission's Daily Transportation Calendar of January 31, 1984. A copy was served on California Trucking Association. There has been no protest to the sought certificate. It should be granted.

Findings of Fact

1. ST has the experience and ability to provide the proposed service.
2. ST does not seek any interstate and foreign commerce authority in connection with the proposed service.
3. The following order has no reasonably foreseeable impact upon the energy efficiency of highway carriers.
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. Public convenience and necessity require the proposed operation.

Conclusion of Law

The application should be granted as set forth in the following order.

Only the amount paid to the State for operative rights may be used in rate fixing. The State may grant any number of rights and may cancel or modify the monopoly feature of these rights at any time.

O R D E R

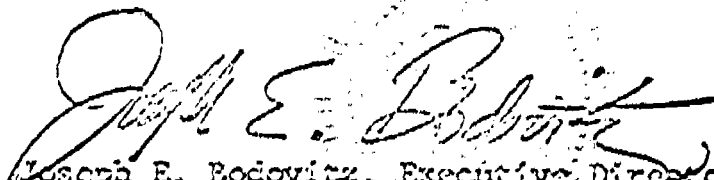
IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to ST Freight Systems, a California corporation, authorizing it to operate as a highway common carrier, as defined in PU Code § 213, between the points listed in Appendix A.
2. Applicant shall:
 - a. File a written acceptance of this certificate within 30 days after this order is effective.
 - b. Establish the authorized service and file tariffs within 120 days after this order is effective.

- c. State in its tariffs when service will start; allow at least 10 days' notice to the Commission; and make tariffs effective 10 or more days after this order is effective.
 - d. Comply with General Orders Series 80, 100, 123, and 147, and the California Highway Patrol safety rules.
 - e. Maintain accounting records in conformity with the Uniform System of Accounts.
 - f. Comply with General Order Series 84 (collect-on-delivery shipments). If applicant elects not to transport collect-on-delivery shipments, it shall file the tariff provisions required by that General Order.
 - g. Comply with General Order Series 102 and 130. If applicant elects to engage subhaulers, applicant shall have the required bond on file, and applicant shall engage only highway carriers who hold appropriate operating authority granted by this Commission.
3. The application is granted as set forth above.
This order becomes effective 30 days from today.
Dated JUN 20 1984 , at San Francisco, California.

LEONARD M. GRIMES, JR.
President
VICTOR CALVO
PRISCILLA C. CREW
DONALD VIAL
WILLIAM T. BAGLEY
Commissioners

I CERTIFY THAT THIS DECISION
WAS APPROVED BY THE ABOVE
COMMISSIONERS SIGNING:


Joseph E. Bodovitz, Executive Director

Appendix A

ST FREIGHT SYSTEMS
(a California corporation)
doing business as
Certified Express Company

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St Freight Systems, 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 Public Utilities Code Section 213 for the transportation of general commodities as follows:

Between the following points, serving all intermediate points on or within 100 statute miles of highways listed:

1. Crescent City and Los Angeles on U.S. Highway 101.
2. Weed and San Diego on Interstate Highway 5.
3. Alturas and the intersection of U.S. Highway 395 and Interstate Highway 15 on U.S. Highway 395 (portion of California only).
4. Los Angeles and Blythe on Interstate Highway 10.
5. San Bernardino and Baker on Interstate Highway 15.

Issued by California Public Utilities Commission.

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Appendix A

ST FREIGHT SYSTEMS
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Except that under the authority granted,
carrier shall not transport any shipments of:

1. Used household goods and personal effects, office, store, and institution furniture and fixtures.
2. Automobiles, trucks, and buses, new and used.
3. Ordinary livestock.
4. Liquids, compressed gases, commodities in semiplastic form, and commodities in suspension in liquids in bulk in any tank truck or tank trailer.
5. Mining, building, paving, and construction materials, except cement or liquids, in bulk in dump truck equipment.
6. Commodities when transported in motor vehicles equipped for mechanical mixing in transit.
7. Portland or similar cements, either alone or in combination with lime or powdered limestone, in bulk or in packages, when loaded substantially to capacity.
8. Articles of extraordinary value.

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9. Explosives subject to U.S. Department of Transportation regulations governing the transportation of hazardous materials.
10. Fresh fruits, nuts, vegetables, logs, and unprocessed agricultural commodities.
11. Any commodity, the transportation or handling of which, because of width, length, height, weight, shape, or size, requires special authority from a governmental agency regulating the use of highways, roads, or streets.
12. Transportation of liquid or semisolid waste, or any other bulk liquid commodity in any vacuum-type tank truck or trailer.

In performing the service authorized, carrier may make use of any and all public streets, roads, highways, and bridges necessary or convenient for the performance of this service.

(END OF APPENDIX A)

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