



The proposal, if granted, will amend the present rules, which provide as follows:

- "(B) Except as shown in Paragraph (A) when carrier is tendered a shipment weighing less than 100 pounds, the minimum charge shall be no less than the applicable minimum charge in this item for 100 pounds.
- (C) Except as shown in Paragraph (A), Scale 1-A charges apply when carrier is tendered 2 or more shipments at one time and place by one consignor."

According to WMTB, Carriers have reviewed their methods of handling, their costs and monetary return on minimum charge shipments. Under authority granted by Decision 84-05-020, dated May 2, 1984, minimum charges were increased to \$50.50 on shipments moving between points located in the Los Angeles Basin Territory, or between points in Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara or Solano Counties. Carriers are now of the opinion that the present level of charges in the tariff on other shipments does not provide a profit and such shipments are also handled at a loss to Carriers. This application seeks to establish a \$26.48 minimum charge on traffic moving between remaining points not covered by Decision 84-05-020.

WMTB has been advised by Carriers that the provisions proposed would result in an estimated combined annual revenue increase of approximately \$124,500. With publication of increased minimum charges, if the proposal is granted, it is anticipated that some traffic would be diverted to other truckers with lower minimum charges, so the annual increase in revenue to Carriers would undoubtedly be less. In any event, the amount will not increase their California intrastate revenue by as much as one percent.

The application was listed on the Commission's Daily Transportation Calendar of July 3, 1984. No objection to the granting of the application has been received.

The proposal is not a major action significantly affecting energy efficiency within the meaning of the Public Utilities (PU) Code Sections 3502.1 and 3502.2.

Findings of Fact

1. The increases resulting from this proposal are justified.
2. The proposal will increase the Carriers' combined intrastate gross revenue by less than one percent.
3. This proposal has no reasonably foreseeable impact on the energy efficiency of highway carriers.
4. A public hearing is not necessary.

Conclusion of Law

The application should be granted.

O R D E R

IT IS ORDERED that:

1. Western Motor Tariff Bureau Inc., (WMTB), Agent, on behalf of California Motor Transport Co., California Motor Express, Ltd., and Delta Lines, Inc. is authorized to amend Item 610 of WMTB Tariff WMT 170, CA PUC 51 by publishing the minimum charge rules as set forth in the opinion.
2. Tariff publications authorized to be made as a result of this order shall be filed on or after the effective date of this order and may be made effective not earlier than 5 days after the effective date of this order on not less than 5 days' notice to the Commission and to the public.
3. The application is granted as set forth above.

A.84-06-096 T/HAH/BB/WPSC

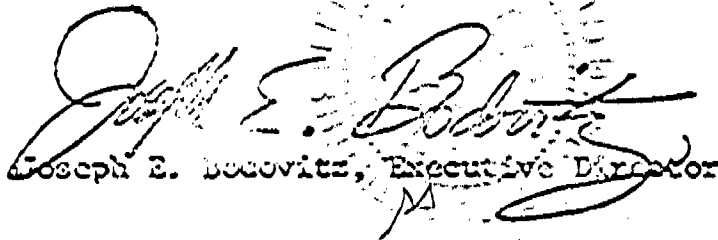
This order becomes effective 30 days from today.

Dated SEP 19 1984, at San Francisco, California.

Commissioner William T. Bagley  
being necessarily absent, did  
not participate.

VICTOR CALVO  
PRISCILLA C. GREW  
DONALD VIAL  
Commissioners

I CERTIFY THAT THIS DECISION  
WAS APPROVED BY THE ABOVE  
COMMISSIONERS TODAY.

  
Joseph E. Beovitz, Executive Director