

ALJ/LEM/jt

Decision 90 06 011 JUN 06 1990

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Cal-West Tariff Bureau, Inc., Agent, (CWTB) to obtain relief under Rule 2 of General Order 147-A and Rule 6.6 (A) and (B) of General Order 80-B to enable CWTB to publish a Zip Code Distance Table, on behalf of its member carriers, naming actual mileages between points in California in lieu of Cal. P.U.C. Distance Table No. 8, by Cal. P.U.C. "Ex-Parte" order, and for authority to depart from the provisions of Sections 452, 454, 461.5 and 491 of the California Public Utilities Code to the extent necessary to accomplish publication of proposed tariff provisions.

ORIGINAL

Application 90-02-029
(Filed February 13, 1990)

O P I N I O N

By this application Cal-West Tariff Bureau, Inc. (Cal-West), a tariff publishing agent, seeks relief under Rule 2 of General Order (GO) 147 series and Rule 6.6 (A) and (B) of GO 80 series enabling Cal-West to publish a Zip Code Distance Table (DT) on behalf of its member carriers, naming mileages between points in California.

Specifically, Cal-West wishes to publish CWTB Zip Code DT 1, to apply in connection with transportation performed by the bureau's present and future members. Unless independent action is taken by a carrier, all Cal-West bureau members will participate in CWTB DT 1 in lieu of applying mileages as shown in the Commission's DT 8.

In support of its application Cal-West alleges generally as follows:

1. For several years, shippers and carriers have sought a simpler zip code DT to apply within California. The shipping public has become accustomed to applying distance rates based on the U. S. Postal Zip Codes in nearly all parts of the United States except California.

2. U. S. Postal Zip Codes are readily obtainable and appear on nearly all bills of lading.

3. Rates based on mileage zip codes are easy to determine manually, or they may be easily computerized. The public will be able to computerize zip code mileage rates regardless of whether they are intrastate (California) rates or interstate rates.

4. The Commission has previously authorized the filing of several independent Zip Code DTs.

5. The traffic consultant firm of Miller Traffic Service, Inc. has experimented for several weeks, comparing zip code mileages with DT 8 mileages. The proposed mileages are stated as close as possible to those appearing in DT 8. By applying suffixes to zip codes, such as a, b, c, etc., larger zip code cities or areas are broken down to subdivisions in order to be able to publish mileages quite close to those named in DT 8 without becoming involved in an overly complicated system.

6. Application of mileages based on zip codes rather than the DT 8 mileages will not affect a carrier's annual revenue by more than one percent (1%).

7. Trans-Tech Systems, Inc. has performed a review comparing the mileages shown in the Commission's DT 8 with those shown in Cal-West's proposed DT. The comparison, shown in Appendix B to the application, shows a difference in mileages of less than 1%.

8. Continuous updates will be made in accordance with Postal Zip Code changes and corrections.

9. The applicant's Board of Directors has voted to establish the proposed publication. The proposal was docketed

before the applicant's Standing Rate Committee. The docket was mailed to all members of the bureau, as well as many shippers. Approval was overwhelming, and the Standing Rate Committee approved the docket.

The Commission's Transportation Economics and Analysis Branch has suggested that each page of the proposed publication contain Cal-West's name, and recommends that the application be granted subject to this condition. Cal-West has concurred with this suggestion.

Notice of filing of the application has appeared in the Commission's Daily Transportation Calendar. No objection has been received. In the circumstances, the application should be granted subject to the suggestion of the Transportation Economics and Analysis Branch.

Findings of Fact

1. Cal-West proposes to publish and file with the Commission its CWTB Zip Code DT 1, setting forth mileages between zip code areas rather than between the conventional basing points as shown in the Commission's DT 8.

2. Commission's Transportation Economics and Analysis Branch recommends granting of the application, but suggests that each page of the proposed document contain the name of the tariff publishing agent, Cal-West. Cal-West concurs with this suggestion.

3. The application, if granted, will allow users of the proposed publication to determine mileages more readily than is practicable under the present DT 8 methodology.

Conclusions of Law

1. The application should be granted.
2. Since there is no opposition to the application, the effective date of this order should be today.

O R D E R

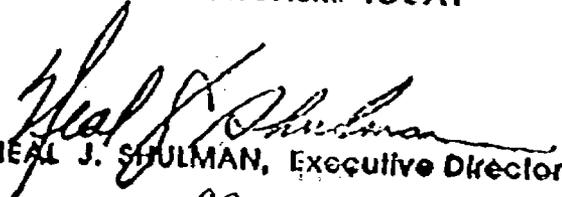
IT IS ORDERED that Cal-West Tariff Bureau, Inc. may file with this Commission, on 5 days' notice, its tariff CWTB Zip Code Distance Table 1, as shown in Appendix A to the application, subject to the condition that the name of the tariff publishing agent shall appear on each page of the publication. CWTB Zip Code Distance Table 1 shall apply in lieu of the Commission's Distance Table 8 in connection with transportation performed by member carriers of Cal-West Tariff Bureau, Inc.

This order is effective today.

Dated JUN 06 1990, at San Francisco, California.

G. MITCHELL WILK
President
FREDERICK R. DUDA
STANLEY W. HULETT
JOHN B. OHANIAN
PATRICIA M. ECKERT
Commissioners

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


NEAL J. SHULMAN, Executive Director

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