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ORIGINAL

Decision of 82-05-022 dated May 4, 1982, based upon a work sample used before the
BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the investigation by the PUC of the ATC of NC.01 rates for the purpose of considering and determining minimum rates for the transportation of livestock and related items statewide as in Case 5433, Petition for Modification provided in Minimum Rate Tariff 3-A and the revisions or reissues thereof. (Filed December 30, 1981) (PUC)

above rate to offset increases in ATC to suffice est

and above, however, includes increments to \$80,880,00 plus increments

INTERIM OPINION

The petitioner requests that the PUC consider between the ATC and Minimum Rate Tariff 3-A (MRT 3-A) contains minimum rates for the statewide transportation of livestock by highway carriers.

The level conceived with reference to existing rates in MRT 3-A. The rates and charges in the tariff were last generally adjusted on March 17, 1981 by Decision 92839 in Case 5433, Petition 75.

By this petition the California Trucking Association

(CTA) seeks increases of 8% in the rates and charges in MRT 3-A filed a motion for increase in rates and charges to offset increases attributable to higher labor costs and to increases in social benefit taxes enacted by legislation.

The Freight Economics Branch of the Commission's

Transportation Division has developed new cost information in

connection with this petition based upon the direct wage offset method. A comparison of the staff's and CTA's cost figures at

selected cost points show a range of increases from 8.9% to 9.5%^{100%} averaging 9.3% for the staff and a range of from 10.2% to 10.4%^{100%} averaging 10.3% for CTA. The 1% difference between the staff's cost figures and those of CTA stems from the fact that CTA used the wage-cost offset procedure while the staff used the direct wage-cost offset procedure to determine costs^{100%} prior to calculating San A-E factors.

The effect of CTA's proposed increase of 8% will yield

approximately \$1,032,000 of additional annual revenue. Comparison of the measured increase in costs with the proposed increase in rates shows the sought 8% increase is below the measured costs. CTA states that the carriers in requesting this lessened level of rate relief have given weight to the current condition of the livestock industry and the need to maintain transportation rates at a level to support a continuing California livestock industry.

The petition was listed on the Commission's Daily Calendar of January 5, 1982. In the absence of protest, we will grant the proposed increase in rates and charges in the form of a surcharge by an interim ex parte order. We are considering rolling the accumulated surcharges into the rates in a final order, and will keep this proceeding open for that purpose.

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

Findings of Fact

ENERGY MARKET

1. Since the minimum rates in MRT 3-A were last revised and generally adjusted, carriers governed by the provisions of MRT 3-A have incurred further increases in contractual labor agreements and increases in social benefit taxes.

2. CTA seeks an increase of 8% which results in an increase in annual revenue of \$16032,000.

3. The following order has no reasonably foreseeable impact upon the energy efficiency of highway carriers.

4. The increase recommended by CTA has been shown to be justified, and the resulting rates are and for the future will be the just, reasonable, and nondiscriminatory minimum rates for highway carriers governed by the provisions of MRT 3-A.

5. A public hearing is not necessary to advise the public.

Conclusions of Law

1. Petition for Modification 76 should be granted as provided in this order and MRT 3-A should be amended accordingly.

and more specifically the above and any subsequent order or modification thereto.

2. The effective date of this order should be the date of signature because there is an immediate need for the sought relief.

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INTERIM ORDER

not to exceed

one day after IT IS ORDERED that the minimum rate schedule Minimum Rate Tariff 3-A (Appendix A to Decision 55587, as amended) is further amended by incorporating the attached Supplement 25, to become effective five days after the date of this order. It is ordered that the same be known as Schedule ATC.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision 55587, as amended, are directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered by this decision.

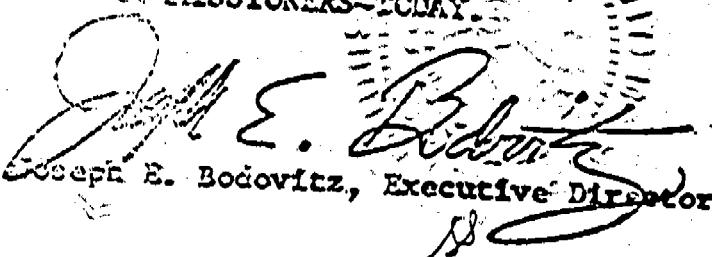
3. Tariff publications required to be made by common carriers as a result of this order shall be filed not earlier than the effective date of this order and made effective five days after the date of this order, on not less than five days' notice to the Commission and to the public.

4. Common carriers, in establishing and maintaining their rates authorized by this order, are authorized to depart from the provisions of PU Code Section 461.5 to the extent necessary to

7. The Executive Director shall serve a copy of the tariff amendment on each subscriber to Minimum Rate Tariff A-3-A of the California Public Utilities Commission. This order is effective today and applies to all subscribers to service as of MAY 4, 1982, at San Francisco, California.

John E. Bryson, President
Richard D. Cravelle, Vice-President
Leonard M. Crimes, Jr.
Victor Calvo, Secretary
Priscilla C. Crew, Commissioner
Joseph E. Bodovitz, Commissioner

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

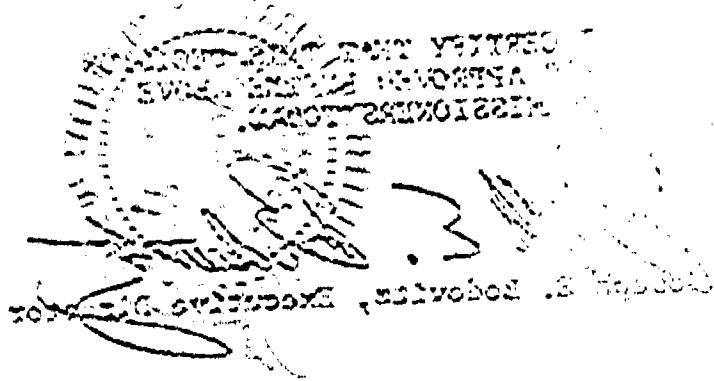

Joseph E. Bodovitz, Executive Director

C.5433, Pet. 76 T/DV/WPSC *

Order is to issue a revised table reflecting existing and to adjust long-and-short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long-and short-haul departures and to this order.

5. In all other respects, Decision 55587, as amended, shall remain in full force and effect.

6. The Executive Director shall serve a copy of this decision on every common carrier, or such carriers' authorized tariff publishing agents, performing transportation services subject to Minimum Rate Tariff 3-A.



"STURCHARGE" SUPPLEMENT

DATA FROM THE INVESTIGATIONS

SUPPLEMENT 25 (Cancels Supplement 24) *REPLACES*

(Supplement 23 Contains All Changes)

TO
RECEIVE AND PAY OVER TO CREDITORS (INC) RATES-CHARGED AS
STATED ON THIS BILL. MINIMUM RATE STATED IS SIXTY

DO FEDERAL BUREAU OF INVESTIGATION, WASHINGTON, D.C.
RE: SUBJECT OF THIS REPORT IS NAMED IN PARAGRAPH
NINETEEN OF THE INFORMATION SHEET AND THE USE OF ITS
MINIMUM RATES AND RELEASES

**FOR THE VARIOUS AND
THE CATTLE AND HORSES
TRANSPORTATION OF LIVESTOCK OVER THE
PUBLIC HIGHWAYS WITHIN THE
STATE OF CALIFORNIA**

BY
THE HIGHWAY CONTRACT CARRIERS ASSOCIATION OF AMERICA INCORPORATED TO PROMOTE THE INTERESTS OF
HIGHWAY CONTRACT CARRIERS IN THE UNITED STATES

LIVESTOCK CARRIERS

2013-14-2014-15 Academic Year

• 2010 reported total annual emissions = 120.5 Gg CO₂ (30% change)

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Decision No.

82-05 022

2016 RELEASE UNDER E.O. 14176

EFFECTIVENESS

5/9(82)

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California 94102

APPLICATION OF SURCHARGE

Except as otherwise provided, compute the amount of charges in accordance with the rates and rules in this tariff, and increase the amount so computed as follows:
(See Exception) ~~as determined by decision~~

1. By thirty-four (34) percent on charges computed at rates set forth in Items 270, 272, 280 and 282 for shipments less than 75 constructive miles.
2. By thirty-four (34) percent on charges computed at rates (including minimum charge) set forth in Item 300.
3. By forty and one-quarter (40-1/4) percent on charges computed at rate set forth in Items 270, 272, 280 and 282 for shipments of 75 constructive miles and over.
4. By twenty-nine and one-half (29-1/2) percent on charges set forth in:
Item 110 - Accessorial Charges
Item 170 - Split Pickup
Item 180 - Split Delivery
Item 185 - Livestock-Service Shipment
Item 200 - Stopping in Transit, and
Item 210 (Note 3 only) - Loading and Unloading

For purposes of disposing of fractions under provisions hereof, fractions of less than one-half (1/2) cent shall be dropped and fractions of one-half (1/2) cent or greater shall be increased to the next higher whole cent.

EXCEPTION: ~~as determined by decision~~

The surcharge herein shall not apply to:

Items 210, 220 and 221 - (Railhead-to-Railhead Charges Only).

THE END

♦ Increase, Decision No.

82-05 022S2

RECORDED