

Decision 82 05 070 May 17, 1982

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investiga-)
tion for the purpose of con-)
sidering and determining minimum)
rates for transportation of motor)
vehicles and related items state-)
wide as provided in Minimum Rate)
Tariff 12-A and the revisions or)
reissues thereof.)

Case 5604
Petition for Modification
71
(Filed April 15, 1982;
amended April 26, 1982)

O P I N I O N

By this petition, as amended, General Overland Auto Transport (GOAT) seeks authority to depart from the minimum rates, rules and regulations of Minimum Rate Tariff (MRT) 12-A by assessing rates on a per vehicle basis.

GOAT states the differences in the unit of measurement will provide greater flexibility and better utilization of equipment. Although some slight increases will occur under this proposal they would yield less than a 1% annual increase in GOAT's California intrastate gross revenue.

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

By Decision (D.) 82-04-108 dated April 21, 1982 the Commission canceled MRT 12-A and adopted a reregulation plan which is set out in General Order (G.O.) Series 151 effective June 20, 1982. In order for the sought deviation to become effective prior to the implementation of the reregulation plan it must be authorized by June 2, 1982.

The petition and amendment were listed in the Commission's Daily Calendars of April 16 and 28, respectively. No objection to the granting of the petition, as amended, has been received. A public hearing is not necessary.

Findings of Fact

1. The needs of commerce require the departure from the minimum rates to allow flexibility and greater utilization of equipment.
2. The proposed rates are reasonable and justified by transportation conditions different from those when rates in MRT 12-A were established.
3. Increases resulting from the proposal are justified.
4. The following order has no reasonably foreseeable impact on the energy efficiency of highway carriers.
5. A public hearing is not necessary.

Conclusions of Law

1. The petition, as amended, should be granted.
2. Since MRT 12-A was canceled and a reregulation plan adopted in G.O. Series 151 will become effective June 20, 1982, this relief should be granted immediately.

O R D E R

IT IS ORDERED that:

1. General Overland Auto Transport is authorized to publish and file the tariff amendments as specifically proposed in its petition, as amended.
2. Tariff publications authorized to be made as a result of this order shall be filed not earlier than 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.

C.5604 Pet. 71 T/DC/AFM/WPSC**

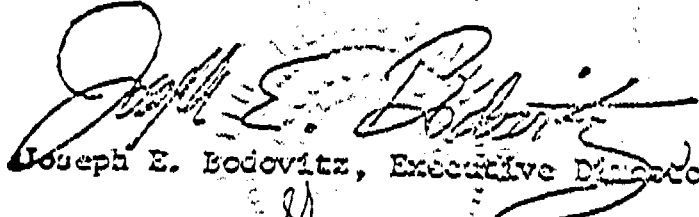
3. General Overland Auto Transport is authorized to depart from the provisions of PU Code Section 461.5 to the extent necessary to establish and maintain the rate authorized by this order.

This order is effective today.

Dated May 17, 1982, at San Francisco, California.

JOHN E. BRYSON
President
RICHARD D. CRAVELLE
LEONARD M. GRMES, JR.
VICTOR CALVO
PRISCILLA C. CREW
Commissioners

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


Joseph E. Bodovitz, Executive Director

*Agenda Clerk
Per... office*

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ORIGINAL

Decision 82 05 070 MAY 17 1982

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation for the Purpose of Considering and Determining Minimum Rates for Transportation of Motor Vehicles and Related Items State-wide as Provided in Minimum Rate Tariff 12-A and the Revisions or Issues Thereof

Case 5604
Petition for Modification
71
(Filed April 15, 1982; amended April 26, 1982)

SS

O P I N I O N

By this petition, as amended, General Overland Auto Transport (GOAT) seeks authority to depart from the minimum rates rules and regulations of Minimum Rate Tariff (MRT) 12-A by assessing rates on a per vehicle basis.

GOAT states the differences in the unit of measurement will provide greater flexibility and better utilization of equipment. Although some slight increases will occur under this proposal they would yield less than a 1% annual increase in GOAT's California intrastate gross revenue.

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1. The needs of commerce require the departure from the minimum rates to allow flexibility and greater utilization of equipment.
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Conclusions of Law

1. The petition, as amended, should be granted.

2. Since MRT 12-A was canceled and a reregulation plan

adopted in G.O. Series 151 effective June 20, 1982, this relief should be granted immediately.

ORDER

IT IS ORDERED that:

1. General Overland Auto Transport is authorized to publish and file the tariff amendments as specifically proposed in its petition, as amended.

2. Tariff publications authorized to be made as a result of this order shall be filed not earlier than 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.

SS

Pet. 71

C.5604, T/DC/AFM/WPSC*

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3. General Overland Auto Transport is authorized to depart
 from the provisions of PU Code Section 461.5 to the extent
 necessary to establish and maintain the rates authorized by this
 order.

This order is effective today.
 Dated MAY 17 1982 at San Francisco, California.

JOHN E. BRYSON, President
 RICHARD D. GRAVELLE
 LEONARD M. GRIMES, JR.
 VICTOR CALVO
 PRISCILLA C. CREW, Commissioners

This order shall be filed not earlier than the effective date of this order and may be made effective not earlier than 2 days after the effective date of this order or not less than 2 days before the Commission and to the public.