

Decision 82 06 082 JUN 15 1982

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of CAL COAST )  
TRUCKING, INC. to operate )  
as a highway common carrier. )

Application 82-03-49  
(Filed March 12, 1982)

O P I N I O N

Cal/Coast Trucking, Inc. (applicant), a California corporation, seeks a certificate of public convenience and necessity to operate as a highway common carrier between all points in the State of California under Public Utilities (PU) Code §§ 1061 et seq.

Applicant's principal place of business is 4280 Maywood Avenue, Vernon, California 90058.

Applicant seeks authority to operate as a highway common carrier transporting general commodities (except livestock, used household goods, petroleum and petroleum products, commodities transported in bulk, in hopper-type tank trailers, in tank trucks or tank trailers, and in bulk, liquid and compressed gases, logs, commodities of extraordinary value, explosives, Portland or similar cement in bulk, mechanical mixing equipment, and motor vehicles, trailer coaches, campers, and recreational vehicles.)

Applicant holds a highway contract carrier permit T-135,134. Applicant also holds common carrier authority from the Interstate Commerce Commission (ICC) under Docket No. MC-150256 for transporting magazines and printed matter between points in California, Arizona, and Nevada.

Applicant states that it currently transports under its interstate and intrastate authorities printed materials, paper, and paper products, between the greater Los Angeles/Orange County territory, the San Diego territory, and the San Francisco Bay Area,

on the one hand, and, on the other, points in virtually all areas of the State. It states that its vehicles move filled with magazines, books, literature, and other printed materials from major distribution centers to small towns and communities throughout the State on a peddle-run basis. Further, it states that when a vehicle has made its deliveries, the vehicle must return to the original point empty.

Applicant wants to be able to pick up commodities from points throughout the State for delivery on a multiple-drop basis to points throughout the State, thereby enabling it to fully use its vehicles on a two-way basis. It concludes that such a proposal would increase its operating efficiency, reduce its per ton fuel consumption, and reduce its per ton costs of transportation.

Applicant also alleges that its vehicles moving throughout the State would be available to handle shipments to and from small towns and communities on a truckload or multiple-drop basis, as well as providing additional service to major metropolitan areas. It also asserts that there will be no increase in the number of vehicles on the highway, but rather there will be an increased use of its vehicles already operating between points in the State.

Applicant believes that existing long-haul carriers are not interested in handling the diverse commodities involved between all points in the State wherein multiple pickups and deliveries are required on the same vehicle.

It anticipates that the majority of the traffic tendered will be intrastate traffic. However, it intends to provide a connecting line service in conjunction with major interstate carriers and rail service in connection with traffic having a prior or subsequent movement outside of California. Applicant states that its traffic studies and discussions with shippers throughout the State reflect a need for the proposed service.

Applicant states that the proposed service would consist of pickups three times per week from shippers, railroad sidings, and interline carriers in major metropolitan areas throughout the State and would provide a multiple-drop and multiple-pickup service to small, medium, and large communities throughout the State. Applicant states it would offer timed pickups and deliveries which should result in overnight service to and from most points in California.

Applicant proposes to offer rates identical to the schedule it currently uses under its contract carrier authority, Rate Reduction 641, docketed November 24, 1981.

It is applicant's understanding that the existing general commodities carriers and common carriers are not interested in providing this service and accordingly would have no objection to applicant's proposal.

Applicant shows \$50,000 of liquid assets compared to a 45-day working capital requirement of \$34,500. Applicant asserts that it owns six 3-axle tractors, six 45-foot trailers, and three other vehicles.

Notice of the filing of the application appeared in the Commission's Daily Calendar dated March 16, 1982. A copy of the application has been served upon the California Trucking Association. No protests have been received.

Findings of Fact

1. Applicant holds a highway contract carrier permit T-135,134.
2. Applicant holds ICC common carrier certificate MC-150256 for transporting magazines and printed matter between points in California, Arizona, and Nevada.
3. Applicant has the ability, experience, equipment, and financial resources to perform the proposed service.
4. Public convenience and necessity require that the California intrastate service proposed by applicant be established.
5. There is no known opposition to the proposed service.

6. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

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

8. A public hearing is not necessary.

Conclusion of Law

Public convenience and necessity have been demonstrated, and the application, including the request for relief from the provisions of Rule 21(f) of the Commission's Rules of Practice and Procedure, should be granted as set forth in the ensuing 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 Cal/Coast Trucking, Inc. 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, 104, 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.

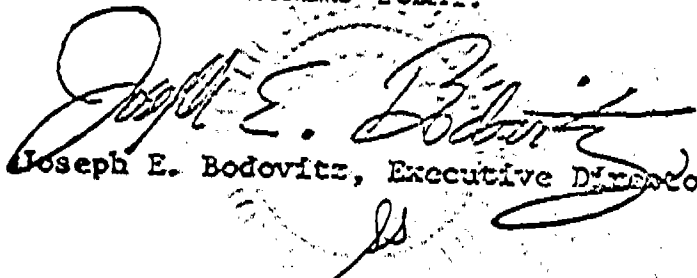
3. Applicant's request for relief from the provisions of Rule 21(f) of the Commission's Rules of Practice and Procedure is granted.

This order becomes effective 30 days from today.

Dated JUN 15 1982, at San Francisco, California.

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

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

  
Joseph E. Bodovitz, Executive Director

Cal/Coast Trucking, Inc., 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 § 213 for the transportation of general commodities as follows:

Within and between all points and places in all counties of the State of California;

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.

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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.
9. Trailer coaches and campers, including integral parts and contents when contents are within the trailer coach or camper.
10. Commodities requiring the use of special refrigeration or temperature control in specially designed and constructed refrigerator equipment.
11. Explosives subject to U.S. Department of Transportation regulations governing the transportation of hazardous materials.
12. Fresh fruits, nuts, vegetables, logs, and unprocessed agricultural commodities.
13. 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.
14. Transportation of liquid or semisolid waste, or any other bulk liquid commodity in any vacuum-type tank truck or trailer.

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APPENDIX A

Cal/Coast Trucking, Inc.  
(a California corporation)

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

(END OF APPENDIX A)

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