

83 10 020

Decision October 5, 1983

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 Great Central Transport, Inc., a)
 California corporation, for a)
 certificate of public convenience and)
 necessity to operate as a highway)
 common carrier for the transportation)
 of property in intrastate commerce.)

Application 83-01-38
 (Filed January 21, 1983)

O P I N I O N

Great Central Transport, Inc. (applicant) is a California corporation which seeks a certificate of public convenience and necessity under Public Utilities (PU) Code § 1053 as a highway common carrier of general commodities. It seeks authority to operate between all points south of a line which is the northern boundary of the Counties of San Luis Obispo, Kern, and San Bernardino. It proposes to provide the service on an "on-call" basis Monday through Friday, holidays excepted, with overnight deliveries.

It will become a party to all applicable Western Motor Tariff Bureau, Inc. publications. Applicant has eight power units and is willing and able to provide additional equipment as demands on its service may require. Its balance sheet is as follows:

ASSETS

Current Assets	
Cash	\$32,500
Prepaid expenses	<u>4,893</u>
	\$37,393
Property and Equipment - at cost	<u>4,650</u>
	\$42,043

LIABILITIES

Officer advances \$17,043

SHAREHOLDERS' EQUITY

Common Stock

No par value - \$100 stated value	
Authorized - 7,500 shares	
Issued - 250 shares	<u>25,000</u>
	\$42,043

Shipper Support

It is unlikely that applicant will divert substantial amounts of traffic from existing carriers. Applicant's supporting shippers were patrons of C-M-D Transport, Inc. This carrier is allegedly no longer in operation. A copy of the application and a list of supporting shippers have been provided to that carrier. It has not protested the application.

Six shippers supported the application. A typical support letter reads as follows:

"We would like to make our position known: that we intend to support Great Central Transport, Inc. in the future by channeling as much business as possible to them. Thomas E. Irving (applicant's principal) in our past dealings with him has made it his personal responsibility to provide us with excellent service and we intend to support him by following him into this new business."

Applicant also provided a work sheet for each of these shippers, giving the name and location of a local office, the point or areas of origin and the points of delivery; in addition there is an estimate of the number of shipments and the average weight of each shipment for each shipper.

During the period January 1 through May 1, 1983, these shippers provided approximately \$75,000 of revenue to an operation conducted by applicant's president.¹

¹ Thomas E. Irving, dba Thomas Transport, T138,793.

One of the supporting entities is a public warehouse. Applicant's office is now located in that warehouse's facility and it plans, when this authority is granted, to initiate a direct distribution service for the warehouse which does not operate as a carrier. Under this arrangement, applicant will provide outbound service for all of the warehouse accounts except where they specifically instruct the warehouse otherwise. The warehouse also has a San Diego location. Applicant hopes to be able to locate a facility there to perform the same warehouse distribution services. ✓

Two of applicant's shippers need to originate shipments in San Pedro. Four others originate in other Southern California cities: One in Cypress, one in Wilmington, one in Montebello, and one in Irvine. One shipper also requires shipments originating in Santa Ana, Ventura, Oceanside, Industry, Victorville, and Lake Elsinore; these shipments are return shipments. ✓

We have therefore decided to grant applicant a certificate of public convenience and necessity which allows it to transport goods between all places in the area it proposes to serve.

Notice of this application was published in the Commission's Daily Transportation Calendar on January 28, 1983. No protests have been received.

Findings of Fact

1. Applicant possesses satisfactory fitness and financial responsibility to conduct the proposed transportation services.
2. Public convenience and necessity require applicant to operate as a highway common carrier between all points in California south of the northern boundaries of the Counties of San Luis Obispo, Kern, and San Bernardino.
3. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

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

5. A public hearing is not necessary.

Conclusion of Law

The application should be granted.

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 be granted to Great Central Transport, Inc., a California corporation, 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, 123, 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.
- g. Comply with General Order Series 102 and 130. If applicant elects to engage subhauliers, applicant shall have the required bond on file, and applicant shall engage only highway carriers who hold appropriate operating authority granted by this Commission.

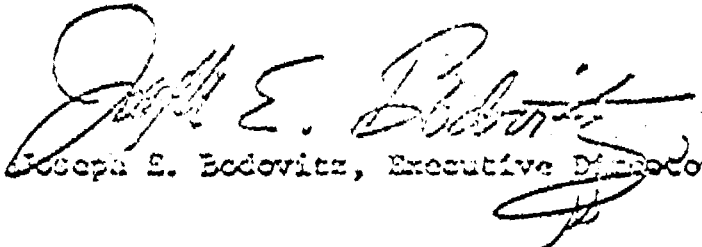
This order becomes effective 30 days from today.

Dated OCT 5 1983 , at San Francisco, California.

LEONARD M. GRIMES, JR.
President

VICTOR CALVO
PRISCILLA C. GREW
DONALD VIAL
WILLIAM T. BAGLEY
Commissioners

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


Joseph E. Bodovitz, Executive Director

Great Central Transport, 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 Section 213 for the transportation of general commodities as follows:

Between all points within the Counties of Imperial, Kern, Los Angeles, Orange, Riverside, San Bernardino, San Diego, San Luis Obispo, Santa Barbara and Ventura.

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.

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

(END OF APPENDIX A)

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