

ORIGINAL

Decision No. 92217 SEP 3 - 1980

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of ALBERTSON TRANSPORT, INC., a California corporation, for a Certificate of Public Convenience and Necessity pursuant to Section 1063, et seq., of the Public Utilities Code, to operate as a Highway Common Carrier for the transportation of property in intrastate commerce.

Application No. 59187 (Filed October 9, 1979; amended March 24, 1980 and July 16, 1980)

O P I N I O N

By this application, as amended, applicant seeks a certificate of public convenience and necessity to transport general commodities and provide refrigeration service generally between Santa Rosa and Sacramento, on the north, and San Ysidro, on the south, along various major routes, including 25 mile laterals and the Los Angeles Basin Territory. Applicant does not now hold any operating authority from the Commission and does not seek any interstate or foreign commerce authority.

The application, as amended, states as follows: (1) N. K. Albertson, a separate entity from applicant, holds various for-hire carrier operating authorities issued by the Commission, including authority to transport general commodities and petroleum products; (2) for the past several years, applicant's president has been employed by N. K. Albertson as general manager of the carrier's general freight operations and is familiar with the accounts served and the needs and requirements of the general commodity shippers and receivers; (3) although the demand for N. K. Albertson's general commodity service has been increasing, the carrier intends to

concentrate on the transportation of petroleum products and discontinue general commodity service; (4) it is for these reasons that applicant's president has decided to go into business for himself and continue to serve the general commodity customers and meet their increasing service demands; (5) the customers have informed him, as evidenced by the several letters attached to the First Amendment to the application, that they desire to continue to do business with applicant's president when the sought authority has been granted; (6) the service would be on an on-call basis, Monday through Friday, with Saturday delivery service on request and would include refrigeration service for those shippers requiring it; (7) applicant will become a party to the applicable Western Motor Tariff Bureau Tariffs or adopt the Commission's applicable Transition Tariff; (8) there is a need for the proposed service, including the refrigeration service, within the sought area; (9) applicant has sufficient equipment and the financial ability to provide the proposed service, and it has the capability of obtaining additional equipment should it be required; and (10) the granting of the requested authority will have no significant effect on the environment. As of June 30, 1980 applicant had assets of \$80,205, liabilities of \$65,915, and a stockholders' equity of \$14,290.

The application and the amendments were each listed on the Commission's Daily Calendar, and a copy of the sought authority, as amended, was served in accordance with the Commission's procedural rules. There are no protests to the certificate sought in the application, as amended. We are of the opinion that the application, as amended, should be granted.

Findings of Fact

1. Applicant has the experience, financial resources, and ability to provide the proposed service.

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

3. Public convenience and necessity require the proposed operation.

4. A public hearing is not necessary.

Conclusion of Law

The application, as amended, should be granted as set forth in the ensuing order.

Applicant is placed on notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate fixing for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business. This monopoly feature may be modified or canceled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Albertson Transport, Inc., a corporation, authorizing it to operate as a highway common carrier, as defined in Section 213 of the Public Utilities Code, between the points and over the routes set forth in Appendix A of this decision.

2. In providing service pursuant to the authority granted by this order, applicant shall comply with the following service regulations. Failure to do so may result in cancellation of the authority.

- (a) Within thirty days after the effective date of this order, applicant shall file a written acceptance of the certificate granted. Applicant is placed on notice that if it accepts the certificate it will be required, among other things, to comply with the safety rules administered by the California Highway Patrol and the insurance requirements of the Commission's General Order No. 100-Series.
- (b) Within one hundred twenty days after the effective date of this order, applicant shall establish the authorized service and amend or file tariffs, in triplicate, in the Commission's office.
- (c) The tariff filings shall be made effective not earlier than thirty days after the effective date of this order on not less than thirty days' notice to the Commission and the public, and the effective date of the tariff filings shall be concurrent with the establishment of the authorized service.
- (d) The tariff filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs set forth in the Commission's General Order No. 80-Series.
- (e) Applicant shall maintain its accounting records on a calendar year basis in conformance with the applicable Uniform System of Accounts or Chart of Accounts as prescribed or adopted by this Commission and shall file with the Commission, on or before April 30 of each year, an annual report of its operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.
- (f) Applicant shall comply with the requirements of the Commission's General Order No. 84-Series for the transportation of collect on delivery

shipments. If applicant elects not to transport collect on delivery shipments, it shall make the appropriate tariff filings as required by the General Order.

The effective date of this order shall be thirty days after the date hereof.

Dated SEP 3 - 1980, at San Francisco, California.

John S. Inyo
President

Harold L. Stanger

Michael D. Goodale

Clair J. Smith

Samuel M. Jensen
Commissioners

Albertson Transport, Inc., a California corporation, 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 Section 213 of the Public Utilities Code for the transportation of general commodities as follows:

- A. Between all points and places within the Los Angeles Basin Territory as described in Note A hereof.
- B. Between all points on and within twenty-five (25) statute miles of the following described routes.
 1. Interstate Highway 5 between Sacramento and San Ysidro.
 2. State Highway 99 between Sacramento and Wheeler Ridge.
 3. U.S. Highway 101 between Santa Rosa and Los Angeles.
 4. Interstate Highway 80 between San Francisco and Sacramento.
 5. Interstate Highway 580 between Oakland and its junction with Interstate Highway 5 Near Vernalis.

Except that pursuant to the authority herein granted carrier shall not transport any shipments of:

1. Used household goods, personal effects and office, store and institution furniture, fixtures and equipment not packed in salesmen's hand sample cases, suitcases, overnight or boston bags, briefcases, hat boxes, valises, traveling bags, trunks, lift vans, barrels, boxes, cartons, crates, cases, baskets, pails, kits, tubs, drums, bags (jute, cotton, burlap or gunny) or bundles (completely wrapped in jute, cotton, burlap, gunny, fibreboard, or straw matting).

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2. Automobiles, trucks and buses, viz.: new and used, finished or unfinished passenger automobiles (including jeeps), ambulances, hearses and taxis, freight automobiles, automobile chassis, trucks, truck chassis, truck trailers, trucks and trailers combined, buses and bus chassis.
3. Livestock, viz.: barrows, boars, bulls, butcher hogs, calves, cattle, cows, dairy cattle, ewes, feeder pigs, gilts, goats, heifers, hogs, kids, lambs, oxen, pigs, rams (bucks), sheep, sheep camp outfits, sows, steers, stags, swine or wethers.
4. Liquids, compressed gases, commodities in semi-plastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semitrailers or a combination of such highway vehicles.
5. Commodities when transported in bulk in dump-type trucks or trailers or in hopper-type trucks or trailers.
6. Commodities when transported in motor vehicles equipped for mechanical mixing in transit.
7. Portland or similar cements, in bulk or packages, when loaded substantially to capacity of motor vehicle.
8. Logs.
9. Articles of extraordinary value.
10. Trailer coaches and campers, including integral parts and contents when the contents are within the trailer coach or camper.
11. Explosives subject to U. S. Department of Transportation Regulations governing the Transportation of Hazardous Materials.

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

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NOTE A

LOS ANGELES BASIN TERRITORY

Los Angeles Basin Territory includes that area embraced by the following boundary: Beginning at the point the Ventura County-Los Angeles County Boundary Line intersects the Pacific Ocean; thence northeasterly along said county line to the point it intersects State Highway 118, approximately two miles west of Chatsworth; easterly along State Highway 118 to Sepulveda Boulevard; northerly along Sepulveda Boulevard to Chatsworth Drive; northeasterly along Chatsworth Drive to the corporate boundary of the City of San Fernando; westerly and northerly along said corporate boundary of the City of San Fernando to Maclay Avenue; northeasterly along Maclay Avenue and its prolongation to the Angeles National Forest Boundary; southeasterly and easterly along the Angeles National Forest and San Bernardino National Forest Boundary to Mill Creek Road (State Highway 38); westerly along Mill Creek Road to Bryant Street; southerly along Bryant Street to and including the unincorporated community of Yucaipa; westerly along Yucaipa Boulevard to Interstate Highway 10; northwesterly along Interstate Highway 10 to Redlands Boulevard; northwesterly along Redlands Boulevard to Barton Road; westerly along Barton Road to La Cadena Drive; southerly along La Cadena Drive to Iowa Avenue; southerly along Iowa Avenue to State Highway 60; southeasterly along State Highway 60 and U.S. Highway 395 to Nuevo Road; easterly along Nuevo Road via Nuevo and Lakeview to State Highway 79; southerly along State Highway 79 to State Highway 74; thence westerly to the corporate boundary of the City of Hemet; southerly, westerly and northerly along said corporate boundary to The Atchison, Topeka & Santa Fe right-of-way; southerly along said right-of-way to Washington Road; southerly along Washington Road through and including the unincorporated community of Winchester to Benton Road; westerly along Benton Road to Winchester Road (State Highway 79) to Jefferson Avenue; southerly along Jefferson Avenue to U.S. Highway 395; southerly along U.S. Highway 395 to the Riverside County-San Diego County Boundary Line; westerly along said boundary line to the Orange County-San Diego County Boundary Line; southerly along said boundary line to the Pacific Ocean; northwesterly along the shoreline of the Pacific Ocean to point of beginning, including the point of March Air Force Base.

(END OF APPENDIX A)

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