

93079 MAY 19 1981

Decision _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of Kintetsu International Express (USA), Inc., a California corporation for a certificate of public convenience and necessity for passenger sight-seeing service in Alameda, Contra Costa, Los Angeles, Marin, Mariposa, Merced, Monterey, Orange, San Diego, San Francisco, San Joaquin, San Mateo, Santa Clara, Santa Cruz, Stanislaus and Tuolumne Counties.

Application 60174 (Filed January 7, 1981)

In the Matter of the Application of NIPPON EXPRESS U.S.A., INC. a New York corporation, qualified to do business in California, for a certificate of Public Convenience and Necessity to operate as a passenger stage corporation pursuant to the provisions of §1031, et. seq. of the California Public Utilities Code in the Counties of Alameda, Contra Costa, Fresno, Los Angeles, Marin, Mariposa, Merced, Monterey, Orange, Sacramento, San Diego, San Francisco, San Joaquin, San Mateo, Santa Clara, Santa Cruz, Solano, Sonoma, Stanislaus, Tuolumne, and Yolo.

Application 60181 (Filed January 9, 1981)

In the Matter of the Application of JATS Enterprise, Inc., a California corporation, for a temporary and permanent Certificate of Public Convenience and Necessity to operate as a passenger stage corporation pursuant to §1031, et. seq. of the California Public Utilities Code, in the Counties of Alameda, Contra Costa, Los Angeles, Marin, Fresno, Mariposa, Merced, Monterey, Orange, Sacramento, San Diego, San Mateo, San Francisco, San Joaquin, Santa Clara, Santa Cruz, Solano, Sonoma, Stanislaus, Tuolumne and Yolo.

Application 60221 (Filed January 27, 1981)

In the Matter of the Application of)
JETOUR USA, INC., a California)
corporation, for a certificate of)
public convenience and necessity to)
operate as a passenger stage)
corporation to provide sight-seeing)
tours between specified points in)
California and for interim temporary)
authority.)

Application 60286
(Filed February 22, 1981)

INTERIM OPINION

I. Background and Issues Generally

Foreign tourism to the United States has increased greatly over the last 10 to 20 years. This is particularly true of tourism by groups and individuals from Japan to California. Complainant's evidence in Lavelle (Dolphin Tours) v Japan Air Lines et al. _____ CPUC _____, Decision (D.) 92455 issued December 2, 1980 (Case (C.) 10732) showed that for 1979 between 250,000 and 300,000 Japanese visited the San Francisco Bay area.

The record in Lavelle v JAL shows that most Japanese who travel to California do so by purchasing a package tour in Japan which includes air fare, accommodations, some meals, and California intrastate bus sightseeing tours. The package tour system of travel, attractive to tourists because of the discounts it offers, has spawned an industry consisting of "ground operators" (also known as "receptive agents"), some of whom are affiliated with Japanese tour wholesalers. These ground operators are responsible for actually conducting the group package tours and seeing to the needs of the members of the groups.^{1/}

^{1/} See Lavelle v JAL for more details. Ground operators exist for tourists from various parts of the world.

One of the functions of the ground operators is to arrange for bus transportation for the groups. The ground operators select the bus companies to be used and determine what tours are to be run.

In Lavelle v JAL, an independent tour operator specializing in San Francisco, and who had applied for and was issued a passenger stage certificate for his routes, complained that defendants, which included JAL and Pacifico Creative Service, Inc. (Pacifico), were conducting passenger stage service for Japanese language tours with no certificate. We dismissed defendant JAL but found that Pacifico was in fact conducting unlawful passenger service for three routes which involved optional tours, and we ordered Pacifico to cease from conducting such optional transportation over those routes without a certificate.^{2/}

The salient fact insofar as this present proceeding is concerned is that in Lavelle v JAL neither the complainant nor defendant Pacifico owned or leased their own buses. They chartered them on a per-trip basis from charter-party carriers. Pacifico maintained (among other defenses) that because this was the case, it was not a passenger stage corporation even though it ran some tours frequently. Regarding this issue, we said, in part:

"The legislative intent behind [Public Utilities Code] Section 226 is for us to determine which company or individual is providing the ultimate consumer with a system of transportation for passenger stage purposes. This intent appears in the California Constitution, Article XII, Section 3, which reads:

^{2/} Because of the issues raised by the pleadings, the Administrative Law Judge found it necessary to rule that the complaint could proceed concerning additional ("optional") tours sold by the ground operators to members of the groups after their arrival in the U.S. Whether the pre-sold bus transportation (sold in Japan as part of a package) presents foreign commerce jurisdictional questions is the subject of the pending case of Lavelle v Pacifico, C.10935, filed December 24, 1980.

'Private corporations and persons that own, operate, control, or manage a line, plant, or system for the transportation of people or property, the transmission of telephone and telegraph messages, or the production, generation, transmission, or furnishing of heat, light, water, power, storage, or wharfage directly or indirectly to or for the public, and common carriers, are public utilities subject to control by the Legislature. The Legislature may prescribe that additional classes of private corporations or other persons are public utilities.'
(Emphasis added.)

"We conclude that Pacifico, not the various charter-party carriers, owns, operates, controls, and manages a 'system for the transportation of people' within the meaning of Article XII, Section 3, even though it owns no equipment and leases none, and we further conclude that under Section 226, Pacifico 'controls' and 'manages' the passenger stage routes previously enumerated. All the promotion is JCT's or Pacifico's. . . . When a tour commences, the guide, not the bus driver, is in charge of it. The bus operator may interfere only to the extent that safety or operational problems require him to do so; otherwise, he must follow the instructions of the tour guide.

"This interpretation is consistent with our recent line of cases granting passenger stage certificates to certain individuals or companies although they neither own nor lease their own equipment (see footnote 11). Dolphin [the complainant] itself is one such company.

"Pacifico, therefore, is not simply a broker or a travel or tour promoter-organizer." (Lavelle v JAL, slip opinion, pp. 43-45; footnotes omitted.)

Rehearing of Lavelle v JAL was denied by D.92691 (February 4, 1981).

The above determination has prompted applications for passenger stage certificates from other similar tour companies. All of the applications we have received to date concern service for Japanese tourists (or Japanese- and Chinese-speaking tourists). The applications

include requests for immediate interim relief. All the applications are protested by Lavelle and others.

With the exception of Pacifico's Application (A.) 58739 which is already set for hearing, we have consolidated the applications on this subject.

The names of the protestants are listed in the sections discussing each separate applicant. Grounds may be summarized as follows:

1. No public convenience and necessity can be shown to exist for the routes.
2. A number of passenger stage carriers serve at least some of the routes (in the case of Dolphin's protest, it is indicated that Japanese-narrated tours are available for the routes for which Dolphin is certificated.)
3. Lack of fitness.
4. Adverse economic impact upon the protestants.

With some variation, the protestants set forth these general grounds in each protest to each application. Protestants specifically oppose the grant of any interim authority.

While the protestants, in most cases, oppose all the routes requested, some of the protestants do not operate routes which, in each case, compete with every route.

The applications are, for the most part, for similar routes, but the most common thread running through all of them is that they seek to perpetuate de facto passenger stage routes which, to the best of our knowledge, were being conducted unlawfully but in good faith as supposed charter-party transportation.

From the record in Lavelle v JAL it is clear that there is a marked summer peak in Japanese travel to California and other destinations. With the number of applications, protests, routes, and issues before us, we are confronted with the reality that we

cannot schedule full hearings on all applications and issue decisions on them in time for the 1981 summer peak. It would be unfair to select one or two applicants and process them first.^{3/} Therefore we face the question of whether temporary certificates of public convenience and necessity should be issued for some or all of the requested routes, in order that the de facto routes may continue to be operated through the summer peak of 1981.

In this regard, we are aware that we have yet to determine our jurisdiction over the prepackaged bus transportation sold in Japan. The applications in this proceeding concern optional transportation, but whether there is rigid compartmentation between the prepackaged and the optional tourist is unclear. (Do both types of tourists use the same buses and the same routes or not?) Assuming that both types of tourists ride the same tours, and we certify the optional transportation and also determine in C.10935 we have jurisdiction over the prepackaged transportation, many of the tours might come to a halt until we again determine whether temporary or permanent certificates should be issued. Any temporary certificate which is issued will not, therefore, be restricted to the optional passenger.

As a result of Lavelle v JAL, we face the reality that dozens of de facto passenger stage routes with Japanese narration, specially tailored for Japanese tourists, may be unavailable or curtailed during the peak tourist season (June, July, August, and September) if we do not act to keep them in operation during the 1981 summer season while we complete hearings and issue a final decision.

^{3/} We deem it inadvisable to assign each separate proceeding to a different Administrative Law Judge. First, some parties have protested all the applications, and therefore we could not set concurrent hearings, and, second, we wish to afford applicants and protestants consistent treatment.

Hearings are bound to take some time since there are many routes, four applicants (not counting Pacifico, whose application is being separately considered) and numerous protests.

The passenger stage protestants assert that their routes can be used by the tour operators. There are other factors, however, such as availability of buses and whether the exact routes and stops on the routes of the passenger stage companies are exactly what is desired for group tours of Japanese. While some accommodation might be made, it is difficult to see how the existing passenger stage carriers could quickly rearrange their operations or add equipments and drivers to absorb the shutdowns of all the existing de facto routes. Some accommodation could be made, but it would probably entail confusion in allocating equipment and personnel.

Our conclusion is that the touring public would suffer more than the certificated carriers would benefit from curtailment of service over the 1981 summer peak, and therefore, when special problems are not present for individual routes, and in cases in which the applications and supporting papers present a prima facie case of public need (as well as financial and operational fitness), we will grant the applicants temporary certificates pending hearing and our final order.

We are issuing temporary certificates to applicants to enable them to continue the operations they were conducting before our Lavelle v JAL decision. In doing so we consider first the equity of allowing these applicants to temporarily resume operations while their applications, which are good faith efforts to comply with our Lavelle v JAL decision, are being addressed. Against that consideration we weigh an interpretation of Section 1032 that temporary certificates may not be issued while hearings required under that section are pending or being conducted. We take notice that the hearing process in these cases promises to be unusually protracted due to the number of parties and the passion with which the issues

are being litigated. To offset the possibility of unreasonable delay, we grant temporary certificates on the following basis. Applicants are put on notice that there is absolutely no guarantee they will be granted permanent certificates of convenience and necessity. Any investment they undertake now is at their peril. Temporary operations will have to be discontinued if we decide, after the hearing process is concluded, that permanent certificates should not be issued. This policy is an equitable and common sense approach to satisfying the genuine public interest in these operations being resumed in time for peak summer demand. If the applicants were proposing new operations, and if we had no record of the extraordinary demand for these operations such as we now have in the Lavelle v JAL record, our conclusion might well be different. We cannot, however, sit idly by while public demand goes unsatisfied and litigants unreasonably prolong their battle-unto-the-death in the Commission courtrooms.

We are mindful of our responsibilities under Public Utilities (PU) Code Section 1032, but taken together with Section 701, we believe that Section 1032 does not bar us from issuing temporary certificates pending hearing, to prevent inconvenience to a segment of the public likely to result from our failure or refusal to take such action.

The situation that has arisen from Lavelle v JAL and derivative cases and applications illustrates, in our opinion, the futility of regulating round-trip sightseeing on a route-by-route

basis under modern conditions of mass tourism. We believe that such bus service should either be deregulated or at least be the subject to some more flexible regulatory concept, such as considering round-trip sightseeing to be charter-party rather than passenger stage.

II. Review of Applications

In this section we will review the separate applications, not including Pacifico's, which is a separate proceeding, and not including Trans-Pacific Travel (A.60164) which was today dismissed at the request of the applicant.

Yosemite Park and Curry Co. originally filed protests to all the applications which contain Yosemite routes. These protests were withdrawn. Notwithstanding the withdrawals, we are mindful of the special problems regarding Yosemite Valley's environment and the deleterious effects of overcrowding. (See discussion, San Francisco-Yosemite Tours, Inc. _____ CPUC _____; D.91954 dated June 17, 1980, A.59368.) In the particular applications before us, applicants state that they are seeking to perpetuate de facto routes. Thus if interim authority is granted, Yosemite will not be experiencing an increase in bus traffic carrying one-day Japanese visitors.

There are various "wedding tours" or "wedding packages" included. These originate either in San Francisco and go to certain suburban churches, or in Los Angeles with a wedding on board the Queen Mary. An advance reservation is required. These routes do not appear to be operated frequently or regularly enough to be passenger stage service. Additionally, these "tours" (if one can describe them that way) appear most likely to be package of services,

the main point of which is the wedding ceremony and associated functions rather than the transportation.^{4/}

For brevity, no further reference will be made to these "tours" when discussing the individual applications. No certificates will be issued for them.

Because the Administrative Law Judge determined that certain additional information was needed, he wrote a letter to each applicant on March 17, 1981 requesting that 11 questions be answered in detail by each applicant. One applicant's comments indicate that it believes the information was requested specifically for consideration of interim relief. This is not the case; it was sought for use in the applications generally, and the parties may make use of the responses as well as the Commission. Although they are in letter form we consider them to be supplementary to the applications, and part of the official files.

Some of the applications are not specific enough concerning under what terms on-call service will be operated (that is, how far in advance tours must be reserved, whether there is a minimum passenger requirement, and under what other circumstances service may be canceled). We will require that the filed tariffs correct this. For any service to be operated as scheduled for only part of the year, the specific starting and ending dates should be indicated.

^{4/} We are aware that we rejected a "package of services" argument by Pacifico in Lavelle v JAL. Pacifico tried to apply this contention to all of its routes. Pacifico's wedding tour was not found to be a passenger stage route because of infrequency of operation.

A.60174 et al. ALJ/jn

Kintetsu International Express (USA)
Inc. (Kintetsu) A.60174, Filed
January 7, 1981

Description of Applicant: California corporation with principal office at 1737 Post Street, San Francisco. Wholly owned subsidiary of Kinki Nippon Tourist Co., Ltd. (KNT), a Japanese corporation. Acts as exclusive ground operator for KNT, and offers tours exclusively to members of KNT tours. Currently receives approximately 40,000 Japanese tourists annually. Approximately 10,000 take optional tours.

Routes Requested:

Full-day Disneyland Tour (originating at various Los Angeles hotels)

Half-day Disneyland Tour

Full-day Disneyland and Knott's Berry Farm Tour

Full-day Disneyland and Universal Studio Tour

Universal Studio Tour

Santa Monica and Westwood Tour

San Diego and Tijuana Tour

Los Angeles Night Tour

San Francisco-Yosemite National Park

San Francisco-Carmel- Mystery Spot

San Francisco Night Tour and Dinner

Berkeley and Sausalito

Type of Service: Scheduled, year-round.

Justification: Previous existing volume of 40,000 tourists; experience in field since 1974; net worth as of December 31, 1979 of \$205,135. Minimal financial risk because of subsidiary relationship.

Protestants: Bay Tours, Dolphin, LA Sightseeing, O'Connor, Parlor Car.

Comment: Letter response to the Administrative Law Judge's questions indicates that while scheduled service is planned on a year-round basis, some adjustments may be necessary, without notice, due to changes in incoming flights, etc. The response further indicates that the following tours were run infrequently and cannot be considered de facto passenger stage routes conducted on that basis in 1980:

Half-day Disneyland Tour (conducted irregularly when weather conditions prevented full-day tour)

Full-day Disneyland-Knott's Berry Farm Tour

Full-day Disneyland and Universal Studio Tour

Berkeley and Sausalito

Regarding the Los Angeles-San Diego-Tijuana Tour, the letter response contains the following statement:

"Kintetsu provides bus transportation on its San Diego - Tijuana Tour only to the U.S. border. From there, the tourists, accompanied by the guide, walk across the border and take a Mexican shuttle bus to Tijuana, then reverse the process to return. The cost of the Mexican shuttle bus is included in the price of the tour, so the tour guide pays the Mexican bus fare for all the tourists at the time the tourists board the bus by paying the driver. The Mexican bus is a public bus operated by Gremio Mexican Car Union ('Gremio') which runs regularly to serve the general public, and does not operate under charter or other formal agreement with Kintetsu. However, occasionally if Kintetsu has an unusually large group, it will arrange with Gremio for the provision of a separate bus for the Kintetsu group."

The last sentence raises a question of whether there may be an informal interlining agreement requiring compliance with Section 206(a)(6) of the Interstate Commerce Act (which permits a carrier operating within a single state to request authorization from the state Commission to engage in foreign commerce, provided that the specified

procedures are followed, including prior notice in the Federal Register (cf. Gray Line Tours Co. v. Messnick, Interstate Commerce Commission No. MC-C-10306, service date June 2, 1980; Stuart A. Messnick, _____ CPUC _____, D.89069, July 11, 1978, A.55965; and Stuart A. Messnick, D.89920, January 30, 1979, A.57075.

In our opinion, the irregular nature of the special transportation takes it out of the category of an express or implied interlining agreement requiring compliance with Section 206(a)(6). We will grant an interim certificate for this route without prejudice to the protestants to raise this issue at the time of the hearings.

Our interim certificate for this carrier will include all routes requested except those indicated above as running too infrequently to be considered existing routes.

Nippon Express USA, Inc. (Nippon)
A.60181, Filed January 9, 1981

Description of Applicant: New York Corporation qualified to do business in California; principal office is 147 Beacon Street, South San Francisco. Nippon's letter in response to the Administrative Law Judge's questions indicates that it is a wholly owned subsidiary of Nippon Express Co. Ltd., a Japanese corporation. All passengers come through the parent company, which books package tours in Japan. Optional tours are offered.

Routes Requested:

San Francisco-Mystery Spot-Carmel
San Francisco-Yosemite
San Francisco-Great America-Winchester House
San Francisco-Berkeley-Sausalito
Gold Rush and Pioneer Era (from San Francisco)
Filoli Center and Artists Guild (from San Francisco)
San Francisco Night Tours (four different tours)
Los Angeles-Knott's Berry Farm

Los Angeles-Disneyland

Los Angeles-San Diego-Tijuana

Universal Studios (Los Angeles)

Los Angeles night tours (three different tours)

Type of Service: On-call; Nippon gives bus companies 12-hour notice of equipment desired. No passenger minimum indicated.

Justification: 17,992 passengers carried in period April 1979 to March 1980; 14,074 passengers for the same period 1980-81. Nippon estimates 35%-40% of passengers sign up for optional tours. Net 1980 income \$508,561; 1980 shareholder's equity \$2,602,930.

Protestants: Bay Tours, Dolphin, O'Connor, and Parlor Car.

Comment: Nippon states that all requested tours were run in 1980. An attachment to the response to the Administrative Law Judge's letter shows that the following tours were run too infrequently to constitute 1980 de facto routes:

Great America

Gold Rush and Pioneer Era

Filoli Center and Artists Guild

Berkeley-Sausalito

Universal Studio Tour

Los Angeles Night Tour "C"

In the response, it is indicated that the Tijuana tour operates to the U.S. side of the border only, with no arrangements with any Mexican carrier.

The interim certificate will include the routes run frequently enough to be considered passenger stage operations.

JATS Enterprise, Inc. (JATS),
A.60221, Filed January 27, 1981

Description of Applicant: California corporation with principal place of business at 639 Market Street, San Francisco. JAT's parent company is Nippon Travel Agency Co. Ltd (NTA), one of the largest travel agencies in Japan. Also affiliated with NTA Pacific which makes arrangements for optional tours in California. (Exact nature of affiliation is not clear.) JATS intends to rely upon NTA and NTA Pacific for the present, although in the long term, it may solicit business from other sources.

Routes Requested:^{5/}

San Francisco-Yosemite

San Francisco-Monterey-Carmel

San Francisco-Roaring Camp-Mystery Spot

San Francisco-Three Bridges (Berkeley, University of California, Sausalito)

San Francisco City Night Tour (includes dinner in Sausalito)

Los Angeles-Disneyland

Los Angeles-San Diego-Tijuana

Los Angeles-Universal Studios-UCLA

Los Angeles-Knott's Berry Farm

Los Angeles-Knott's Berry Farm-Movieland

Type of Service: The application lists the routes but no scheduled departures. Paragraph III of the application indicates "on-call" service but no minimum number of passengers is indicated nor is any "notice" (cancellation) provision indicated. In the Administrative Law Judge's March 17 request for information, question 8 requested a response on how on-call service would be operated. The answer states:

^{5/} On May 6 JATS filed an amendment to its application which adds a "Tour 5" and a "Tour 14". The amendment includes no information concerning whether the routes were operated in 1980. Referring to the answers to the Administrative Law Judge's letter, Tour 5 is listed as "new" and Tour 14 is omitted. Tour 5 would therefore not qualify as a de facto route, and we do not believe we should delay this decision to investigate the status of Tour 14.

"With regard to the optional tours which will be chartered in a mini-bus, which is capable of carrying 15 passengers, the minimum required for a tour will be 8 to 10 persons. With regard to the larger buses, the minimum required will be 15 passengers. Applicant anticipates extensive advertising for these optional tours in Japan with sign-ups taking place in Japan and in California."

Apparently the applicant has furnished us with a response for optional tours only. Since, however, the application indicates that JATS has a parent company operating as a tour agency, it personally accepts "prepackaged" tourists as well and intends to use its routes to serve them.

Our interim certificate for this carrier will assume that both prepackaged and optional carriers are carried on the same basis, in the same type of equipment, with the same minimums applying. If any detail of the certificate is erroneous, JATS may petition to modify this decision or file an amended tariff for our approval. Such tariff should be served on the protestants.

Justification: In 1980 approximately 29,000 tourists were handled in California, 14,000 for Northern California, and 11,000 for Southern California. Volumes were slightly higher in 1979. JATS estimates that most tourists take at least one optional tour. No past financial data were submitted. A very general pro forma balance sheet indicates current assets of \$50,000.

Protestants: Bay Tours, Dolphin, Gray Line, Greyhound, LA Sightseeing, O'Connor.

Comment: All of this applicant's Southern California Tours were conducted often enough on 1980 to be regarded as de facto passenger stage routes except the Knott's Berry Farm and Movieland Tour (No. 13).

In Northern California, only the Yosemite Tour (No. 1) and the night tour (No. 6) qualify. The Tijuana tour is to the U.S. side of the border with no interlining arrangements.

Jetour USA, Inc. (Jetour)
A.60286, Filed February 22, 1981

Description of Applicant: California corporation; principal office at 626 Wilshire Boulevard, Los Angeles. In response to the Administrative Law Judge's letter, counsel for Jetour included the following summation:

"Jetour is not affiliated with any airline. Jetour is affiliated with World Tour Operators, Inc., a Japanese wholesale tour operator in Tokyo and Jet Asia, Ltd., a Hong Kong wholesale tour company. Both of these wholesale tour operators direct all of their U. S. bound tourists from Japan and Hong Kong, respectively, to Jetour and uses [sic] the ground tour service of Jetour exclusively for their package and group tour customers. As is set forth in Paragraph 12 of Jetour's application, World Tour Operators, Inc. owns 50% interest in Jetour USA on a joint venture basis with Far East Express, a California corporation, which owns the remaining 50% interest. World Tour Operators, Inc. also owns 60% interest in Jet Asia, Ltd."

Jetour offers tours with Chinese narration as well as Japanese.

Routes Requested:

San Francisco Three Bridge Tour
San Francisco-Great America Tour
Peninsula Excursion
San Francisco-Yosemite
San Francisco Gourmet Night Tour
Los Angeles-Disneyland
Knott's Berry Farm and Movieland Wax Museum
Los Angeles-San Diego-Tijuana
Los Angeles-Beverly Hills Gourmet Night Tour

Type of Service: On-call, but the Yosemite and Great America tours are seasonal. Minimum of one-day notice; 10 or more passengers required, although some tours were operated in 1980 with less than 10. Chinese narration also available.

Justification: Applicant has been in business since 1974. Currently received about 18,000 Japanese- or Chinese-speaking tourists per year. Approximately 8,000 take optional tours. November 1980 assets \$1,928,443; liabilities \$1,557,450; stockholders equity \$370,993. Operating profit for 1980 through November \$81,139.

Protestants: Dolphin, Gray Line, Greyhound, O'Connor.

Comments: All of the proposed tours except Great America and Knott's Berry Farm were conducted with passenger stage frequency in 1980.

III. Conclusion

We will issue temporary certificates to the four applicants in this proceeding for the routes indicated in the preceding section. We will treat Pacifico consistently in A.58739. However, Pacifico filed a very recent amendment to its application which substituted as applicant the parent corporation (Pacifico Hawaii) for the subsidiary (Pacifico California). This filing has prevented us from preparing and issuing a decision regarding Pacifico concurrently.

Because of the transportation problems discussed in Section I of this opinion, we will make the order in this decision effective today. We will make every effort to complete this entire proceeding as soon as possible.

Our decision carries with it no adverse impact on the environment, since these bus routes have already been operating.

Findings of Fact

1. Over the course of the summer tourist season in 1980, the applicants in this proceeding conducted, in good faith but without certificates of public convenience and necessity, certain round-trip sightseeing bus routes for Japanese- or Chinese-speaking tourists. The routes which qualify as uncertified passenger stage service are as set forth in Section II of the opinion part of this decision.

2. Because of our decision on December 2, 1980 in Lavelle v Japan Air Lines, et al. (_____ CPUC _____; D.92455, C.10732) holding the bus service of Pacifico Creative Service, Inc. (Pacifico) to be passenger stage operations for "optional" tours, the applicants, who conduct the same type of service, filed applications in January and February of 1981 requesting certificates for certain routes, and requesting interim relief so that operations could continue pending our final order. Various protestants oppose the applications in general and interim relief in particular.

3. For 1979, between 250,000 and 300,000 Japanese visited the San Francisco Bay area and a slightly smaller number visited Southern California (according to the record in C.10732). The information filed with the applications in this proceeding indicates that the total numbers were slightly smaller for 1980. There is no information which would suggest a marked decline for 1981. The record in C.10732 establishes that there is a strong summer peak for Japanese tourism to California (specifically, June, July, August, and September).

4. The majority of such tourists come to the U.S. on package tours which include prepaid California intrastate bus tours, narrated in Japanese (or in the case of applicant Jetour, in either Japanese or Chinese). Additionally, many of the tourists take additional "optional" bus tours with Japanese or Chinese narration, paid for individually after arrival in the U.S.

5. Over the course of several years, a specialized industry of ground operators, tour wholesalers, and tour retailers has evolved. Japanese- and Chinese-speaking tourists rely on this industry to arrange package tours to the U.S. because of the price advantages of the package tours, although there is some trend toward more individual tourism (see, generally, Lavelle v JAL).

6. Because of the numerous routes requested and the volume of protests, we cannot complete the necessary hearings and issue final orders on whether the various routes should be certified prior to the end of the peak 1981 tourist season. Therefore, if temporary certificates are not issued to the applicants, many de facto passenger stage routes conducted in 1980 by the applicants may be unavailable or curtailed during the peak 1981 season.

7. While the existing passenger stage carriers conduct some similar routes, it is unlikely that for the summer of 1981 they can rearrange or supplement their operations and personnel to absorb fully and to conduct efficiently all the specialized sightseeing tours for Japanese- and Chinese-speaking persons now operated by applicants. To the extent that this is the case, the service will not be provided to the satisfaction of the Commission. (PU Code § 1032.)

8. For purposes of this interim order, the applicants have demonstrated sufficient operational and financial fitness.

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

Conclusions of Law

1. Temporary certificates of public convenience and necessity for passenger stage service, restricted to round-trip sightseeing tours narrated in Japanese (in the case of Jetour, Japanese or Chinese), should be granted to the applicants for the routes set forth in the order which follows.

2. These certificates should expire on October 31, 1981 unless extended or made permanent by our further order.

INTERIM ORDER

IT IS ORDERED that:

1. Temporary certificates of public convenience and necessity are granted to applicants, authorizing them to operate as passenger stage corporations, as defined in PU Code § 226, between the points and over the routes set forth in Appendixes A, B, C, and D.

2. Applicants shall:

- a. File written acceptances of their certificates within 30 days after this order is effective.
- b. Establish the authorized service and file tariffs and timetables within 120 days after this order is effective.
- c. State in their tariffs and timetables when service will start; allow at least 10 days' notice to the Commission; and make timetables and tariffs effective 10 or more days after this order is effective.
- d. Comply with General Orders Series 79, 98, 101, and 104, and the California Highway Patrol safety rules.
- e. Maintain accounting records in conformity with the Uniform System of Accounts.
- f. In the case of "on call" service, include in their tariffs any provisions relating to required notice and minimum number of passengers.

October 31, 1981

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3. These certificates shall expire on ~~March 31, 1982~~
unless extended or made permanent by further order.

This order is effective today.

Dated MAY 19 1981 , at San Francisco, California.

John E. Coyne President
Richard D. Staveland
Samuel W. Smith
Robert C. ...
James C. Grew Commissioners

T/FS /bw *

Appendix A

KINTETSU INTERNATIONAL
EXPRESS (USA), INC.

Original Title Page

TEMPORARY CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
AS A PASSENGER STAGE CORPORATION
PSC-1157
EXPIRES OCTOBER 31, 1981

Showing passenger stage operative rights, restrictions, limitations, exceptions, and privileges applicable thereto.

All changes and amendments as authorized by the Public Utilities Commission of the State of California will be made as revised pages or added original pages.

Issued under authority of Decision No. 93079,
dated May 19, 1981, of the Public Utilities
Commission of the State of California, in Application No. 60174.

SECTION I. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS, AND SPECIFICATIONS.

Kintetsu International Express (USA), Inc., a California corporation, by the certificate of public convenience and necessity to operate as a passenger stage corporation granted by the decision noted in the margin, is authorized to transport passengers for sightseeing and pleasure trips between the City of Los Angeles and the City and County of San Francisco, on the one hand, and certain points named herein, on the other hand, over and along the routes hereinafter described, subject, however, to the authority of this Commission to change or modify said routes at any time and subject to the following provisions:

- a. All service herein authorized shall be limited to the transportation of round-trip passengers only.
- b. Service shall be operated on an "on-call" basis. The term "on-call" as used herein refers to service which is authorized to be rendered dependent on the demands of passengers. The tariffs and timetable shall show the conditions under which each authorized "on-call" service will be rendered.
- c. All of the tours and special attractions shall be conducted in the Japanese language only.

Issued by California Public Utilities Commission.

Decision No. 93079, Application No. 60174.

SECTION II. TOUR DESCRIPTIONS - LOS ANGELES.

Tour No. - Description

1 Full Day Disneyland Tour

PICK UP:

LOS ANGELES HILTON HOTEL, 930 Wilshire Blvd., Los Angeles
BONAVENTURE HOTEL, 404 Figueroa St., Los Angeles
BILTMORE HOTEL, 515 Olive St., Los Angeles
HYATT REGENCY HOTEL, 711 Hope St., Los Angeles
NEW OTANI HOTEL, 120 Los Angeles St., Los Angeles
WILSHIRE HYATT HOUSE, 3515 Wilshire Blvd., Los Angeles
BEVERLY HILTON HOTEL, 9676 Wilshire Blvd., Los Angeles
HOLIDAY INN HOLLYWOOD, 1755 Highland Ave., Hollywood

Visiting Disneyland, via Santa Ana Freeway, and returning
to hotel via Santa Ana Freeway.

2 Universal Studio Tour

PICK UP:

LOS ANGELES HILTON HOTEL, 930 Wilshire Blvd., Los Angeles
BONAVENTURE HOTEL, 404 Figueroa St., Los Angeles
BILTMORE HOTEL, 515 Olive St., Los Angeles
HYATT REGENCY HOTEL, 711 Hope St., Los Angeles
NEW OTANI HOTEL, 120 Los Angeles St., Los Angeles
WILSHIRE HYATT HOUSE, 3515 Wilshire Blvd., Los Angeles
BEVERLY HILTON HOTEL, 9676 Wilshire Blvd., Los Angeles
HOLIDAY INN HOLLYWOOD, 1755 Highland Ave., Hollywood

Visiting Universal Studio via Hollywood Freeway and
returning to hotel via Hollywood Freeway.

Issued by California Public Utilities Commission.

Decision No. 92079, Application No. 60174.

SECTION II. TOUR DESCRIPTIONS - LOS ANGELES. (continued)

Tour No. - Description

3 Santa Monica and Westwood Tour

PICK UP:

LOS ANGELES HILTON HOTEL, 930 Wilshire Blvd., Los Angeles
BONAVENTURE HOTEL, 404 Figueroa St., Los Angeles
BILTMORE HOTEL, 515 Olive St., Los Angeles
HYATT REGENCY HOTEL, 711 Hope St., Los Angeles
NEW OTANI HOTEL, 120 Los Angeles St., Los Angeles
WILSHIRE HYATT HOUSE, 3515 Wilshire Blvd., Los Angeles
BEVERLY HILTON HOTEL, 9676 Wilshire Blvd., Los Angeles
HOLIDAY INN HOLLYWOOD, 1755 Highland Ave., Hollywood

Visiting the beach of Santa Monica, via Santa Monica,
via Santa Monica Freeway, Westwood and UCLA campus,
returning to hotel via San Diego and Santa Monica
Freeways.

4 Night Tour

PICK UP:

LOS ANGELES HILTON HOTEL, 930 Wilshire Blvd., Los Angeles
BONAVENTURE HOTEL, 404 Figueroa St., Los Angeles
BILTMORE HOTEL, 515 Olive St., Los Angeles
HYATT REGENCY HOTEL, 711 Hope St., Los Angeles
NEW OTANI HOTEL, 120 Los Angeles St., Los Angeles
WILSHIRE HYATT HOUSE, 3515 Wilshire Blvd., Los Angeles
BEVERLY HILTON HOTEL, 9676 Wilshire Blvd., Los Angeles
HOLIDAY INN HOLLYWOOD, 1755 Highland Ave., Hollywood

To La Fonda or El Cid and Griffith Park, returning
to hotel.

Issued by California Public Utilities Commission.

Decision No. 93079, Application No. 60174.

SECTION II. TOUR DESCRIPTIONS - LOS ANGELES. (continued)

Tour No. - Description

5 San Diego and Tijuana Tour

PICK UP:

LOS ANGELES HILTON HOTEL, 930 Wilshire Blvd., Los Angeles
BONAVENTURE HOTEL, 404 Figueroa St., Los Angeles
BILTMORE HOTEL, 515 Olive St., Los Angeles
HYATT REGENCY HOTEL, 711 Hope St., Los Angeles
NEW OTANI HOTEL, 120 Los Angeles St., Los Angeles
WILSHIRE HYATT HOUSE, 3515 Wilshire Blvd., Los Angeles
BEVERLY HILTON HOTEL, 9676 Wilshire Blvd., Los Angeles
HOLIDAY INN HOLLYWOOD, 1755 Highland Ave., Hollywood

Visiting San Diego and Tijuana in Mexico, via Highway 5,
tour San Diego City, then cross border to Tijuana,
returning to hotel via Highway 5.

SECTION III. TOUR DESCRIPTIONS - SAN FRANCISCO.

Tour No. - Description

1 YOSEMITE NATIONAL PARK

PICK UP:

SAN FRANCISCO HILTON HOTEL, Mason & O'Farrell Sts., S.F.
ST. FRANCIS HOTEL, Union Square, S.F.
SHERATON PALACE, 639 Market St., S.F.
HOLIDAY INN FINANCIAL DISTRICT, 750 Kearny St., S.F.
RAMADA INN, 590 Bay Street, S.F.
HOLIDAY INN GOLDEN GATEWAY, 1500 Van Ness Ave., S.F.
JACK TAR HOTEL, Van Ness at Geary, S.F.
MIYAKO HOTEL, 1625 Post St., S.F.

Via Bay Bridge to Modesto via Routes 80, 580, 5, and 132 reaching Yosemite via Routes 99 and 140. Return to hotel in San Francisco.

2 Monterey, Carmel and Mystery Spot

PICK UP:

SAN FRANCISCO HILTON HOTEL, Mason & O'Farrell Sts., S.F.
ST. FRANCIS HOTEL, Union Square, S.F.
SHERATON PALACE, 639 Market St., S.F.
HOLIDAY INN FINANCIAL DISTRICT, 750 Kearny St., S.F.
RAMADA INN, 590 Bay Street, S.F.
HOLIDAY INN GOLDEN GATEWAY, 1500 Van Ness Ave., S.F.
JACK TAR HOTEL, Van Ness at Geary, S.F.
MIYAKO HOTEL, 1625 Post St., S.F.

Departing from passengers' hotel to Mystery Spot via Highways 280 and 17, proceeding to Monterey via Highway No. 1. After lunch, continuing tour to Carmel by way of 17 Mile Drive, and returning to hotel via Highways 1, 156, and 101.

Issued by California Public Utilities Commission.

Decision No. 93079, Application No. 60174.

Appendix A

KINTETSU INTERNATIONAL
EXPRESS (USA), INC.
(PSC-1157)

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SECTION III. TOUR DESCRIPTIONS - SAN FRANCISCO. (continued)

Tour No. - Description

3 Night Tour and Dinner

PICK UP:

SAN FRANCISCO HILTON HOTEL, Mason & O'Farrell Sts., S.F.
ST. FRANCIS HOTEL, Union Square, S.F.
SHERATON PALACE, 639 Market St., S.F.
HOLIDAY INN FINANCIAL DISTRICT, 750 Kearny St., S.F.
RAMADA INN, 590 Bay Street, S.F.
HOLIDAY INN GOLDEN GATEWAY, 1500 Van Ness Ave., S.F.
JACK TAR HOTEL, Van Ness at Geary, S.F.
MIYAKO HOTEL, 1625 Post St., S.F.

Tour San Francisco at night, then to Treasure Island.
Cross Bay Bridge and back to center of city via Polk
Street. Return to hotel.

Issued by California Public Utilities Commission.

Decision No. 93079, Application No. 60174.

T/FS /bw *

Appendix B

NIPPON EXPRESS U.S.A., INC.

Original Title Page

TEMPORARY CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
AS A PASSENGER STAGE CORPORATION

PSC-1158

EXPIRES OCTOBER 31, 1981

Showing passenger stage operative rights, restrictions, limitations, exceptions, and privileges applicable thereto.

All changes and amendments as authorized by the Public Utilities Commission of the State of California will be made as revised pages or added original pages.

Issued under authority of Decision No. 93079,
dated May 19, 1981, of the Public Utilities
Commission of the State of California, in Application No. 60181.

SECTION I. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS, AND SPECIFICATIONS.

Nippon Express U.S.A., Inc., a California corporation, by the certificate of public convenience and necessity to operate as a passenger stage corporation granted by the decision noted in the margin, is authorized to transport passengers for sightseeing and pleasure trips between the City and County of San Francisco, and the City of Los Angeles, on the one hand, and certain points named herein, on the other hand, over and along the routes hereinafter described, subject, however, to the authority of this Commission to change or modify said routes at any time and subject to the following provisions:

- a. All service herein authorized shall be limited to the transportation of round-trip passengers only.
- b. Service shall be operated on an "on-call" basis. The term "on-call" as used herein refers to service which is authorized to be rendered dependent on the demands of passengers. The tariffs and timetable shall show the conditions under which each authorized "on-call" service will be rendered.
- c. All of the tours and special attractions shall be conducted in the Japanese language only.

Issued by California Public Utilities Commission.

Decision No. 93079, Application No. 60181.

SECTION II. TOUR DESCRIPTIONS - SAN FRANCISCO.

Tour No. - Description

- 1 Mystery Spot, Monterey and Carmel
Passengers picked up at their San Francisco hotels. Bus will take Highways 101, 85, 280, and 17 to the Mystery Spot. From there, the bus will continue along Highway 17 and then onto Highway 1 to Monterey. From Monterey, the tour will proceed to Carmel via 17 Mile Drive. Passengers will visit and see points of interest in Carmel, and then return to San Francisco and their hotels via Highways 1, 156, and 101.
- 2 Yosemite National Park
Passengers picked up at their San Francisco hotels. Bus will cross the S.F. Bay Bridge and proceed along Highways 580, 5 and 140 and into Yosemite National Park. Bus will return along the same routes and drop passengers off at their hotels.
- 3 San Francisco Night Tours
Passengers picked up at San Francisco hotels. Bus will taken tour of the City of San Francisco using the most appropriate and scenic streets. Passengers will visit and see points of interest including Treasure Island, Hyatt Regency Hotel, the Embarcadero, and Fairmont Hotel. They will then be returned to their hotels.

SECTION III. TOUR DESCRIPTIONS - LOS ANGELES.

Tour No. - Description

- 1 Disneyland
Passengers picked up at Los Angeles hotels. Bus will travel along Highway 5 to Disneyland. Passengers will spend the day at Disneyland and be returned to their hotels along the same routes.
- 2 Knott's Berry Farm
Passengers picked up at Los Angeles hotels. Bus will travel along Highway 5 to Knott's Berry Farm. Passengers will spend the day at Knott's Berry Farm and be returned to their hotels along the same routes.
- 3 Los Angeles Night Tour (A)
Passengers picked up at Los Angeles hotels. Bus will tour the City of Los Angeles using the most appropriate and scenic streets. Passengers will visit and see points of interest including Griffith Observatory and La Honda. They will then be returned to their hotels.
- 4 Los Angeles Night Tour (B)
Passengers picked up at Los Angeles hotels. The bus will travel over Highway 101 to Santa Monica Boulevard thence to the City of Santa Monica via Wilshire Boulevard. Passengers will then be returned to their hotels via the Santa Monica Freeway.

Issued by California Public Utilities Commission.

Decision No. 93079, Application No. 60181.

SECTION III. TOUR DESCRIPTIONS - LOS ANGELES. (continued)

Tour No. - Description

5

San Diego and Tijuana

Passengers picked up at Los Angeles hotels. Bus will travel south on Highway 5 to San Diego. In San Diego the bus will travel over the most appropriate streets for visiting and sightseeing points of interest in said city. After lunch, they will be taken to the San Ysidro border by way of Highway 5. They will proceed to Tijuana for sightseeing and then return north on Highway 5 to Carlsbad Winery. From there, passengers will be returned to their hotels.

T/FS /bw *

Appendix C

JATS ENTERPRISE, INC.

Original Title Page

TEMPORARY CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
AS A PASSENGER STAGE CORPORATION

PSC-1159

EXPIRES OCTOBER 31, 1981

Showing passenger stage operative rights, restrictions, limitations, exceptions, and privileges applicable thereto.

All changes and amendments as authorized by the Public Utilities Commission of the State of California will be made as revised pages or added original pages.

Issued under authority of Decision No. 93079,
dated May 19, 1981, of the Public Utilities
Commission of the State of California, in Application No. 60221.

SECTION I. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS, AND SPECIFICATIONS.

JATS Enterprise, Inc., a California corporation, by the certificate of public convenience and necessity to operate as a passenger stage corporation granted by the decision noted in the margin, is authorized to transport passengers for sightseeing and pleasure trips between the City and County of San Francisco, and the City of Los Angeles, on the one hand, and certain points named herein, on the other hand, over and along the routes hereinafter described, subject, however, to the authority of this Commission to change or modify said routes at any time and subject to the following provisions:

- a. All service herein authorized shall be limited to the transportation of round-trip passengers only.
- b. Service shall be operated on an "on-call" basis. The term "on-call" as used herein refers to service which is authorized to be rendered dependent on the demands of passengers. The tariffs and timetable shall show the conditions under which each authorized "on-call" service will be rendered.
- c. All of the tours and special attractions shall be conducted in the Japanese language only.

Issued by California Public Utilities Commission.

Decision No. 93079, Application No. 60221.

SECTION II. TOUR DESCRIPTIONS - SAN FRANCISCO.

Tour No. - Description

- 1 Yosemite National Park Tour
Commencing at passengers' San Francisco hotel, cross the Bay Bridge, thence over Highways 80, 580, 120, 99, and 140 to Yosemite National Park, sightseeing and lunch at the park, and return to San Francisco hotel.

- 2 San Francisco City Night Tour (with Dinner)
Commencing at passengers' San Francisco hotel, thence cross the Golden Gate Bridge to Sausalito, dinner at Alta Mira Hotel, thence over the most appropriate and scenic streets visiting and viewing points of interest in the City of San Francisco, such as Treasure Island, Hyatt Regency Hotel, Fairmont Hotel, Chinatown, Broadway, and return to San Francisco hotel.

Issued by California Public Utilities Commission.

Decision No. 93079, Application No. 60221.

SECTION III. TOUR DESCRIPTIONS - LOS ANGELES.

Tour No. - Description

- 1 Disneyland Tour
Starting at passengers' Los Angeles hotels, thence over Highway 5 to Disneyland, sightseeing at Disneyland and return to Los Angeles hotel.
- 2 Universal Studio and UCLA
Commencing at passengers' Los Angeles hotel, thence over Highway 101 to Universal Studios, and thence to University of Los Angeles, and sightseeing of University of Los Angeles campus and return to hotel in Los Angeles. ✓
- 3 Knott's Berry Farm Tour
Commencing at passengers' Los Angeles hotel, thence over Highway 5 to Knott's Berry Farm, sightseeing at Knott's Berry Farm, including Ghost Town of Calico, and return to Los Angeles hotel.
- 4 San Diego and Tijuana Shopping Tour
Commencing at passengers' Los Angeles hotel, thence over Highway 5 to San Diego, thence over the most appropriate streets, visiting and viewing points of interest in the City of San Diego such as Cape Loma, Mission Bay, lunch at the Lighthouse Restaurant on Harbor Island, thence to San Ysidro border via Interstate 5 (transfer at border), sightseeing in Tijuana, thence north on Highway 5 to Carlsbad Winery, and return to Los Angeles hotel.

Issued by California Public Utilities Commission.

Decision No. 93079, Application No. 60221.

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Appendix D

JETOUR USA, INC.

Original Title Page

TEMPORARY CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
AS A PASSENGER STAGE CORPORATION
PSC-1160

EXPIRES OCTOBER 31, 1981 ✓

Showing passenger stage operative rights, restrictions, limitations, exceptions, and privileges applicable thereto.

All changes and amendments as authorized by the Public Utilities Commission of the State of California will be made as revised pages or added original pages.

Issued under authority of Decision No. 93079,
dated May 19, 1981, of the Public Utilities
Commission of the State of California, in Application No. 60286.

SECTION I. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS, AND SPECIFICATIONS.

Jetour USA, Inc., a California corporation, by the certificate of public convenience and necessity to operate as a passenger stage corporation granted by the decision noted in the margin, is authorized to transport passengers for sightseeing and pleasure trips between the City and County of San Francisco, and the City of Los Angeles, on the one hand, and certain points named herein, on the other hand, over and along the routes hereinafter described, subject, however, to the authority of this Commission to change or modify said routes at any time and subject to the following provisions:

- a. All service herein authorized shall be limited to the transportation of round-trip passengers only.
- b. Service shall be operated on an "on-call" basis. The term "on-call" as used herein refers to service which is authorized to be rendered dependent on the demands of passengers. The tariffs and timetable shall show the conditions under which each authorized "on-call" service will be rendered.
- c. All of the tours and special attractions shall be conducted in the Japanese and Chinese languages only.

Issued by California Public Utilities Commission.

Decision No. 93079, Application No. 60286.

SECTION II. TOUR DESCRIPTIONS - SAN FRANCISCO.

Tour No. - Description

- 1 Three Bridge Tour
Depart the San Francisco area via the Golden Gate Bridge into Sausalito continuing to Berkeley via San Quentin. Stop at U.C. Berkeley visiting the campus and its student stores. Returning to San Francisco via the Oakland Bay Bridge.

- 2 San Francisco Peninsula Excursion
Depart San Francisco via #101 South proceeding down the coastline to the Mystery Spot. Continuing to the Redwood forests and Roaring Camp. Return to San Francisco via the Paul Masson Winery. ✓

- 3 Yosemite National Park
Depart San Francisco area crossing the Oakland Bay Bridge continuing to Sacramento, Modesto, Merced and to Yosemite National Park. Return to San Francisco.

- 4 Gourmet Night Tour
Depart hotel for dinner and night viewing of the City of San Francisco from Nob Hill. |

Issued by California Public Utilities Commission.

Decision No. 93079, Application No. 60286.

SECTION III. TOUR DESCRIPTIONS - LOS ANGELES.

Tour No. - Description

- 1 Disneyland Tour
Leave Los Angeles for Disneyland via the Santa Ana Freeway. Return to Los Angeles via the Santa Ana Freeway.

- 2 Gourmet Night Tour
Depart hotels for dinner at a Beverly Hills restaurant, to the Griffith Observatory. Return to hotels late evening.

- 3 San Diego and Tijuana
Depart Los Angeles via Route #5, driving along the coastline and arriving in San Diego, stopping at sites such as, Point Loma, Harbor Island, Downtown and continuing to the American/Mexican Border. Walk across the border and ride to the town of Tijuana. Return to Los Angeles via Route #5, arriving in the late evening.

Issued by California Public Utilities Commission.

Decision No. 93079, Application No. 60286.

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Appendix D

JETOUR USA, INC.
(PSC-1160)

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SECTION IV. PICKUP POINTS.

San Francisco Area: HOLIDAY INN CIVIC CENTER - 50 8th Street
HOLIDAY INN GOLDEN GATEWAY - 1500 Van Ness Ave.
RAMADA INN FISHERMAN'S WHARF - 590 Bay Street
SHERATON FISHERMAN'S WHARF - 2500 Mason Street
SIR FRANCIS DRAKE HOTEL - Powell & Sutter Streets

Los Angeles Area: SHERATON UNIVERSAL HOTEL - 30 Universal City Plaza
HOLIDAY INN HOLLYWOOD - 1755 Highland Avenue
HYATT ON SUNSET - 8401 Sunset Blvd.
MIRAMAR SHERATON - 1133 Ocean Blvd.

Issued by California Public Utilities Commission.

Decision No. 93079, Application No. 60286.