

T/FS

ORIGINAL

Decision 93168 JUN 2 1981

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Western Motor Tariff)	
Bureau, Inc., under Shortened)	
Procedure Tariff Docket to publish)	
for and on behalf of Pacific Motor)	
Trucking Company and Pacific Motor)	Shortened Procedure
Transport Company, provisions)	Tariff Docket
resulting in increases because of)	Application 60394
the publication of an exception to)	(Filed March 26, 1981)
the minimum charge provisions.)	
_____)	

O P I N I O N

By this application, Western Motor Tariff Bureau, Inc., Agent (WMTB) seeks, on behalf of Pacific Motor Trucking Company and Pacific Motor Transport (referred to collectively as PMT), authority to change its minimum charge rule (Item 610) in its Tariff 170, CA PUC 51.

PMT has determined that the small minimum charge shipments are transported at less than cost-recovering charges. PMT states that there is little or no appreciable difference in handling cost between a 100-pound and a 250-pound shipment, yet there is considerable difference between the applicable minimum charges.

The proposal provides that the 250-pound minimum charge applies only when PMT is tendered a single shipment. The reason is that multiple pickups at the same location reduce the carriers' cost. PMT estimates that the dollar amount of revenue increase

resulting from this proposal could approximate \$76,000. However, PMT expects, and will encourage, their shippers to accumulate their shipments thus reducing their cost and also the dollar impact of PMT's increased charges.

PMT alleges that this proposal is not considered to be a major action significantly affecting energy efficiency within the meaning of Sections 3502.1 and 3502.2 of the Public Utilities Code. If anything, consolidating shipments will tend to reduce trips and energy consumption.

WMTB has been advised by PMT that in the event the application is granted and the resulting publication is made, it will not increase their gross revenue insofar as California intrastate traffic is concerned by as much as one percent.

The application was listed on the Commission's Daily Calendar of March 30, 1981. No objection to the granting of the application has been received.

Findings of Fact

1. The proposal will provide an incentive to shippers to consolidate small shipments and, if they avail themselves of it, can increase carrier efficiency and reduce fuel consumption.
2. There is little or no difference in the handling cost between a 100-pound and a 250-pound shipment.

SPT A.60394 T/FS

3. The proposed changes are justified.
4. The following order complies with the guidelines in the Commission's Energy Efficiency Plan.
5. A public hearing is not necessary.

Conclusion of Law

The tariff changes are just and reasonable and the application should be granted as set forth in the ensuing order.

O R D E R

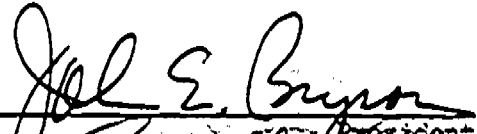
IT IS ORDERED that:


1. Western Motor Tariff Bureau, Inc., Agent is authorized on behalf of Pacific Motor Trucking Company and Pacific Motor Transport to amend its Tariff 170, CA PUC 51 as proposed in the application.
2. Tariff publications authorized to be made as a result of the order herein 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.


3. The authority granted herein shall expire unless exercised within 90 days after the effective date of this order.

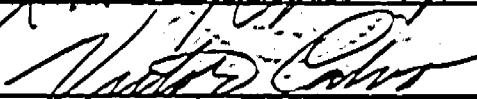
This order becomes effective 30 days from today.

Dated JUN 2 1981, at San Francisco, California.



President






Commissioners

Commissioner Priscilla C. Grow, being necessarily absent, did not participate in the disposition of this proceeding.