

of commerce in California has rendered the drayage area tariff obsolete. Participating Carriers are of the opinion that participation in Tariff 18 is not necessary due to the insignificant amount of traffic involved.

Cal-West states that none of the Carriers derives as much as 1% of their total gross intrastate revenue from operations under Tariff 18.

The application was listed on the Commission's Daily Calendar of September 24, 1981. No objection to the granting of the application has been received.

Findings of Fact

1. The increases resulting from this proposal are justified.
2. The following order has no reasonably foreseeable impact on the energy efficiency of highway carriers.
3. A public hearing is not necessary.

Conclusion of Law

The proposed increases are justified and should be granted.

O R D E R

IT IS ORDERED that:

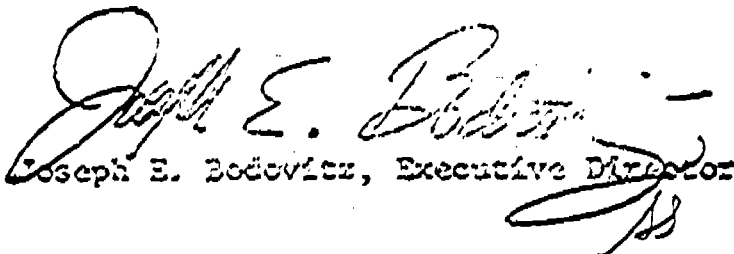
1. Cal-West Tariff Bureau, Inc., Agent is authorized to cancel its Local Freight Tariff 18, Cal. P.U.C. 18.
2. Tariff publications authorized to be made as a result of this order shall be filed not earlier than the effective date of this order and may be made effective not earlier than 5 days after the effective date of this order on not less than 5 days' notice to the Commission and to the public.
3. The authority granted shall expire unless exercised within 90 days after the effective date of this order.

This order becomes effective 30 days from today.

Dated NOV 13 1981, at San Francisco, California.

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

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


Joseph E. Bodovitz, Executive Director