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DEC - 1981

Decision

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Cal-West Tariff)
 Bureau, Inc., Agent, under)
 Shortened Procedure Tariff Docket)
 to publish for and on behalf of)
 all carriers participating in its)
 Local Freight Tariff No. 14,)
 Cal. P.U.C.) No. 14, (Metropolitan)
 San Francisco Drayage Area))
 and Local Freight and Express)
 Tariff No. 20, Cal. P.U.C. No. 20)
 (Metropolitan Oakland Drayage Area)
 provisions resulting in increases.)

Shortened Procedure
 Tariff Docket
 Application 60970
 (Filed October 7, 1981)

O P I N I O N

By this application, Cal-West Tariff Bureau, Inc., Agent (Cal-West) seeks authority on behalf of all carriers (Carriers) participating in its Local Freight Tariff 14, Cal. P.U.C. 14 (Tariff 14) and Local Freight Tariff 20, Cal. P.U.C. 20 (Tariff 20) to cancel these tariffs.

Cal-West states that Tariff 14 contains rates and charges comparable to the Commission's Transition Tariff 19, applicable only in the San Francisco Drayage Area, and Tariff 20 contains rates and charges comparable to the Commission's Transition Tariff 1-B, applicable only in the East Bay Drayage Area. Carriers maintain

that the drayage area traffic now transported amounts to only a small portion of their operations. Carriers indicate that the costs of their operations within and outside a drayage area do not vary to any substantial degree. Drayage area traffic neither requires nor supports the existence of a separate tariff. The changing nature of commerce in California has rendered the drayage area tariff obsolete. Carriers are of the opinion that participation in these tariffs is not necessary due to the insignificant amount of traffic involved.

Cal-West states that none of the ^{carriers} carriers derives as much as 1% of their gross intrastate revenue from operations under these tariffs. K

The application was listed on the Commission's Daily Calendar of October 8, 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 14, Cal. P.U.C. 14 and its Local Freight Tariff 20, Cal. P.U.C. 20.

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.

(SPT) A.60970 T/DJC/RZE/WPSC

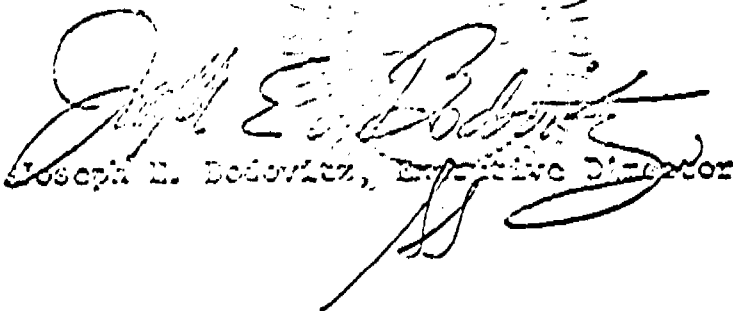
3. The authority granted shall expire unless exercised within 90 days after the effective date of this order.

This order becomes effective 30 days from today.

Dated DEC 1 1981, at San Francisco, California.

JOHN E. BRYSON
President
RICHARD D. GRAVELLE
LEONARD M. CRIMES, JR.
VICTOR GALVO
PRISCILLA C. CREW
Commissioners

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


Joseph L. Bolovitch, Executive Director