

ORIGINALDecision No. 69529

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into
 the rates, rules, regulations, charges,
 allowances and practices of all common
 carriers, highway carriers and city
 carriers relating to the transportation
 of petroleum and petroleum products in
 bulk (commodities for which rates are
 provided in Minimum Rate Tariff No. 6-A).

)
)
) Case No. 5436
) Petition for Modification
) No. 69
) (Filed May 5, 1965,
) amended June 3, 1965)
)

Arlo D. Poe, J. C. Kasper and H. F. Kollmyer, for
California Trucking Association, petitioner.
Lloyd R. Guerra, William H. Adams, Howard D. Clark,
and Jerome J. Wolf, for various highway carriers,
respondents.
Earl W. Gerloff, for Humble Oil & Refining Co.;
Robert D. Bosley, for Shell Oil Co.; and W. J.
Knoell, for Western Motor Tariff Bureau, Inc.,
interested parties.
E. H. Burgess and R. A. Lubich, for the Commission
staff.

O P I N I O N

The California Trucking Association seeks various increases in rates and charges as well as certain specified revisions in the tariff rules contained in Minimum Rate Tariff No. 6-A, applicable to the highway transportation of petroleum and petroleum products, in bulk, in tank vehicles.

A public hearing was held before Examiner Gagnon at San Francisco on June 15, 1965 at which time the matter was submitted for decision. Evidence on behalf of petitioner was presented by the director of the Division of Transportation Economics of the California Trucking Association (CTA). The Commission staff participated but did not offer direct evidence. The petition is not opposed.

The rates, rules and charges contained in Minimum Rate Tariff No. 6-A were established, effective July 1, 1964, pursuant to Decision No. 67154, dated April 28, 1964 (62 Cal. P.U.C. 627) and were most recently revised by Decision No. 68814, dated March 30, 1965. The petition states that since such last revision the costs of operations have increased and will increase further as of July 1, 1965 due to prior contractually agreed one-step increases in wage rates and so-called "fringe benefits" payable to employees, together with related increases in employer payroll costs. As a result of such increases in costs, it is alleged that off-setting upward adjustments in the rates and charges contained in Minimum Rate Tariff No.6-A are necessary on and after July 1, 1965 in order to maintain a reasonable minimum level of charges.

In addition to suggested upward adjustments in the level of the existing minimum rates and charges, petitioner's proposal includes various recommended revisions in the current tariff rules. According to the CTA director, the proposed rule changes represent a continuing effort of petitioner to adapt the governing tariff provisions so as to reflect the needs of the industry under current conditions. The most significant changes sought in the existing provisions of the tariff involve the following:

1. Item 70 - Allowance for Delivery After Hours: In connection with shipments of Asphalt and Road Oil a 10 percent allowance of the otherwise applicable mileage rate is suggested, in lieu of the existing flat hourly allowance. Since this proposal is experimental in nature, it is recommended that the suggested allowance be made subject to an expiration date of July 1, 1966. This will allow time for both shippers and carriers to properly evaluate the proposal and at the same time it will place shippers on notice, especially

those who may have to make terminal capital expenditures in order to take advantage of the allowance, that this proposal is experimental and possibly temporary, if anticipated cost savings do not materialize.

2. Item 230 - Split Delivery: Petitioner recommends cancellation of such tariff provisions in deference to the otherwise applicable stop-in-transit provisions of the tariff for partial loading or unloading. This action is proposed for reasons of tariff clarification and simplification.

3. Items 500 and 510 - Volume Tender Rates: It is petitioner's recommendation that such incentive rates be expanded to include shipments of Asphalt and Road Oil from and to points in designated counties located in the southern California area. Petitioner stated that such recommended action is a further step in its program of transition from conventional distance rate scales to rate structures designed to meet the current operational experiences of the carriers as well as the needs of the petroleum industry. Cost data introduced by the director shows that the proposed charges for this service would be reasonable.

Other tariff rule changes are proposed so as to eliminate tariff provisions believed to be obsolete; to reflect current operating conditions; and to clarify certain tariff provisions in the light of present industry requirements.

No increase in the present level of mileage rates is proposed by petitioner in view of the trend toward greater utilization of the aforementioned incentive volume tender rates and in deference to the transition program of petitioner toward modernization of the present minimum rate structure.

The record discloses, and we so find that the operating experiences of the carriers under the volume incentive rate structure have materially changed and thereby approximate more closely the current transportation demands of the petroleum industry; and that the tariff changes proposed by petitioner to reflect these current transportation characteristics will result in reasonable minimum rates. We also find that the cost data developed by petitioner present a reasonable measure of the cost of performing the transportation service involved. We further find that the proposed increases in rates and charges herein proposed are reasonable and justified. We conclude, therefore, that Petition No. 69, as amended, should be granted.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 6-A (Appendix A of Decision No. 67154, as amended) is further amended by incorporating therein to become effective September 18, 1965, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hereof.

2. In connection with the transportation of commodities not subject to Minimum Rate Tariff No. 6-A, common carriers are hereby authorized to establish increases to the same extent as established in Minimum Rate Tariff No. 6-A.

3. Tariff publications resulting in increases required or authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, on not less than ten days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than September 18, 1965; as to increases which are authorized but not required, the

authority herein granted shall expire unless exercised within sixty days after the effective date of this order; and tariff publications resulting in reductions may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

4. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

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

Dated at San Francisco, California, this 10th day of AUGUST, 1965.

Frederic B. Holcomb
President

Eric S. DeWitt

Lawson

William L. Bennett

Commissioners

Commissioner George G. Grover, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A TO DECISION NO. ~~69529~~

List of Revised Pages to Minimum Rate Tariff No. 6-A
Authorized by Said Decision

Second Revised Page 2
First Revised Page 3
Second Revised Page 7
First Revised Page 9
Original Page 9-A
First Revised Page 11
Second Revised Page 14
First Revised Page 15
Second Revised Page 16
Second Revised Page 17
Third Revised Page 20
First Revised Page 21
Second Revised Page 22
First Revised Page 37
Second Revised Page 38
Second Revised Page 39
Original Page 39-A
First Revised Page 40
First Revised Page 41
First Revised Page 43

(END OF APPENDIX A LIST)

TABLE OF CONTENTS	Item Number Except as Shown (Inclusive)
Arrangement of Tariff -----	Page 4
Correction Number Checking Sheet -----	Page 1
Description and Maps of Territorial and Crude Oil Groups (Section No. 2):	
Crude Oil Groups -----	310, 320, 360
Group 2 (Pinole) -----	300, 330
Group 4 (Bakersfield) -----	300, 340
Group 6 (MZ-247) -----	300
Forms of Shipping Documents (Section No. 5) -----	600, 610
Rates:	
Distance Rates (Section No. 3) -----	400
Special Commodity Rates: (Section No. 3)	
Asphalt -----	410, 420
Carbon Black Oil -----	430
Petroleum Crude Oil -----	450
Petroleum Crude Residuum -----	440
Vehicle Unit Rates (Section No. 4) -----	500-530
Rules and Regulations: (Section No. 1)	
Accessorial Charges Not to be Offset by Transportation Charges -----	60
Allowance for Delivery After Hours -----	70
Alternative Application of Combinations with Common Carrier Rates -----	90
Alternative Application of Common Carrier Rates -----	80
Application of Combinations of Rates Provided in This Tariff	100
** -----	**
Application of Tariff-Commodities -----	30
Application of Tariff-General -----	20
Application of Tariff-Territorial Groups -----	40
(Continued)	

/ Change)
 ** Eliminated) Decision No. **69529**

EFFECTIVE SEPTEMBER 18, 1965

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 19

TABLE OF CONTENTS (Concluded)	Item Number Except As Shown (Inclusive)
Rules and Regulations (Concluded):	
Collection of Charges -----	120
Collect on Delivery (C.O.D.) Shipments -----	130, 131
Computation of Charges - Estimated Weights ---	140
Computation of Distances -----	150
Connecting to Mobile Road Mixers -----	260
Definition of Technical Terms -----	10, 11
Demurrage or Detention Charges -----	160
Extra Labor -----	250
Issuance of Shipping Document -----	210
Loading and/or Unloading of Carrier's Equip- ment -----	170
Measurement, Units of, to be Observed -----	180
Minimum Charge -----	190
Mixed Shipments -----	200
References to Items and Other Tariffs -----	50
Shipping Document, Issuance of -----	210
Shipments Diverted, Returned or Stopped in Transit for Partial Loading or Unloading ---	220
**	**
Spreading -----	240
Technical Terms, Definition of -----	10, 11
Units of Measurement to be Observed -----	180

** "Split Delivery" eliminated, Decision No. **69529**

EFFECTIVE SEPTEMBER 18, 1965

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 20

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="398 417 1151 486">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11)</p> <p data-bbox="218 512 1352 682">RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.</p> <p data-bbox="218 703 1316 797">RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p data-bbox="218 817 1338 958">SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p data-bbox="218 980 1283 1116">SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination. (See Item No: 220** for exceptions.)</p> <p data-bbox="218 1128 257 1149">**</p> <p data-bbox="218 1391 1338 1561">TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.</p> <p data-bbox="218 1582 1338 1837">UNLOADING TIME means that time which commences when carrier's equipment is placed in position to unload and/or spread and which terminates when carrier's equipment is released for departure from point of destination. It also includes time spent in weighing, sampling and/or the processing of samples even though such time may be spent prior to the placement of the equipment in position to unload or spread.</p>	<p data-bbox="1377 1149 1443 1179">11</p>
<p data-bbox="488 1931 1063 1969">APPLICATION OF TARIFF - GENERAL</p> <p data-bbox="218 1989 1321 2346">Rates provided in this tariff apply for the transportation of shipments of petroleum and petroleum products as described in Item No. 30, in bulk in tank trucks, tank trailers or tank semitrailers, or a combination of such highway vehicles, between points in the State of California by petroleum contract carriers as defined in the Highway Carriers' Act, and by carriers as defined in the City Carriers' Act. Rates include connecting and disconnecting piping and other services incidental to loading and unloading except those services for which rates or charges are provided in individual items.</p>	<p data-bbox="1405 2135 1443 2165">20</p>

For rates for the transportation of petroleum and petroleum products, other than as provided in this tariff, see Minimum Rate Tariff No. 2.

Rates, rules and regulations named in this tariff shall not apply to transportation by independent-contractor subhaulers when such transportation is performed for other carriers. This exception shall not be construed to exempt from the tariff provisions carriers for whom the independent contractors are performing transportation service.

Rates in this tariff do not apply to the transportation of:

(a) Property of the United States or property transported under an agreement whereby the United States contracted for the carrier's services.

(b) Disaster Supplies, i.e., those commodities which are allocated to provide relief during a state of extreme emergency or state of disaster; and those commodities which are transported for a civil-defense or disaster organization established and functioning in accordance with the California Disaster Act to ultimate point of storage or use prior to or during a state of disaster or state of extreme emergency.

∅ Change)
*** "Split Delivery Shipment" and) Decision No. 69529
reference to Item No. 230)
eliminated)

EFFECTIVE SEPTEMBER 18, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 21

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL GROUPS</p> <p>Rates from, to or between all points in the groups described in Item No. 300, but not between points in the same group, shall be the rates in Section 3 of this tariff applicable from, to or between the mileage basing points designated in connection with the groups. (See Item No. 150.)</p> <p>Rates from or to American Bitumuls and Asphalt Co. facilities located at 4525 San Leandro Street, Oakland, California, shall be the rates in Section 3 of this tariff applicable from or to Pinole, California.</p> <p>Unless otherwise specified, where streets, railway lines, rights of way, and water courses are used in Item No. 300 to define boundaries, the center line of such streets, railway lines, rights of way and water courses will constitute the boundary lines.</p> <p>The term "street" as used above will be synonymous with "avenue", "boulevard", "drive", "lane", "terrace", "road", or other designation thereof.</p> <p>Where the term "shore line" or "ocean" is employed as a boundary line, such line shall be construed to embrace any pier or wharf extending into the adjacent body of water.</p> <p>Where the written description of a group conflicts with the map description of that same group, the written description will govern.</p>	40
<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>	50
<p style="text-align: center;">ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</p> <p>Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected when such services are performed, regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.</p>	60

(1) Item No. 70 formerly shown)
on this page transferred to) Decision No. **69529**
Original Page 9-A.)

EFFECTIVE SEPTEMBER 18, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 22

SECTION NO. 1--RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">ALLOWANCE FOR DELIVERY AFTER HOURS</p> <p>¶1. Except as set forth under paragraph 2, when consignee elects to unload, at destination points, on Sundays and legal holidays or between the hours of 5:00 p.m. and 8:00 a.m. on other days, the following allowance may be made by carrier for this extra service, viz. (see Note 1):</p> <p>(a) An allowance of \$1.50 per hour, not to exceed \$3.00, may be made by carrier for the time required to unload. No payment shall be made when the accrued allowance is less than \$1.00. Fractions of an hour shall be computed to the nearest 6 minutes.</p> <p>(b) All receipts for unloading must show the time when unloading was commenced and when unloading was completed, and the allowance due thereunder may be paid directly by the carrier to the consignee on each load so unloaded.</p> <p>*(E)2. Subject to the provisions of Note 2, shipments of Asphalt and Road Oil will be subject to rates of 90% of the mileage rates otherwise applicable for transportation when such shipments are ordered before 4:00 p.m. and are loaded, transported and delivered to bulk storage facilities all within the following periods of time:</p> <p>(a) Between 4:00 p.m. and 2:00 a.m. Monday through Friday.</p> <p>(b) Between 4:00 p.m. Friday and 2:00 a.m. the following Monday.</p> <p>NOTE 1.--When unloading is commenced during hours when allowance is not accorded and is completed under the provisions of this item, the allowance may be made only on the portion of the time covered by this item.</p> <p>*NOTE 2.--The provisions of this rule are applicable only on shipments consigned to destinations located within 100 constructive miles of the point of origin or of the Group Basing Point whichever is applicable.</p>	<p>(1) 70</p>
<p>(1) Item transferred from Original Page 9. (E) Expires with July 1, 1966.</p> <p>¶ Change) * Addition) Decision No. 69529</p>	

EFFECTIVE SEPTEMBER 18, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 23

-9-4-

First Revised Page....11
Cancels
Original Page.....11

MINIMUM RATE TARIFF NO. 6-A

SECTION NO. 1--RULES AND REGULATIONS (Continued)	Item No.
Item Canceled.	◇110
◇ Increase, Decision No. 69529	
EFFECTIVE SEPTEMBER 18, 1965	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 24	

SECTION NO. 1-RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="303 456 1224 524">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS (Concluded) (Items Nos. 130 and 131)</p> <p data-bbox="303 551 1240 587">19. Every carrier handling C.O.D. shipments shall:</p> <ul style="list-style-type: none"><li data-bbox="398 612 1240 864">(a) Establish and maintain a separate bank account or accounts wherein all moneys (other than checks or drafts payable to consignor or payee designated by consignor) collected on C.O.D. shipments will be held in trust until remitted to payee, except C.O.D. moneys which are remitted within five days after delivery.<li data-bbox="398 889 1191 1053">(b) Establish and maintain a record or records of all C.O.D. shipments in such manner and form as will plainly and readily show the following information with respect to each shipment:<ul style="list-style-type: none"><li data-bbox="492 1078 1169 1113">(1) Number and date of freight bill.<li data-bbox="492 1113 1186 1179">(2) Name and address of consignor or other person designated as payee.<li data-bbox="492 1179 1136 1214">(3) Name and address of consignee.<li data-bbox="492 1214 1020 1249">(4) Date shipment delivered.<li data-bbox="492 1249 1207 1285">(5) Amount of C.O.D. moneys collected.<li data-bbox="492 1285 1103 1320">(6) Date C.O.D. moneys remitted.<li data-bbox="492 1320 1191 1380">(7) Check number or other identification of remittance to payee.<li data-bbox="398 1393 1301 1784">(c) Collect the full amount of the C.O.D. moneys at the time C.O.D. shipments are delivered to the consignee and remit all such collections to consignor, or to other persons designated by the consignor on such shipments, promptly and in no event later than 10 days after delivery to the consignee, unless consignor instructs otherwise in writing. All remittances for C.O.D. shipments shall refer to or otherwise identify the C.O.D. shipment or shipments covered by the remittance.<li data-bbox="398 1809 1268 1973">(d) Not accept checks or drafts (other than certified checks, cashier's checks, or money orders) in payment of C.O.D. charges unless authority has been received from the consignor.<li data-bbox="398 1998 1318 2250">(e) Notify the consignor immediately if a C.O.D. shipment is refused or cannot be delivered on the carrier's initial attempt. Upon instructions from the consignor the carrier may attempt subsequent deliveries, the charge for each such delivery, or attempted delivery, being determined by the applicable freight charges from carrier's	<p data-bbox="1328 1305 1405 1340">131</p>

terminal to the point of destination, but in no event less than the rate provided for mileages of less than 3 miles. The carrier may also return the shipment to the consignor upon his request, subject to a charge equal to the applicable freight charges on the original outbound movement.

**

10. If, in any particular case, exemption or deviation from any of the requirements herein is deemed necessary by the carrier concerned, the Commission will consider the application of such carrier for such exemption or deviation when accompanied by a full statement of the conditions existing and the reasons why such exemption or deviation is considered necessary.

11. A carrier not electing to undertake transportation of C.O.D. shipments shall be deemed to have given notice of such election by not filing the bond provided for herein for carriers handling such shipments.

∅ Change
** Paragraph (f) eliminated.) Decision No. 69529

EFFECTIVE SEPTEMBER 18, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 25

SECTION NO. 1-RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">COMPUTATION OF CHARGES - ESTIMATED WEIGHTS</p> <p>1. The weight of commodities described under heading "Refined Petroleum Products" in Item No. 30 shall be computed upon the basis of 6.6 pounds per gallon.</p> <p>2. The weight of commodities described under headings "Black Oils" and "Crude Oil" in Item No. 30, and "Crude Residuum" and "Carbon Black Oil" where such description is used in this tariff, shall be computed upon the basis of 7.75 pounds per gallon.</p> <p>3. The weight of Liquefied Petroleum Gas shall be computed upon the basis of 4.4 pounds per gallon.</p> <p>4. The weight of Asphalt and Road Oil shall be the actual weight.</p>	140
<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in the Distance Table, subject to the following exceptions:</p> <p>EXCEPTION 1.-Distances shall not be computed via the San Francisco-Oakland Bay Bridge when the petroleum products transported have a flash point of 80°F. or below (as determined by flash point from Tagliabue's open-cup tester, as used for test of burning oils).</p> <p>EXCEPTION 2.-Mileages to be used in connection with distance rates named herein for shipments, other than shipments subject to Item No. 220 **, having both point of origin and point of destination within any single group described in Item No. 300 shall be:</p> <p>(a) Group 2 - 8 constructive miles (b) Group 4 - 4 constructive miles (c) Group 6 - 12 constructive miles</p>	ø 150
<p>ø Change) ** Reference to Item No. 230) Decision No. 69529 eliminated)</p>	
<p>EFFECTIVE SEPTEMBER 18, 1965</p>	
<p>Issued by the Public Utilities Commission of the State of California, Correction No. 26 San Francisco, California.</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
DEMURRAGE OR DETENTION CHARGES	
<p>Ø1. A charge of \$2.05 for each one-quarter hour, or fraction thereof, shall be assessed for the time carrier's equipment is detained through no fault of the carrier to complete loading or unloading in excess of the free time specified in paragraphs (a), (b) or (c).</p> <p>(a) Applies only in connection with transportation of Refined Petroleum Products, Black Oils and Crude Oil:</p> <p>(1) One hour free loading and one and one-half hours free unloading time shall be allowed. **</p> <p>(b) Applies only in connection with the transportation of Liquefied Petroleum Gas:</p> <p>(1) One and one-half hours free loading and two hours free unloading time shall be allowed. **</p> <p>(c) Applies only in connection with transportation of Asphalt and Road Oil (See Note 1):</p> <p>(1) Except as otherwise provided in subparagraph (2), one hour free loading time and one and one-half hours free unloading time shall be allowed.</p> <p>(2) When shipments weigh in excess of 48,000 pounds, one hour free loading time and two hours free unloading time.</p> <p>Ø2. Applies only in connection with the spreading of Asphalt and Road Oil (See Note 1):</p> <p>(a) A charge of \$2.55 for each one-quarter hour, or fraction thereof, shall be assessed for the time carrier's equipment is detained through no fault of the carrier to complete spreading in excess of the free time specified in paragraph (1).</p> <p>(1) One hour free loading time and two hours free unloading time shall be allowed.</p> <p>NOTE 1.--When shipper or consignee orders load to be delivered at a specifically designated time and carrier has its equipment at destination point at designated time and consignee cannot receive delivery as ordered, free time will commence at the time designated for delivery.</p>	Ø160

∅ Change
◊ Increase
** Paragraphs 1(a)(2) and 1(b)(2) eliminated

) Decision No. 69529

EFFECTIVE SEPTEMBER 18, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 27

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="536 414 1106 453">LOADING AND/OR UNLOADING OF EQUIPMENT</p> <p data-bbox="216 492 1260 620">1. The rates and charges contained in this tariff include the furnishing by carrier, without extra charge, a maximum of one length of cargo hose equipped with coupling for use in loading and/or unloading the shipment. (See Note 1.)</p> <p data-bbox="216 654 1245 749">2. Provided that a specific request is made prior to dispatch of equipment from the carrier's terminal to load, the following special equipment will be provided at the charges shown:</p> <p data-bbox="356 780 1260 963">(a) Except as provided in paragraph 3, no more than 5 lengths of cargo hose in addition to that provided in accordance with paragraph 1 will be furnished at an extra charge of \$2.50 per length, except for the first additional length of hose for which no additional charge shall be made. (See Note 1.)</p> <p data-bbox="340 973 1265 1174">ø(b) Except for the service of spreading as provided for in Item No. 240, rates provided in this tariff do not include pumping service when rendered with carrier's equipment. When pumping service is performed by the carrier, a charge of 1½ cents per 100 pounds will be made computed on the basis of the total billed weight of the shipment *(subject to Note 3).</p> <p data-bbox="356 1221 1227 1321">(c) Special fittings and/or nozzles will be furnished by carrier without extra charge, subject to such equipment being on hand and available.</p> <p data-bbox="216 1349 1257 1573">3. In the event that carrier is not notified of the need for special equipment as provided in paragraph 2 prior to dispatch of equipment from its terminal to load or in the event that shipper requests a total of more than 6 lengths of hose (See Note 2) the extra equipment provided for in paragraph 2 will be furnished at the charges provided for therein plus the following additional charges for pickup and delivery of the extra equipment:</p> <p data-bbox="340 1599 1212 1761">ø(a) ✓ \$5.45 per hour or fraction thereof will be assessed for driver of pickup and delivery equipment, with such time to be computed from the time that driver is dispatched from carrier's terminal until his return thereto.</p> <p data-bbox="356 1787 1240 1952">(b) 12 cents per mile will be assessed for actual vehicle mileage traveled in effecting pickup and delivery of the extra equipment provided for in paragraph 2. Said mileage shall include but not be limited to all mileages traveled to and from carrier's terminal.</p> <p data-bbox="356 1978 1224 2071">(c) Carrier will furnish shipper with an itemized record showing hours and mileage upon which charges are based.</p>	<p data-bbox="1328 1257 1397 1290">ø170</p>

4. In no event shall any provisions of this item be construed to supersede or to be in lieu of provisions otherwise specifically provided for in this tariff.

NOTE 1.-A length of cargo hose shall be not less than 12 feet or more than 20 feet in length.

NOTE 2.-The furnishing by carrier of more than 6 lengths of cargo hose shall be subject to such extra hose being on hand and available.

* NOTE 3.-When in conjunction with a shipment on which spreading service has been provided, a portion is pumped off into storage, charges for pumping service shall be computed only on that portion of the shipment actually pumped off to storage.

∅ Change)	
* Addition)	Decision No. 69529
◇ Increase)	

EFFECTIVE SEPTEMBER 18, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 28

SECTION NO. 1- RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SHIPMENTS DIVERTED, RETURNED, OR STOPPED IN TRANSIT FOR PARTIAL LOADING OR UNLOADING</p> <p>**</p> <p>¶1. Charges upon a shipment which at request of consignor or consignee is either diverted or stopped in transit for partial loading or unloading, or any of them, shall be computed at the rate applicable from point of origin to the point where delivery is completed via each of the points where diversion occurs or partial loading or unloading is performed. (Subject to Notes 1, 2, 3, 5, 7 and 8.)</p> <p>¶2. Charges upon a shipment or a portion of a shipment returned to point of origin or to a point directly intermediate between point of origin and original destination or last point of diversion shall be computed for such return on actual gallonage at one-half of the rate applicable on the outbound movement (subject to minimum charge provided in Item No. 190 applicable to the shipment or portion returned); but not less than the charge computed on the basis provided in paragraph 1 of this item for the round trip movement, or \diamond\$22.67 or 50% of the charge for the outbound movement, whichever is the lowest. (Subject to Notes 1, 2, 3, 4, 5 and 7.)</p> <p>¶3. The provisions of paragraph 2 will also apply to the return of contaminated shipments which are not in carrier's possession at time of tender subject to an additional charge of \diamond\$7.10, said charge to be in addition to all other applicable charges, and subject to Note 6.</p> <p>¶4. Charges upon a shipment, which at request of consignor or consignee is either diverted or stopped in transit for partial loading or unloading or either of them, shall be computed at the mileage rate based on 50% of the mileage applicable from point of origin to return thereto via each of the points where diversion occurs or partial loading or unloading is performed. (Subject to Notes 1, 2, 3, 5, 7 and 9.)</p> <p>NOTE 1.-Charges upon a shipment of Crude Oil transported under the provisions of Item No. 450 shall be computed at the highest rate provided to any point where diversion occurs or delivery is performed.</p> <p>¶NOTE 2.-Shipments shall be subject to an additional charge of \diamond\$7.10 for each stop in transit to partially load or unload.</p> <p>¶NOTE 3.-Shipments or portions thereof shall be subject to an additional charge of \diamond\$4.55 per each diversion. This charge shall be in addition to all other charges provided herein and contemplates that carrier's equipment shall not stand by awaiting diversion instructions for a period of time in excess of one-half hour. Any such time in excess of one-half hour shall be construed to be excess unloading time and charged for at the rates provided in Item No. 160.</p>	<p style="text-align: right;">¶220</p>

NOTE 4.-Except as otherwise provided in paragraph 3, applies only on shipments or portions of shipments which have not been unloaded from carrier's equipment.

NOTE 5.-A diverted shipment is a shipment on which a point of destination or consignee is changed, or both are changed, after the shipment leaves the point of origin.

NOTE 6.-Applies only to a return shipment made to the plant from which an outbound shipment originates and only in conjunction with such an outbound shipment. Return shipment must be loaded at the precise point of destination of the outbound shipment.

NOTE 7.-Shipments diverted, returned or stopped in transit for partial loading or unloading shall be subject to applicable mileage rates computed from origin to ultimate destination via point or points of diversion, return or stop in transit, whether or not the entire movement takes place within a group. The applicable mileage will be derived from current distance table and group basing points named in Item No. 300 will not apply except, that in all cases wherein the first point of origin or the last point of destination is located within a group, mileage from first point of origin or to last point of destination shall be computed from or to the basing point in which said first point of origin or last point of destination is located.

*NOTE 8.-The provisions of paragraph 1 will apply only in connection with shipments where charges are based on a mileage of less than 50 miles.

*NOTE 9.-The provisions of paragraph 4 will apply only when provisions of paragraph 1 do not apply.

∅ Change)
* Addition)
◇ Increase) Decision No. 69529
** Reference to Item)
No. 230 eliminated)

EFFECTIVE SEPTEMBER 18, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 29

First Revised Page...21
Cancels
Original Page.....21

MINIMUM RATE TARIFF NO. 6-A

SECTION NO. 1--RULES AND REGULATIONS (Continued)	Item No.
Item Canceled.	00 230
◇ Increase) Decision No. 69529 o Reduction)	
EFFECTIVE SEPTEMBER 18, 1965	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 30	

SECTION NO. 1 - RULES AND REGULATIONS (Concluded)	Item No.
<p style="text-align: center;">SPREADING</p> <p style="text-align: center;">(Applies only in connection with transportation of Asphalt or Road Oil.)</p> <p>1. The service of spreading Asphalt or Road Oil shall be performed at the rate of $\diamond 7\frac{1}{2}$ cents per 100 pounds, computed on the basis of the weight of the Asphalt or Road Oil spread. This rate includes only services of a driver or operator of carrier's equipment. Charges for extra labor shall be computed under the provisions of Item No. 250.</p> <p>2. The minimum charge per load shall not be less than $\diamond \\$31.25$ for each load transported in two connected tank vehicles, or semitrailer when the semitrailer capacity exceeds 23,250 pounds; and $\diamond \\$26.55$ per truck load, trailer load, or semitrailer load when the semitrailer capacity is less than 23,250 pounds.</p>	<p>$\diamond 240$</p>
<p style="text-align: center;">EXTRA LABOR</p> <p style="text-align: center;">(Applies only in connection with transportation of Asphalt or Road Oil.)</p> <p>Extra labor furnished, other than driver or operator of carrier's equipment, shall be charged for at the rate of $\diamond \\$5.20$ per man per hour, subject to a minimum charge of 8 hours.</p> <p>An additional charge of $\diamond \\$1.20$ per hour or fraction thereof shall be added to the above charge for time spent spreading.</p>	<p>$\diamond 250$</p>
<p style="text-align: center;">CONNECTING TO MOBILE ROAD MIXERS</p> <p style="text-align: center;">(Applies only in connection with transportation of Asphalt or Road Oil.)</p> <p>A charge of 3 cents per 100 pounds shall be made for service of connecting carrier's equipment to mobile road mixers.</p>	<p>260</p>
<p>\diamond Change) \diamond Increase) Decision No. 69529</p>	
<p>EFFECTIVE SEPTEMBER 18, 1965</p>	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 31</p>	

SECTION NO. 4 - VEHICLE UNIT RATES		Item No.
VEHICLE UNIT VOLUME TENDER RATES (Other Than Monthly)		
<p>∅ The rates in this item will apply for the transportation of all commodities as described in Item No. 30 from any origin points located within 100 miles of first point of origin, to points of destination located within 150 miles of the first point of origin, when performed subject to and in accordance with the provisions of Items Nos. 520 *and 521.</p> <p>The provisions of this item apply only when prior to the transportation of the property the shipper has requested in writing that the transportation be performed under the provisions of this item and when the rate per unit of carrier's equipment is prepaid. (For form of agreement, see Item No. 530.)</p>		
RATES (Vehicle Unit Rates)		∅ 500
	Per 24 Consecutive Hours (1)	Per 7 Consecutive Days
The basic charge per equipment unit shall be -----	∅ \$27.00	(1) \$130.00 (2) \$170.00
PLUS		
an additional charge per hour for all time that a driver or drivers are assigned to operate the vehicle -----	(3) ∅ \$4.90	(3) ∅ \$4.90
PLUS		
∅ an additional charge per mile of:		
<u>Over</u>	<u>But Not Over</u>	
0	50 miles	∅ \$.40 \$.20
50	100 miles	∅ .35 .20
100	150 miles	∅ .30 .20
150	200 miles	∅ .25 .20
200	225 miles	∅ .22½ .20
225 miles	-	.20 .20

- ø(1) Applies to all commodities except those moving in pressurized equipment *or shipments of Asphalt and Road Oil.
- ø(2) Applies only to commodities moving in pressurized equipment, *or to shipments of Asphalt and Road Oil from all points of origin in Los Angeles and Ventura Counties and consigned (subject to mileage restrictions contained herein) to points of destination in Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura Counties (see Note 1).
- (3) Subject to a minimum charge based on 20 hours for each day that a driver or drivers are assigned to operate the vehicle.

*NOTE 1.--The provisions of this item will not apply to shipments requiring spreading service or requiring delivery to mobile road mixers.

ø Change)	
* Addition)	Decision No. 69529
◇ Increase)	

EFFECTIVE SEPTEMBER 18, 1965

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 32

SECTION NO. 4 - VEHICLE UNIT RATES (Continued)	Item No.								
<p style="text-align: center;">VEHICLE UNIT VOLUME TENDER RATES (Monthly Only)</p> <p>∅The rates in this item will apply for the transportation of all commodities as described in Item No. 30 between any points located within 250 miles of first point of origin when performed subject to and in accordance with the provisions of Items Nos. 520 *and 521.</p> <p>The provisions of this item apply only when prior to the transportation of the property the shipper has requested in writing that the transportation be performed under the provisions of this item and when the rate per unit of carrier's equipment is prepaid. (For form of agreement, see Item No. 530.)</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">RATES (Vehicle Unit Rates)</td> <td style="text-align: right;">Per 30 Consecutive Days</td> </tr> </table> <p>The basic charge per equipment unit shall be --(1)\$550.00 (2)\$715.00</p> <p style="text-align: center;">PLUS</p> <p>∅an additional charge of ∅\$4.90 per hour (see Notes 1 *and 3) or \$.20 per mile, whichever produces the higher total charge, for all time that a driver or drivers are assigned to operate the vehicle;</p> <p style="text-align: center;">PLUS</p> <p>an additional charge per mile per unit per tender as follows: (See Note 2.)</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td>First 5,000 Miles -----</td> <td style="text-align: right;">\$.20</td> </tr> <tr> <td>Next 5,000 Miles -----</td> <td style="text-align: right;">.15</td> </tr> <tr> <td>Over 10,000 Miles -----</td> <td style="text-align: right;">.10</td> </tr> </table> <p>∅(1) Applies to all commodities except those moving in pressurized equipment *and shipments of Asphalt and Road Oil.</p> <p>∅(2) Applies only to commodities moving in pressurized equipment, *or to shipments of Asphalt and Road Oil from all points of origin in Los Angeles and Ventura Counties and consigned (subject to mileage restrictions contained herein) to points of destination in Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura Counties (see Note 4).</p> <p>*NOTE 1.--In the event that a driver is unable to complete a shipment because of an excess of hours of service and must layover enroute as required by law, a charge of \$4.90 per hour, minimum 8 hours, will be assessed in addition to all other time that a driver or drivers are assigned to operate the vehicle.</p>	RATES (Vehicle Unit Rates)	Per 30 Consecutive Days	First 5,000 Miles -----	\$.20	Next 5,000 Miles -----	.15	Over 10,000 Miles -----	.10	<p>∅510</p>
RATES (Vehicle Unit Rates)	Per 30 Consecutive Days								
First 5,000 Miles -----	\$.20								
Next 5,000 Miles -----	.15								
Over 10,000 Miles -----	.10								

NOTE 2.--When the total loaded miles exceed the total empty miles of the tender, an additional charge of \$.05 per mile will be made for each excess loaded mile traveled by the unit.

(3)NOTE 3.--Subject to a minimum charge based on 20 hours for each day that a driver or drivers are assigned to operate the vehicle.

*NOTE 4.--The provisions of this item will not apply to shipments requiring spreading service or requiring delivery to mobile road mixers.

(3) Formerly shown as NOTE 1.

∅ Change)
◇ Increase) Decision No. 69529
* Addition)

EFFECTIVE SEPTEMBER 18, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 33

Cancel

SECTION NO. 4 - VEHICLE UNIT RATES (Continued)

Item
No.

VOLUME TENDER QUALIFICATIONS
(Applies only in connection with items
making reference hereto.)
*(Items Nos. 520 and 521)

1. Each engagement shall commence at time of arrival of carrier's equipment at point of origin and shall terminate at the expiration of the calendar period requested in advance by the shipper or when released by the shipper within the requested calendar period, provided that the engagement shall not be deemed to be terminated until carrier's equipment is returned or charges are paid for return of carrier's equipment to the point of origin of the shipment.

2. Charges for time used in excess of the calendar period requested shall be computed as follows: (1) At the rate of \$1.45 for each quarter-hour or fraction thereof plus 21 cents per mile until delivery of the product is completed; (2) At the rate of 39 cents per mile for return of equipment from the point of final delivery to the point of origin of the shipment. Said charge based on actual mileage shall apply whether or not carrier's equipment is physically returned to point of origin of the shipment.

3. (a) Each unit of equipment shall be made available to the shipper for the full calendar period requested less only that time necessary for the fueling, internal cargo tank cleaning and servicing of the equipment.

(b) In the event equipment is not available to shipper because it is undergoing repairs, waiting for repairs, traveling for repairs, or waiting for replacement of equipment requiring repairs, time that equipment is not available to shipper and which is ascribable to the foregoing reasons shall be used to extend the calendar period requested by shipper.

6520

*(c) Carrier will provide internal cargo tank cleaning if requested by the shipper during any volume tender period subject to an additional charge of \$15.00 for the cleaning of each unit of carrier's equipment. In addition thereto, carriers will also assess the applicable mileage and hourly charges set forth herein.

4. As used in this item "unit of carrier's equipment" means any power unit, tank trailer or tank semitrailer, or any combination of such highway vehicles operated together as a single unit. It also includes any of such vehicles used in the replacement of the unit of carrier's equipment; or a portion thereof, which has become inoperable while engaged in transportation under this item.

5. Mileages applicable in connection with this item shall be actual mileages. Actual mileage shall not include mileage that equipment operates to and from carrier's terminal for any purpose.

6. When transportation is performed under the provisions of this item, the following rules will not apply:

Item No. 70 - Allowance for Delivery After Hours

**

Item No. 160 - Demurrage or Detention Charges

Item No. 170, paragraph 2(b) - Pumping Charge

Item No. 190 - Minimum Charge

Item No. 210 - Issuance of Shipping Documents
Item No. 220 - Shipments Diverted, Returned or Stopped in
Transit for Partial Loading or Unloading

**

Items Nos. 300 and 330 through 350 - Descriptions of Terri-
torial Groups

(Continued in Item No. 521)

(1) Paragraphs 7, 8, 9, 10 and 11 formerly shown on this page trans-
ferred to Original Page 39-A.

∅ Change)	Decision No. 69529
* Addition)	
** Eliminated)	

EFFECTIVE SEPTEMBER 18, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 34

SECTION NO. 4--VEHICLE UNIT RATES (Continued)	Item No.
<p style="text-align: center;">VOLUME TENDER QUALIFICATIONS (Concluded) (Applies only in connection with items making reference hereto.) (Items Nos. 520 and 521)</p> <p>7. All required tolls, ferry, special permits and weigh-master fees shall be in addition to the above-named rates and charges.</p> <p>8. A shipping document shall be issued by the carrier to the shipper for each engagement for transportation. The form of shipping document in Item No. 610 will be suitable and proper. A copy of each shipping document shall be retained and preserved by the issuing carrier for a period of not less than three years from the date of issuance.</p> <p>9. The charge for collecting and remitting amounts collected on C.O.D. shipments transported under the provisions of this item shall be \$2.60 per collection.</p> <p>10. When pumping service is performed by the carrier, a charge of \$3.00 per hour with a one-half hour minimum shall apply.</p> <p>11. In the event that other volume tender provisions are available for the use of the same service contemplated, the shipper must elect in advance as to which type of service is to be utilized.</p>	<p>*(1) 521</p>
<p>(1) Paragraphs in this item formerly appeared in Item No. 520.</p> <p>* Addition, Decision No. 69529</p>	
EFFECTIVE SEPTEMBER 18, 1965	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 35</p>	

SECTION NO. 4 - VEHICLE UNIT RATES (Concluded)	Item No.
--	-------------

WRITTEN AGREEMENT

§Prior to the transportation of all commodities as described in Item No. 30 ** under the provisions of Items Nos. 500, 510, 520 and *521, the shipper must enter into a written agreement with the carrier. The agreement should contain the following information:

- (1) Name and address of carrier.
- (2) Name and address of shipper.
- (3) Date of engagement.
- (4) Calendar period of agreement.
- (5) Rates and other charges agreed upon.
- (6) Size and type of equipment to be used.
- (7) The agreement shall be in substantially the following form:

<p style="text-align: right; margin-right: 50px;">Date _____</p> <p>In accordance with the provisions of Items Nos. 500, 510, 520 and 521 of Minimum Rate Tariff No. 6-A, I hereby request to have Petroleum and Petroleum Products as described in Item No. 30 of said tariff, transported by _____</p> <p style="text-align: center;">(Name of Carrier)</p> <p>under the rates, charges and provisions of Items Nos. 500, 510, 520 and 521 of said tariff, subject to the following terms:</p> <p>Date of engagement _____</p> <p>Calendar period of agreement _____</p> <p>Capacity of unit of equipment _____</p> <p>Identification of equipment _____</p> <p>Charge per unit of equipment for calendar period _____ (to be prepaid)</p> <p>Additional charge per hour _____</p> <p>Additional charge per mile _____</p> <p>Excess charge per hour _____</p> <p>Excess charge per mile _____</p> <p>Charge for additional service _____</p> <p>Shipper _____ By _____</p> <p style="text-align: center;">(Name in full) (Name in full)</p> <p>Address _____</p> <p>Confirmed:</p> <p>Carrier _____ By _____</p> <p>Address _____ (Name in full)</p>	<p>§530</p>
---	-------------

<p>φ Change</p> <p>* Addition</p> <p>** Reference to exception on Asphalt and road Oil eliminated</p>	}	Decision No. 69529
---	---	---------------------------

EFFECTIVE SEPTEMBER 18, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 36

First Revised Page 41

Cancels

Original Page 41

MINIMUM RATE TARIFF NO. 6-A

SECTION NO. 5

Ø FORMS OF SHIPPING DOCUMENTS TO
WHICH REFERENCE IS MADE IN
ITEMS NOS. 210, 520 AND *521

Ø Change) Decision No. 69529
* Addition)

EFFECTIVE SEPTEMBER 18, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 37

First Revised Page 43
Cancels
Original Page 43

MINIMUM RATE TARIFF NO. 6-A

SECTION NO. 5 - FORMS OF SHIPPING DOCUMENTS (Concluded)

Item No. 610

FREIGHT BILL FOR VEHICLE UNIT RATES FOR TRANSPORTATION OF
PETROLEUM AND PETROLEUM PRODUCTS AS
DESCRIBED IN ITEM NO. 30 OF
MINIMUM RATE TARIFF NO. 6-A

Name of Carrier _____ Bill No. _____
(Name of Carrier Must Be
Same as Shown on Permit)

Permit No. _____

Name of Shipper _____

Street Address _____ City _____

Date of Agreement _____ Calendar Period of Engagement _____

Unit(s) of Equipment Used _____ Capacity _____
(Identify) (Gallons)

Time Engagement Commenced(1) _____

Time Engagement Expired(2) _____

Total Time _____

Less Deductions (See Paragraph 3, Item
No. 520, of Minimum Rate Tariff No. 6-A.) _____

Net Time _____

Charges:	Rate	Charge
Number of Units of Equipment Used	_____	_____
Number of Hours	_____	_____
Excess Hours	_____	_____
Additional Charges(3)	_____	_____
Total Charges	_____	_____

- (1) Time equipment arrives at first point of origin.
- (2) Time equipment returns to first point of origin.
- (3) Show each charge separately and what it represents.

Certification of Data:

Shipper _____ Carrier _____
By _____ By _____

END OF TARIFF

Change, Decision No. 69529

EFFECTIVE SEPTEMBER 18, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 38