

**ORIGINAL**Decision No. 71611

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 relat- )  
 ing 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. 76  
 (Filed June 27, 1966)

Arlo D. Poe, J. C. Kaspar and H. F. Kollmyer, for California Trucking Association, petitioner.  
Howard D. Clark, for Ringsby Pacific, Ltd. and Arizona Pacific Tank Lines, Inc., respondent carriers.  
R. Canham, by A. A. Wright, for Standard Oil Company of California; E. J. Dunne, by D. L. DePaul, for Shell Oil Company; Earl W. Gerloff, for Humble Oil and Refining Company; John T. Reed, for California Manufacturers Association; W. J. Knoell, for Western Motor Tariff Bureau, Inc.; interested parties.  
E. H. Burgess, R. A. Lubich and R. J. Carberry, for the Commission's staff.

O P I N I O N

By this petition California Trucking Association (C.T.A.) seeks the establishment of increases in rates and charges and revision of certain other provisions published in Minimum Rate Tariff No. 6-A (M.R.T. 6-A). Said tariff is applicable to the highway transportation of petroleum and petroleum products, in bulk, in tank vehicles between points in this state.

Public hearing was held before Examiner Bishop at San Francisco on August 10 and 18, 1966. Evidence on behalf of petitioner was presented through the director of its Division of Transportation Economics. Representatives of two petroleum refining

companies testified concerning certain of the sought tariff adjustments to which their respective companies take exception.

Representatives of the Commission's Transportation Division staff assisted in the development of the record.

The rates, rules and charges set forth in M.R.T. 6-A were most recently revised by Decision No. 69529, dated August 10, 1965, in Petition for Modification No. 69. Since the time of that revision, the record shows, the carriers have experienced increases in operating costs. These increases have affected principally labor costs, including related tax items. No substantial changes, the aforesaid director testified, have been felt in other operating cost elements. Increased wage rates and higher fringe benefit costs, affecting substantially all categories of employees of highway carriers, became effective July 1, 1966. Upward revision of rates and charges in M.R.T. 6-A, the witness stated, are necessary to offset the increased labor and tax costs.

According to the results of a cost study made by the C.T.A. staff, full labor costs, expanded to include indirect expense, and insurance and gross revenue expense factors, have increased by five and one-half percent since the last rate adjustment in M.R.T. 6-A. In terms of full costs in cents per 100 pounds, for representative lengths of haul, the study discloses increases ranging from two percent to 4.3 percent, depending upon the distance and the particular petroleum product involved. <sup>1/</sup>

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<sup>1/</sup> With respect to point-to-point rates, petitioner's cost study covered only movements between points in Group 6 and its sub-groups (Los Angeles basin). The increases found to exist in that area were taken as a measure of the cost increases encountered in movements between other points for which point-to-point rates have been provided.

Petitioner proposes to increase all distance and point-to-point rates by amounts averaging 2-1/2 percent, with a minimum increase of one-fourth of a cent per 100 pounds. The miscellaneous charges set forth in various items in Section 2 of the tariff, the director pointed out, are in most instances directly related to labor. According to the C.T.A. cost study, labor expense has increased approximately 30 cents per hour<sup>2/</sup> since the 1965 rate adjustment was made. The proposed increases in the miscellaneous charges generally reflect this amount. Quarter hour charges would be increased by 10 cents, rounding off the proportionate figure to that amount.<sup>3/</sup> No changes are proposed in those charges which do not relate to services involving carrier labor expense.

Item No. 70 of the tariff provides allowances to shippers for deliveries made under certain conditions after regular working hours. The director testified that this provision was placed in the tariff on an experimental basis, and for that reason is subject to an expiration date of December 31, 1966. The rule is serving the purpose for which it was established, he said, and C.T.A. recommends that the expiration date be cancelled and the item be made permanent.

In Section 4 of M.R.T. 6-A are set forth vehicle unit volume tender rates. The treatment which petitioner seeks to accord these rates is different from that proposed for the rates and charges hereinabove considered. This section now provides daily, weekly and monthly vehicle unit rates. They were established, the director pointed out, on an experimental basis, and the rates

<sup>2/</sup> The actual increase shown in Schedule II of Exhibit 76-1 is 27.8 cents per hour.

<sup>3/</sup> By Decision No. 71302, dated September 20, 1966, in Petition for Modification No. 73 in Case No. 5436, certain changes were made in the rules in M.R.T. 6-A relating to shipments diverted, returned or stopped in transit for partial loading or unloading (Item No. 220 and new Item No. 225). Petitioner seeks increases in the charges named in these items to the same level as for other charges in the tariff reflecting expenditure of carrier labor.

and charges were not related to specific cost data. Their formulation was reflective of a general changeover in the bulk petroleum carrier industry from emphasis on mileage hundredweight rates to the volume tender concept. The carriers have now had sufficient experience on the basis of which to develop an adequate study of the costs incurred in providing the services to which said tariff provisions relate. Thus this phase of the current C.T.A. cost study for M.R.T. 6-A prompts proposed revisions in the vehicle unit rates which are not directly related to increases in operating costs experienced in the past year, as is the case with the rates and charges in other sections of the tariff. The vehicle unit study assertedly reflects current cost levels, including vehicle expense for both pressurized and other than pressurized equipment. The study developed total vehicle fixed costs for three tender periods: viz., per day (24 service hours), per month (720 service hours), and per year (8,760 service hours). The labor costs attendant to volume tender service, the witness pointed out, are those which are generally applicable to tank truck transportation, hereinabove described.

The volume tender rates represent an attempt by the carriers to counteract the threat of proprietary tank truck operations. The experience developed under the present tariff provisions, the director testified, has shown the necessity for certain changes in those provisions in order for them to be reflective of current and foreseeable needs of both shippers and carriers. The costs which the C.T.A. staff developed for vehicle unit volume tender operations, he indicated, are reflective of such operations under the proposed revised rules. The proposed rates and rules were worked out over a considerable period of time. They were

docketed for public meetings to which shippers throughout the state were invited. The shippers were invited, also, to participate in the subcommittee discussions of the proposed changes.

A principal change sought in the volume tender provisions is to eliminate the weekly unit volume tender rates. The daily scale would be retained with revisions. Under the designation of "Incentive Unit Volume Tender Rates" monthly vehicle unit rates would be provided, as at present, and a basis "per year" would be also included. The seven-day rates are proposed to be cancelled, the witness stated, because that period is too short to provide much of an incentive over the daily vehicle unit rates, and at the same time is too long from the standpoint of the carriers. Equipment dedicated for a full week is not available for demands for its use for the longer incentive periods. The charges proposed in connection with these various services would, in some instances, be unchanged; in others, increases would result, and in some instances there would be reductions.

The present vehicle unit rates apply on all kinds of petroleum products. The proposed rates and rules would apply on all such products except asphalt and road oil. These latter commodities were added to the group of commodities on which the vehicle unit rates apply effective September 18, 1965. C.T.A.'s investigation has failed to disclose any movement of asphalt or road oil under the rates in question since that date. For this reason it is proposed to eliminate those commodities from the tariff items in question.

It does not appear necessary to describe all of the other changes proposed by petitioner in the rates and charges governing traffic moving at vehicle unit volume tender rates. Many of these changes, the director stated, are designed to correct deficiencies in language or to eliminate inequities mentioned by shippers.

A representative of the traffic and distribution department of Standard Oil Company (Standard) testified that his company objects to the cancellation of the weekly and monthly vehicle unit volume tender rates on asphalt and road oil. The heavy movements of these commodities occur between May and October. Since the vehicle unit rates on these commodities did not take effect until September, 1965, Standard did not have sufficient time to evaluate the rates for the 1965 season. However, in July, 1966, a subsidiary of the company began using the volume tender plan for movements of asphalt and road oil from El Segundo to Southern California points. Since July, four weekly tenders have been satisfactorily operated. Increased business is anticipated which will enable the subsidiary to make use also of the monthly plan in the shipping of these commodities. Assertedly, the carrier involved is in favor of continuing to handle these shipments under the volume tender plan. Standard has no objection to the present hourly charge of \$4.90 being increased to \$5.25 in recognition of increased labor costs.

Standard also feels that the "layover" charge of \$5.40 per hour proposed in Item 500 should not exceed \$5.25 per hour. The charge in question applies in connection with the daily vehicle rates, in which Standard is not interested, and is the same as the regular hourly rate provided in that item. The proposed "layover" rate for the monthly vehicle unit rates is \$5.25 per hour. If, as was suggested at the hearing, those 7-day rates were republished in Item No. 510 with the proposed monthly rates, the "layover" charge for the 7-day rates would be \$5.25, as proposed by Standard.

A representative of the Humble Oil and Refining Company testified that his company opposes a proposed rule in connection with the vehicle unit rates which would provide that no allowance

would be made to the shipper for any nonproductive or <sup>4/</sup>lost time. This company, he said, feels that it should not be charged for nonproductive time. Shippers would be penalized through no fault of their own, and the carriers, under such a provision, would have no incentive to furnish serviceable equipment. The proposed rule, in his opinion, would nulify the effectiveness of the carriers' program to compete with proprietary trucking operations. On cross-examination the witness testified that his company has been using the volume tender rates but that he did not know whether it had encountered instances in which the equipment furnished under those rates had become inoperable because of the necessity for repairs.

Discussion, Findings and Conclusions

The evidence discloses that the tank truck for-hire carriers have experienced increases in operating costs since the last adjustment in the minimum rates and that the minimum rates and charges in M.R.T. 6-A should be increased to offset the higher operating costs. Rate increases to the levels sought by petitioner, however, have not been justified. The record fails to show to what extent, if any, indirect expense, insurance and gross revenue expense have increased since the 1965 adjustment. Yet petitioner's cost study has provided for increases in these cost items proportionate to the increases experienced in direct expense. The only expense items for which increases have been shown by petitioner relate to wage costs and the taxes and fringe benefits associated therewith. Thus the established increase in driver labor cost, as shown by Schedule II of Exhibit 76-1, is 22 cents per hour. Accessorial charges which reflect the expenditure of carrier labor, accordingly

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<sup>4/</sup> An exception to the proposed rule would provide that if the unit of equipment is inoperable for a period exceeding four hours in any day awaiting replacement or repair, the calendar period shall be extended for any such time in excess of four hours.

will be increased by that amount, rather than the expanded and rounded off figure of 30 cents per hour proposed by petitioner.

Similarly, the mileage and point-to-point rates in Section 3 of the tariff should be increased by an average figure of 2 percent, rather than 2-1/2 percent as sought by petitioner. The proposed minimum increase of one-fourth of one cent appears proper.

As hereinbefore stated, the carriers and shippers have now had sufficient experience with the experimental volume incentive rates and rules in Section 4 of the tariff to make possible an adequate cost study of the service rendered thereunder and to determine what changes should be made in the rates and the rules to reflect compensatory and reasonable minimum rate provisions, such as will be effective in enabling the carriers to meet the competition of proprietary tank truck operations. The record is persuasive that the revisions in the existing rates and rules in Section 4 proposed by C.T.A. will meet these requirements.

The request by Standard for retention of the weekly and monthly vehicle unit rates on asphalt and road oil is reasonable. This will be accomplished by appropriate modifications in Item 510, which will also contain the monthly and yearly vehicle unit volume tender rates. It will not be necessary to subject these present rates on asphalt and road oil rates to an expiration date, as suggested in the record. After sufficient cost experience has accumulated it can be determined whether they should be revised.

We are of the opinion that the proposed rule relating to allowances to shippers for nonproductive or lost time is reasonable, and should be included in the tariff.



At the hearing it was brought out that certain of the proposed provisions relating to the incentive unit volume tender rates could be clarified. The suggested clarification will be adopted.

We find that:

1. Increases in operating costs of for-hire carriers engaged in the transportation of petroleum products in bulk in tank truck equipment have been experienced since the 1965 adjustment in the provisions of Minimum Rate Tariff No. 6-A.

2. The rates, charges and rules set forth in the revised tariff pages attached to, and made a part of this decision will be reasonable minimum rates, charges and rules for the transportation services to which they relate.

3. The increases which will result from the establishment of said rates, charges and rules will be reasonable and are justified.

We conclude that Petition for Modification No. 76 should be granted to the extent provided in said revised tariff pages. In all other respects the petition is denied.

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 January 7, 1967 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 authorized to establish increases to the same extent as established in said tariff.

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 publications as are required shall be made effective not later than January 7, 1967; 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.

5. In all other respects said Decision No. 67154, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 19th day of NOVEMBER, 1966.

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President

Frederick B. Hallock

William W. Bennett

Augustin

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Commissioners

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner George G. Grover did not participate in the disposition of this proceeding.

APPENDIX A TO DECISION NO. 71611

List of Revised Pages to Minimum Rate Tariff No. 6-A

Authorized by Said Decision

Second Revised Page 9-A

Third Revised Page 16

Third Revised Page 17

Fifth Revised Page 20

Third Revised Page 21

Third Revised Page 22

First Revised Page 32

Second Revised Page 33

First Revised Page 34

First Revised Page 35

Second Revised Page 37

Third Revised Page 38

Original Page 38-A

Fourth Revised Page 39

Second Revised Page 39-A

Third Revised Page 40

(END OF APPENDIX A LIST)

Cancels

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>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>	670
<p> <del>Change</del> )  <del>Reduction</del> ) Decision No. 71611  <del>Expiration date eliminated</del> ) </p>	

EFFECTIVE JANUARY 7, 1966

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

Correction No. 52

-9-A-

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
DEMURRAGE OR DETENTION CHARGES	
<p>1. A charge of \$2.10 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>2. Applies only in connection with the spreading of Asphalt and Road Oil (See Note 1):</p> <p>(a) A charge of \$2.60 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>	<p>160</p>

Change )  
Increase ) Decision No. 71611

EFFECTIVE JANUARY 7, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 53



SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">LOADING AND/OR UNLOADING OF EQUIPMENT</p> <p>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>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>(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>(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 12 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>(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>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>(a) ✓\$5.70 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>(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>(c) Carrier will furnish shipper with an itemized record showing hours and mileage upon which charges are based.</p>	<p style="text-align: right;">6170</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.

o Change )  
o Increase ) Decision No. **71611**

EFFECTIVE JANUARY 7, 1967

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San Francisco, California.

Correction No. 54

SECTION NO. 1--RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SHIPMENTS DIVERTED OR STOPPED IN TRANSIT FOR PARTIAL LOADING OR UNLOADING</p> <p>1. Charges for shipments which, at request of consignor or consignee, are either diverted or stopped in transit for partial loading or unloading 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, 3, 4, 5, 6, and 7.)</p> <p>2. Charges for shipments which, at request of consignor or consignee, are either diverted or stopped in transit for partial loading or unloading 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 2, 3, 4, 5, 6, and 7.)</p> <p>NOTE 1.--The provisions of Paragraph 1 will apply only on shipments where charges are based on a mileage of less than 50 constructive miles and/or when a geographical order of pickup or delivery is specified by the shipper or consignee which results in a higher through mileage than that incurred via the shortest mileage route.</p> <p>NOTE 2.--The provisions of Paragraph 2 will apply only on shipments which are not subject to the provisions of Paragraph 1.</p> <p>NOTE 3.--Charges for shipments 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 4.--Shipments shall be subject to an additional charge of \$7.30 for each stop in transit to partially load or unload.</p> <p>NOTE 5.--Shipments or portions thereof shall be subject to an additional charge of \$4.65 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>NOTE 6.--A diverted shipment is one for which either a consignee; destination point; or both are charged after departure from the point of origin. In no event shall a return shipment be construed as a diverted shipment.</p>	6220

NOTE 7.--Shipments diverted 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 or stop in transit, whether or not the entire movement occurs within a group. Applicable mileage shall be determined from the current Distance Table. The 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 shall be computed from or to the basing point of the group in which said point is located. Two constructive miles shall be added for each point in excess of one located within a single metropolitan zone.

⧧ Change )  
◇ Increase ) Decision No. 71611

EFFECTIVE JANUARY 7, 1967

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 55

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;"><b>SHIPMENTS RETURNED</b></p> <p>1. Charges upon a shipment or a portion of a shipment returned to point of origin shall be computed for such return on actual gallonage at one-half of the rate applicable on the outbound movement, subject to a minimum charge of <math>\diamond</math>\$23.25, and further subject to a flat additional charge of <math>\diamond</math>\$4.65. (Subject to Notes 1 and 2.)</p> <p>2. The provisions of Paragraph 1 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 <math>\diamond</math>\$7.30, said charge to be in addition to all other applicable charges and subject to Note 3.</p> <p>NOTE 1.--Shipments shall be subject to an additional charge of <math>\diamond</math>\$7.30 for each stop in transit to partially load or unload.</p> <p>NOTE 2.--Except as otherwise provided in Paragraph 2, applies only on shipments or portions of shipments which have not been unloaded from carrier's equipment.</p> <p>NOTE 3.--The provisions of Paragraph 2 apply only on shipments or portions thereof loaded at the precise destination point of the outbound shipment for return to the plant from which they were originally shipped.</p>	<p><math>\diamond</math> 225</p>
<p style="text-align: center;"> <math>\diamond</math> Change            )  <math>\diamond</math> Increase         )    Decision No.    <b>71611</b> </p>	
<p>EFFECTIVE    JANUARY    7, 1967</p>	
<p>Issued by the Public Utilities Commission of the State of California,                  San Francisco, California.                  Correction No. 56</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Concluded)	Item No.
<p style="text-align: center;"><b>SPREADING</b></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 <math>\diamond 7\frac{1}{2}</math> 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 <math>\diamond 32.00</math> for each load transported in two connected tank vehicles, or semitrailer when the semitrailer capacity exceeds 23,250 pounds; and <math>\diamond 27.20</math> per truck load, trailer load, or semitrailer load when the semitrailer capacity is less than 23,250 pounds.</p>	$\diamond 240$
<p style="text-align: center;"><b>EXTRA LABOR</b></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 <math>\diamond 5.10</math> per man per hour, subject to a minimum charge of 8 hours.</p> <p>An additional charge of <math>\diamond 1.20</math> per hour or fraction thereof shall be added to the above charge for time spent spreading.</p>	$\diamond 250$
<p style="text-align: center;"><b>CONNECTING TO MOBILE ROAD MIXERS</b></p> <p style="text-align: center;">(Applies only in connection with transportation of Asphalt or Road Oil.)</p> <p>A charge of <math>\diamond 3\frac{1}{2}</math> cents per 100 pounds shall be made for service of connecting carrier's equipment to mobile road mixers.</p>	$\diamond 260$
<p><math>\diamond</math> Change     )  <math>\diamond</math> Increase    ) Decision No.     <b>71611</b></p>	
<p>EFFECTIVE    <b>JANUARY 7, 1967</b></p>	
<p>Issued by the Public Utilities Commission of the State of California,  San Francisco, California.</p> <p>Correction No.   <b>57</b></p>	

SECTION NO. 3 - DISTANCE RATES In cents per 100 pounds										Item No.		
<p>Rates in this item will not apply to transportation for which rates are specifically provided in other items in this section.</p> <p>COLUMN 1 - Rates apply on Refined Petroleum Products and Black Oils.                      COLUMN 2 - Rates apply on Crude Oil.                      COLUMN 3 - Rates apply on Liquefied Petroleum Gas.                      COLUMN 4 - Rates apply on Asphalt and Road Oil.</p> <p>See Item No. 30 for description of commodities.</p> <p>See Item No. 40 for application of rates from or to points in Territorial Groups.</p> <p>See Item No. 150 for application of rates between points within the same Territorial Group.</p>												
MILES		RATES				MILES		RATES				0400
But Not Over	Over	COLUMNS				But Not Over	Over	COLUMNS				
		1	2	3	4			1	2	3	4	
0	5	5 $\frac{1}{2}$	4 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$	140	150	26	25 $\frac{1}{2}$	39	30 $\frac{1}{2}$	
5	10	6 $\frac{1}{2}$	4 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	150	160	27 $\frac{1}{2}$	27 $\frac{1}{2}$	42	33	
10	15	6 $\frac{1}{2}$	5 $\frac{1}{2}$	9 $\frac{1}{2}$	8 $\frac{1}{2}$	160	170	29	28 $\frac{1}{2}$	44	34	
15	20	7 $\frac{1}{2}$	6 $\frac{1}{2}$	10 $\frac{1}{2}$	8 $\frac{1}{2}$	170	180	29 $\frac{1}{2}$	30 $\frac{1}{2}$	45	36	
20	25	8	7 $\frac{1}{2}$	11 $\frac{1}{2}$	9 $\frac{1}{2}$	180	190	32	32	48	37	
25	30	8 $\frac{1}{2}$	8	12 $\frac{1}{2}$	10 $\frac{1}{2}$	190	200	33	33	50	39	
30	35	9 $\frac{1}{2}$	8 $\frac{1}{2}$	13 $\frac{1}{2}$	11 $\frac{1}{2}$	200	220	35	35	54	41	
35	40	10 $\frac{1}{2}$	9 $\frac{1}{2}$	15	12	220	240	38	37	59	45	
40	45	11	10 $\frac{1}{2}$	16	13 $\frac{1}{2}$	240	260	41	39	63	49	
45	50	11 $\frac{1}{2}$	11 $\frac{1}{2}$	17 $\frac{1}{2}$	14 $\frac{1}{2}$	260	280	43	42	68	52	
50	60	12 $\frac{1}{2}$	12 $\frac{1}{2}$	19 $\frac{1}{2}$	15 $\frac{1}{2}$	280	300	46	45	72	55	
60	70	14 $\frac{1}{2}$	13 $\frac{1}{2}$	22	17 $\frac{1}{2}$	300	325	49	47	77	58	
70	80	16	14 $\frac{1}{2}$	24	19	325	350	53	50	82	62	
80	90	17 $\frac{1}{2}$	16	26 $\frac{1}{2}$	20 $\frac{1}{2}$	350	375	57	52	87	66	
90	100	19	17	28 $\frac{1}{2}$	22 $\frac{1}{2}$	375	400	61	55	92	70	
100	110	20	19	29	23 $\frac{1}{2}$	400	425	64	58	97	73	
110	120	21 $\frac{1}{2}$	20	31	25 $\frac{1}{2}$	425	450	68	60	101	78	
120	130	22 $\frac{1}{2}$	22 $\frac{1}{2}$	34	27 $\frac{1}{2}$	450	475	71	63	106	82	
130	140	24 $\frac{1}{2}$	24 $\frac{1}{2}$	36	28 $\frac{1}{2}$	475	500	75	65	111	86	
See Note 1												
<p>NOTE 1.-For distances over 500 miles add to rate for 500 miles the following rates for each 25 miles or fraction thereof:</p> <p>(a) Columns 1, 3 and 4 - 4<math>\frac{1}{2}</math> cents per 100 pounds.                      (b) Column 2 - 3<math>\frac{1}{2}</math> cents per 100 pounds.</p>												

◇ Increase, Decision No.

71611

EFFECTIVE JANUARY 7, 1967

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

Correction No. 58



SECTION NO. 3-SPECIAL COMMODITY RATES In cents per 100 pounds			Item No.
ASPHALT, NATURAL, BY-PRODUCT OR PETROLEUM. (See Note 1.)			
From	To (See Note 2.)	Rates (Minimum Weight, 100,000 Pounds)	
Group 6 (as described in Item No. 300)	Oceanside	17	
	Escondido	20	
	San Diego	20	
	Mission Gorge	22½	
	Otay	22½	
	Lakeside	23½	

NOTE 1.—Rates in this item apply only to shipments:

- (a) tendered on one bill of lading, which are picked up at a single point of origin and delivered to a single point of destination, at carrier's convenience, within a single 24-hour period; and
- (b) having point of destination at permanent storage facilities within the described areas; and
- (c) subject to the provision that, when through no fault of the carrier, delivery of the total quantity tendered is not made within the period specified in paragraph (a), mileage rates under Item No. 400 will apply.

NOTE 2:

OCEANSIDE—Includes all points and places located within the city limits of Oceanside, and the plant of Southcoast Asphalt Company located approximately 3 miles east of the intersection of California Highway 78 and U.S. Highway 101.

ESCONDIDO—Includes all points and places located within the city limits of Escondido.

SAN DIEGO—Includes all points and places located within Metropolitan Zones 307, 308, 309 and 310 as described in Section No. 2-A of Distance Table No. 5 and includes points and places within two miles of the intersection of Miramar Road and U.S. Highway 395.

MISSION GORGE—Includes all points and places located within a 2 mile radius of the junction of Mission Gorge Road and Bell Road.

6410

OTAY--Includes all points and places located within a 2 mile radius of Main Street and Beyer Way in Otay.

LAKESIDE--Includes all points and places located within a 2 mile radius of the junction of Slaughterhouse Canyon and State Route 67.

∅ Change )  
◇ Increase ) Decision No. 71611

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Correction No. 59

SECTION NO. 3 - SPECIAL COMMODITY RATES (Continued) In cents per 100 pounds			Item No.						
<p>ASPHALT, base stock, to be used only for mixing, blending or processing. (See Note.)</p> <table border="1"> <thead> <tr> <th>FROM</th> <th>TO</th> <th>RATE</th> </tr> </thead> <tbody> <tr> <td>El Segundo</td> <td>Inglewood</td> <td>◇ 5½</td> </tr> </tbody> </table> <p>NOTE.-Rate in this item applies only:</p> <p>1. When both origin and destination are at established plant facilities, and</p> <p>2. When shipper's facilities permit loading, and receiver's facilities permit delivery, 24 hours per day, seven days per week; subject to advance notification of carrier's intent to unload shipments tendered between 4:00 P.M., Fridays, and 11:00 P.M., Sundays.</p>			FROM	TO	RATE	El Segundo	Inglewood	◇ 5½	6420
FROM	TO	RATE							
El Segundo	Inglewood	◇ 5½							
<p>CARBON BLACK OIL, feed stock to be used solely to manufacture carbon black. (See Note.)</p> <table border="1"> <thead> <tr> <th>FROM</th> <th>TO</th> <th>RATE</th> </tr> </thead> <tbody> <tr> <td>Mopeco</td> <td>Rogas</td> <td>◇ 5</td> </tr> </tbody> </table> <p>NOTE.-Rate in this item applies only:</p> <p>1. When both origin and destination are at established plant facilities, and</p> <p>2. When shipper's facilities permit loading, and receiver's facilities permit delivery, 24 hours per day, seven days per week.</p>			FROM	TO	RATE	Mopeco	Rogas	◇ 5	6430
FROM	TO	RATE							
Mopeco	Rogas	◇ 5							
<p>PETROLEUM CRUDE RESIDUUM, suitable only for mixing, blending or processing, viz.: crude residuum, topped crude. (See Note.)</p> <table border="1"> <thead> <tr> <th>FROM</th> <th>TO</th> <th>RATE</th> </tr> </thead> <tbody> <tr> <td>El Segundo</td> <td>Seguro (Kern County)</td> <td>◇ 23½</td> </tr> </tbody> </table>			FROM	TO	RATE	El Segundo	Seguro (Kern County)	◇ 23½	6440
FROM	TO	RATE							
El Segundo	Seguro (Kern County)	◇ 23½							

NOTE.-Rate in this item applies only when both origin and destination are at established refinery facilities.

Change )  
Increase ) Decision No. 71611

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Correction No. 60

SECTION NO. 3-SPECIAL COMMODITY RATES (Concluded) In cents per 100 pounds						Item No.	
<p>PETROLEUM CRUDE OIL, as described in Item No. 30.</p> <p>Column A rates apply for transportation when consignor's facilities do not permit loading, or consignee's facilities do not permit delivery, 24 hours per day.</p> <p>Column B rates apply only for transportation when consignor's facilities permit loading, and consignee's facilities permit delivery, 24 hours per day.</p> <p>See Items Nos. 310 and 320 for description of Crude Oil Groups.</p>							
Between		CRUDE OIL GROUPS					0450
And		A	B	C	D	E	
Crude Oil Groups		Column A B	Column A B	Column A B	Column A B	Column A B	
A		5 6 <sup>1</sup> / <sub>2</sub>	4 5				
B		9 <sup>1</sup> / <sub>2</sub>	7 <sup>3</sup> / <sub>4</sub>				
C		11 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>4</sub>	5 6 <sup>1</sup> / <sub>2</sub>	4 5		
D		8 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>4</sub>	10 8	5 4	5 6 <sup>1</sup> / <sub>2</sub>	
E		6 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>2</sub>	8 6 <sup>1</sup> / <sub>2</sub>	5 6 <sup>1</sup> / <sub>2</sub>	
F		8 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>2</sub>	7 5	10 8 <sup>1</sup> / <sub>2</sub>	7 9 <sup>1</sup> / <sub>2</sub>	
H		10 8 <sup>1</sup> / <sub>2</sub>	8 6 <sup>1</sup> / <sub>2</sub>	7 5	6 <sup>1</sup> / <sub>2</sub> 5	7 6 <sup>1</sup> / <sub>2</sub>	
Between		CRUDE OIL GROUPS					
And		F	G	H	I		
Crude Oil Groups		Column A B	Column A B	Column A B	Column A B		
F		5	4				
G		7 7 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub> 6	5 7	4 5 <sup>1</sup> / <sub>2</sub>		
H		8 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>2</sub>	5 7 <sup>1</sup> / <sub>2</sub>	4 6 <sup>1</sup> / <sub>2</sub>	5 4	
<p>◊ Increase, Decision No. <b>71611</b></p>							
<p>EFFECTIVE: JANUARY 7, 1967</p>							
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>							
<p>Correction No. 61</p>							

SECTION NO. 4 - VEHICLE UNIT RATES

Item  
No.

ØDAILY VEHICLE UNIT VOLUME TENDER RATES

The rates in this item will apply for the transportation of all commodities except Asphalt and Road Oils, and those commodities requiring pressurized equipment, 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.

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.)

RATES  
(Vehicle Unit Rates)

ØØØ  
500

.Per Day

The basic charge per equipment unit shall be  
(see Note 1) ----- \$ 30.00

PLUS

an additional charge of \$5.40 per hour (see Notes 2 and 3) or \$.25 per mile, whichever produces the higher total charge, for all time that a driver or drivers are assigned to operate the vehicle.

PLUS

an additional charge per mile of:

First 50 miles -----	\$	.25
Next 100 miles -----	\$	.22½
Over 150 miles -----	\$	.20

NOTE 1.-No allowance shall be made to the shipper for any nonproductive or lost time except that if the unit of equipment is inoperable for a period exceeding four hours in any day awaiting replacement or repair, the calendar period shall be extended for any such time exceeding four hours.

NOTE 2.-In the event that a driver is unable to complete a shipment because of an excess of hours of service and must layover en route as required by law, a charge of \$5.40 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.

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

∅ Change )  
◇ Increase ) Decision No. 71611  
∅ Reduction )

EFFECTIVE JANUARY 7, 1967

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

Correction No. 62

SECTION NO. 4 - VEHICLE UNIT RATES (Continued)				Item No.
INCENTIVE UNIT VOLUME TENDER RATES (Continued) (Items Nos. 510 and 511)				
<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 that charges are to be prepaid and has elected either a seven consecutive days, monthly or yearly tender. (For form of agreement, see Item No. 530.)</p>				
RATES (Vehicle Unit Rates)				
	Per 7 Consecutive Days	Per Month	Per Month on Yearly Tender	
<p>The basic charge per equipment unit shall be (see Note 1 in Item No. 511):</p>				
(A) -----	\$ 170.00	\$ 550.00	(2) \$ 550.00	00
(B) -----		\$ 715.00	(3) \$ 715.00	0510
PLUS				
<p>an additional charge (SEE EXCEPTION) computed on the period of tender elected -- per hour (see Notes 2 and 3 in Item No. 511) or 0.20 per mile, whichever produces the higher total charge, for all time that a driver or drivers are assigned to operate the vehicle.</p>				
	\$ 5.25	\$ 5.25	\$ 5.00	
<p>EXCEPTION: Will not apply to any period of time for which charges are made under the provisions of paragraph 5, Item No. 520.</p>				
PLUS				
<p>an additional charge per mile per unit per month as follows: (see Note 4 in Item No. 511)</p>				
(1) First 5,000 miles -----		.20		
Next 5,000 miles -----		.15		
Over 10,000 miles -----		.10		



- (A) Applies to all commodities except those moving in pressurized equipment and shipments of Asphalt and Road Oil.
- (B) Applies only to commodities moving in pressurized equipment, or to shipments of Asphalt and Road Oil.

- (1) Subject to a minimum charge for 5,000 miles.
- (2) Charges under yearly tender shall be assessed on a monthly basis, but shall not exceed \$5,500.00 per year.
- (3) Charges under yearly tender shall be assessed on a monthly basis, but shall not exceed \$7,150.00 per year.

(Continued in Item No. 511)

Change )  
Increase ) Decision No. 71611  
Reduction )

EFFECTIVE JANUARY 7, 1967

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Correction No. 63

SECTION NO. 4--VEHICLE UNIT RATES (Continued)	Item No.
<p style="text-align: center;">◇ INCENTIVE UNIT VOLUME TENDER RATES (Concluded) (Items Nos. 510 and 511)</p> <p>NOTE 1.--No allowance shall be made to the shipper for any nonproductive or lost time except that if the unit of equipment is inoperable for a period exceeding four hours in any day awaiting replacement or repair, the calendar period shall be extended for any such time exceeding four hours.</p> <p>NOTE 2.--In the event that a driver is unable to complete a shipment because of an excess of hours of service and must layover en route as required by law, a charge of \$5.25 per hour, on monthly tenders or \$5.00 per hour on yearly tenders, minimum 8 hours, will be assessed in addition to all other time that a driver or drivers are assigned to operate the vehicle.</p> <p>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.</p> <p>NOTE 4.--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.</p>	<p>◇ 511</p>
<p>◇ Change ) ◇ Increase ) Decision No. <b>71611</b></p>	
<p>EFFECTIVE JANUARY 7, 1967</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 64</p>	

Cancels

SECTION NO. 4--VEHICLE UNIT RATES (Continued)	Item No.
<p style="text-align: center;">VOLUME TENDER QUALIFICATIONS (Applies only in connection with items making reference hereto.) (Items Nos. 520 and 521)</p> <p>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 first point of origin of the engagement.</p> <p>2. As used in Section No. 4, the following definitions of calendar periods shall apply:</p> <p style="margin-left: 40px;">(a) DAY means 24 consecutive hours. (b) MONTH means 30 consecutive days. (c) YEAR means 12 consecutive months.</p> <p>3. As used in Section No. 4 "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.</p> <p>4. Mileages applicable in connection with this item shall be actual mileages, and shall include all miles operated for any purpose during the period of engagement.</p> <p>5. Charges for time used in excess of the calendar period requested shall be computed as follows: (1) At the rate of \$6.50 per hour or fraction thereof plus 26 cents per mile until delivery of the product is completed; (2) At the rate of 40 cents per mile for return of equipment from the point of final delivery to the first point of origin of the engagement. Said charge based on actual mileage shall apply whether or not carrier's equipment is physically returned to first point of origin of the engagement.</p> <p>6. 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.</p>	<p style="text-align: center;">◇ 520</p>

7. 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, Stopped in Transit for Partial Loading or Unloading
- Item No. 225 - Shipments Returned

(Continued in Item No. 521)

Change )  
Increase ) Decision No. 71611

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Correction No. 65

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>8. All required tolls, ferry, special permits and weighmaster fees shall be in addition to the rates and charges otherwise applicable.</p> <p>9. 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>10. The charge for collecting and remitting amounts collected on C.O.D. shipments transported under the provisions of this item shall be \$3.00 per collection.</p> <p>11. When pumping service is performed by the carrier, a charge of \$3.00 per hour with a one-half hour minimum shall apply, but shall not exceed the following charges:</p> <p style="padding-left: 40px;">On monthly tender ----- \$ 75.00 per month.                      On yearly tender ----- \$500.00 per year.</p> <p>12. In the event that a yearly tender is terminated prior to completion, the total charges may be alternatively determined at the basis provided for monthly tenders, plus a termination charge equal to the basic charge for one month.</p>	<p>◇ ◊ 6521</p>
<p>◊ Change            ) )                      ◇ Increase        ) ) Decision No. <b>71611</b>                      ◊ Reduction       ) )</p>	
<p>EFFECTIVE JANUARY 7, 1967</p>	
<p>Issued by the Public Utilities Commission of the State of California,                      San Francisco, California.                      Correction No. 66</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, \*511, 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:

Date \_\_\_\_\_

In accordance with the provisions of Items Nos. 500, 510, 511, 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 \_\_\_\_\_

(Name of Carrier)

under the rates, charges and provisions of Items Nos. 500, 510, 511, 520 and 521 of said tariff, subject to the following terms:

Date of engagement \_\_\_\_\_

Calendar period of agreement \_\_\_\_\_

Capacity of unit of equipment \_\_\_\_\_

Identification of equipment \_\_\_\_\_

Charge per unit of equipment for calendar period \_\_\_\_\_ (to be prepaid)

Additional charge per hour \_\_\_\_\_

Additional charge per mile \_\_\_\_\_

Excess charge per hour \_\_\_\_\_

Excess charge per mile \_\_\_\_\_

Charge for additional service \_\_\_\_\_

In the event that a change is made in the minimum rates, the portion of the week or month prior to the effective date of the change will be prorated at the former rates and the remaining days in the week or month will be prorated at the new rates.

Shipper \_\_\_\_\_ By \_\_\_\_\_  
(Name in full) (Name in full)

Address \_\_\_\_\_

Confirmed:  
Carrier \_\_\_\_\_ By \_\_\_\_\_  
Address \_\_\_\_\_ (Name in full)

\$530

Change )  
\* Addition ) Decision No. 71611

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