

ORIGINAL

Decision No. 72986

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. 81
(Filed May 10, 1967,
amended July 7, 1967)

Arlo D. Poe, J. C. Kaspar and H. F. Kollmyer, for California Trucking Association, petitioner.
Howard D. Clark, Harold Hudson, Jack W. Yost and Edwin K. Davis, for various highway carriers, respondents.
W. J. Kncell, John T. Reed, John W. Bohannon, John Ennis, Earl W. Gerloff, Charles G. Adler, John L. Kuehner, Edward D. Olmo, and R. Canham by A. A. Wright, for various shippers and organizations, interested parties.
E. H. Burgess and G. H. Morrison, for the Commission's staff.

O P I N I O N

By this petition, California Trucking Association (CTA) seeks the establishment of increases in the rates and charges contained in Minimum Rate Tariff No. 6-A (MRT 6-A) for the transportation of petroleum and petroleum products, in bulk, in tank vehicles by highway carriers.

Public hearing was held before Examiner Turpen at San Francisco on July 18, 1967. Evidence on behalf of petitioner was presented by the director of its Division of Transportation Economics. A representative of a petroleum company testified and representatives of other petroleum companies made statements concerning a new rule

proposed by petitioner containing a charge for cleaning equipment. Representatives of the Commission's staff assisted in developing the record.

The rates and charges set forth in MRT 6-A were last revised and adjusted generally by Decision No. 71611, dated November 29, 1966, in Case No. 5436, Petition for Modification No. 76. Since then, the record shows, the cost of transporting petroleum products in tank vehicles has increased, principally as a result of recent negotiations which culminated in new three-year contracts with the Teamster's Unions, effective April 1, 1967. Such agreements affect substantially all categories of employees of highway carriers. The director testified that in addition to these contractual obligations, the carriers have experienced further increases in the form of payroll taxes and insurance.

Petitioner's witness introduced a study comparing current costs with those introduced in 1966. The method of preparing this study was to take the original cost data and substitute the current labor, tax and insurance figures. This study showed that the hourly driver labor cost had increased by 7.8 percent since July 1, 1966, or by 41.3 cents per hour at an operating ratio of 100 percent or by 46.3 cents per hour at an operating ratio of 90 percent. The study showed that the costs for the mileage rates have increased from 3.6 percent to 5.5 percent since last year, the smaller increases being for the longer distances.

Petitioner proposes to increase all distance and point-to-point rates by the same percentages as indicated by the increases in the costs, with the necessary rounding off and minor adjustments to retain a smooth progression of rates. It is proposed to increase all the hourly rates and charges by 45 cents per hour.

The evidence clearly shows that the tank truck for-hire carriers have experienced increases in operating costs since the last adjustment of the minimum rates to the extent set forth in petitioner's cost study introduced in this proceeding, and that the increases in the rates and charges proposed by petitioner are no more than necessary to offset the higher operating costs.

Petitioner also proposes the addition of a new rule requiring a cleaning charge of \$15 for each shipment of certain designated petroleum products, except for subsequent shipments of the same commodity by the same shipper tendered immediately following the prior shipment. Petitioner's witness stated that the \$15 charge is the same as presently applied in connection with the volume tender rates. A representative of a major oil company testified in opposition to the rule as proposed. He agreed that a cleaning charge is justified, but feels that the proposal, if adopted, would result in assessment of charges in many cases when cleaning is not performed or is not necessary. This witness also felt that many of the commodities named in the proposed rule do not require extensive cleaning of the equipment. Representatives of some of the other oil companies concurred in this witness's testimony. It appears that the proposed new rule has certain deficiencies and needs further study. Moreover, it should be considered at a time other than in a proceeding concerned otherwise solely with wage offset increases in the existing rates and charges. The proposed rule will not be adopted at this time.

We find that:

1. For-hire carriers engaged in the transportation of petroleum products in tank trucks have incurred increases in operating costs since the 1966 adjustment of the rates and charges named in Minimum Rate Tariff No. 6-A.

2. The exhibits introduced herein by CTA fairly measure the increase in operating costs and the necessary increases in rates and charges, except for the proposed new rule relating to cleaning of equipment.

3. Petitioner has not justified establishment of its proposed new rule relating to cleaning of equipment.

4. The rates, charges and rules set forth in the revised tariff pages attached hereto will be reasonable minimum rates, charges and rules for the transportation services to which they relate.

5. 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. 81 should be granted except as hereinabove stated.

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 30, 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 required or authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the fifth day after the effective date of this order, on not less than five days' notice to the Commission and

to the public; such tariff publications as are required shall be made effective not later than September 30, 1967; and as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

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-five days after the date hereof.

Dated at San Francisco, California, this 29th day of AUGUST, 1967.

[Signature]
President
[Signature]
[Signature]
[Signature]
[Signature]
Commissioners

C. 5436 (Pet. 81)

APPENDIX A TO DECISION NO. 72986

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

Fourth Revised Page 16

Fourth Revised Page 17

Fourth Revised Page 22

Second Revised Page 32

Fourth Revised Page 33

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Second Revised Page 35

Third Revised Page 37

Sixth Revised Page 38

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Fifth Revised Page 39

(End of Appendix A List)

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
DEMURRAGE OR DETENTION CHARGES	
<p>1. A charge of \$2.20 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 \$2.70 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>ø 160</p>

∅ Change)
◇ Increase) Decision No.

72986

EFFECTIVE SEPTEMBER 30, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 76

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) \$6.15 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>170</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)
◊ Increase) Decision No. 72986

EFFECTIVE SEPTEMBER 30, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 77

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 $\phi 7 \frac{3}{4}$ 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 $\phi \\$33.35$ for each load transported in two connected tank vehicles, or semitrailer when the semitrailer capacity exceeds 23,250 pounds; and $\phi \\$28.35$ per truck load, trailer load, or semitrailer load when the semitrailer capacity is less than 23,250 pounds.</p>	<p>$\phi 240$</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 $\phi \\$5.85$ per man per hour, subject to a minimum charge of 8 hours.</p> <p>An additional charge of \$1.20 per hour or fraction thereof shall be added to the above charge for time spent spreading.</p>	<p>$\phi 250$</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 $3\frac{1}{2}$ cents per 100 pounds shall be made for service of connecting carrier's equipment to mobile road mixers.</p>	<p>260</p>
<p>ϕ Change) \diamond Increase) Decision No. 72986</p>	
<p>EFFECTIVE SEPTEMBER 30, 1967</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 78</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				
Over	But Not Over	COLUMNS				Over	But Not Over	COLUMNS				
		1	2	3	4			1	2	3	4	
0	5	6	4 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{3}{4}$	110	150	27	25 $\frac{1}{2}$	39	32	0400
5	10	6 $\frac{1}{2}$	5	8 $\frac{3}{4}$	8 $\frac{3}{4}$	150	160	28 $\frac{1}{2}$	27	42	34	
10	15	7	6	9 $\frac{1}{4}$	8 $\frac{3}{4}$	160	170	30	28 $\frac{1}{2}$	45	35	
15	20	7 $\frac{1}{2}$	6 $\frac{3}{4}$	10 $\frac{1}{4}$	8 $\frac{3}{4}$	170	180	31	30 $\frac{1}{2}$	47	37	
20	25	8 $\frac{1}{2}$	7 $\frac{3}{4}$	12	9 $\frac{1}{4}$	180	190	33	32	50	39	
25	30	9 $\frac{1}{2}$	8 $\frac{1}{2}$	13	10 $\frac{3}{4}$	190	200	35	34	52	41	
30	35	10	9	14	11 $\frac{1}{4}$	200	220	37	36	56	44	
35	40	10 $\frac{3}{4}$	10	15 $\frac{1}{4}$	12 $\frac{1}{2}$	220	240	39	38	61	47	
40	45	11 $\frac{1}{4}$	10 $\frac{1}{4}$	16 $\frac{1}{2}$	14	240	260	42	40	65	51	
45	50	12 $\frac{1}{2}$	11 $\frac{1}{2}$	18	15	260	280	45	43	70	54	
50	60	13 $\frac{1}{2}$	13	20 $\frac{1}{2}$	16	280	300	48	46	75	57	
60	70	15	14	23	18	300	325	51	49	80	60	
70	80	16 $\frac{1}{2}$	15	25	19 $\frac{1}{2}$	325	350	55	52	85	64	
80	90	18	16 $\frac{1}{2}$	27 $\frac{1}{2}$	21 $\frac{1}{2}$	350	375	59	54	90	68	
90	100	19 $\frac{1}{2}$	17 $\frac{1}{2}$	29 $\frac{1}{2}$	23 $\frac{1}{2}$	375	400	63	57	95	73	
100	110	21	19 $\frac{1}{2}$	31	25	400	425	66	60	100	76	
110	120	22 $\frac{1}{2}$	20 $\frac{3}{4}$	33	26 $\frac{3}{4}$	425	450	71	62	105	81	
120	130	24	22	35	28 $\frac{1}{2}$	450	475	74	65	110	85	
130	140	25 $\frac{1}{2}$	24	37	30	475	500	78	67	115	89	
						See Note 1						

NOTE 1.-For distances over 500 miles, add to rate for 500 miles the following rates for each 25 miles or fraction thereof:

- (a) Columns 1 and 4 - $4\frac{3}{4}$ cents per 100 pounds.
- (b) Column 2 - $3\frac{3}{4}$ cents per 100 pounds.
- (c) Column 3 - 5 cents per 100 pounds.

◇ Increase, Decision No. 72986

EFFECTIVE SEPTEMBER 30, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 79

Fourth Revised Page 33

Cancels

Third Revised Page 33

and

Second Revised Page 33

MINIMUM RATE TARIFF NO. 6-A

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)	oRates (Minimum Weight, 100,000 Pounds)	
Group 6 (As described in Item No. 300)	Oceanside	17½	
	Escondido	20½	
	San Diego	21	
	Mission Gorge	23½	
	Otay	24	
	Lakeside	24½	

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.

6410

NOTE 2:

OCEANSIDE--Includes all points and places located within the city limits of Oceanside, and the plant of South-coast Asphalt Company located approximately 3 miles east of the intersection of State Sign Route 78 and U.S. Interstate Highway 5.

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 2-A of the Distance Table 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.

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 Sign Route 67.

∅ Change) Decision No. 72986
◇ Increase)

EFFECTIVE SEPTEMBER 30, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California
Correction No. 80

SECTION NO. 3 - SPECIAL COMMODITY RATES (Continued) In cents per 100 pounds			Item No.
ASPHALT, base stock, to be used only for mixing, blending or processing. (See Note.)			
FROM	TO	RATE	
El Segundo	Inglewood	◊ 5½	
NOTE.-Rate in this item applies only:			
1. When both origin and destination are at established plant facilities, and			6420
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.			
CARBON BLACK OIL, feed stock to be used solely to manufacture carbon black. (See Note.)			
FROM	TO	RATE	
Mopeco	Rogas	◊ 5½	
NOTE.-Rate in this item applies only:			
1. When both origin and destination are at established plant facilities, and			6430
2. When shipper's facilities permit loading, and receiver's facilities permit delivery, 24 hours per day, seven days per week.			
PETROLEUM CRUDE RESIDUUM, suitable only for mixing, blending or processing, viz.: crude residuum, topped crude. (See Note.)			
FROM	TO	RATE	
El Segundo	Seguro (Kern County)	◊ 24½	6440

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

∅ Change)
◇ Increase) Decision No. **72986**

EFFECTIVE SEPTEMBER 30, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 81

SECTION NO. 3 - SPECIAL COMMODITY RATES (Concluded)						Item No.		
In cents per 100 pounds								
<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						
And		A	B	C	D	E		
Crude Oil Groups		Column A	Column B	Column A	Column B	Column A	Column B	
A		5½	4½					◊ 450
B		6½	5½					
C		10½	8					
D		12½	9½	10½	8			
E		9	7½	8	6½	10½	7½	
F		6	5½	6	5	8	6½	
G		8	7	6	5½	9½	7½	
H		10	8½	7	6	10	8	
I		8	7	8	6½	10	8	
Between		CRUDE OIL GROUPS						
And		F	G	H	I			
Crude Oil Groups		Column A	Column B	Column A	Column B			
F		5½	4½					
G		7½	6½					
H		7	6	5½	4½			
I		8½	7	6	5	5½	4½	
<p>◊ Increase, Decision No. 72986</p>								
<p>EFFECTIVE SEPTEMBER 30, 1967</p>								
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>								
<p>Correction No. 82</p>								

SECTION NO. 4 - VEHICLE UNIT RATES

Item
No.

DAILY 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)

¢
500

.Per Day

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

PLUS

an additional charge of \$5.85 per hour (see Notes 2 and 3) or \$.27 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. 72986

EFFECTIVE SEPTEMBER 30, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 83

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

INCENTIVE UNIT VOLUME TENDER RATES (Continued)
(Items Nos. 510 and 511)

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.

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.)

RATES
(Vehicle Unit Rates)

	Per 7 Consecutive Days	Per Month	Per Month on Yearly Tender	
The basic charge per equipment unit shall be (see Note 1 in Item No. 511):				
(A) -----		\$ 550.00	(2) \$ 550.00	\$510
(B) -----		\$ 715.00	(3) \$ 715.00	
(C) -----	\$170.00			
PLUS				

an additional charge (SEE EXCEPTION) computed on the period of tender elected -- $\text{¢} 5.70$ $\text{¢} 5.70$ $\text{¢} 5.45$ per hour (see Notes 2 and 3 in Item No. 511) or $\text{¢} 21\frac{1}{2}$ per mile, whichever produces the higher total charge, for all time that a driver or drivers are assigned to operate the vehicle.

EXCEPTION: Will not apply to any period of time for which charges are made under the provisions of paragraph 5, Item No. 520.

PLUS

an additional charge per mile per unit per month, or per seven consecutive days whichever tender is applicable, as follows: (See Note 4 in Item No. 511)

(1) First 5,000 miles -----	\$.20
Next 5,000 miles -----	\$.15
Over 10,000 miles -----	$\text{¢} 12\frac{1}{2}$

- (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 (Subject to Note 5 in Item No. 511).
- (C) Applies only to shipments of Asphalt and Road Oil (Subject to Note 5 in Item No. 511).
- (1) Subject to a minimum charge of \$1,000.00 per unit per month when applied in connection with rates per month or rates per month on yearly tender.
- (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. **72986**

EFFECTIVE SEPTEMBER 30, 1967

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 84

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 \diamond\$5.70 per hour, on other than yearly tenders or \diamond\$5.45 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>NOTE 5.-Rates subject to this note will not apply to shipments requiring spreading service or requiring delivery to mobile road mixers.</p>	<p>\diamond511</p>
<p>\diamond Change) Decision No. 72986 \diamond Increase)</p>	
<p>EFFECTIVE SEPTEMBER 30, 1967</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 85</p>	

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="padding-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 \$6.95 per hour or fraction thereof plus 27 cents per mile until delivery of the product is completed; (2) At the rate of 42 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>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. 72986

EFFECTIVE SEPTEMBER 30, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 86