

**ORIGINAL**Decision No. 74263

## 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.  
 86  
 (Filed March 8, 1968)

Arlo D. Poe, J. C. Kaspar, and H. F. Kollmyer, for  
 California Trucking Association, petitioner.  
John T. Reed, for California Manufacturing Associ-  
 ation; James W. Bohannon, for Mobil Oil  
 Corporation; M. Robert Day, for Shell Oil  
 Company; and Larry Wagoner, for Douglas Oil  
 Company of California; interested parties.  
E. H. Burgess and Robert W. Stich, for the  
 Commission staff.

O P I N I O N

This petition was heard and submitted April 10, 1968 before Examiner Thompson at San Francisco. Copies of the petition and notice of hearing were served in accordance with the Commission's procedural rules.

California Trucking Association seeks the establishment by the Commission of increases in Minimum Rate Tariff No. 6, applicable to the transportation of petroleum products in bulk, by amounts sufficient to offset known and measurable increases in costs incurred by the carriers since the said minimum rates were last adjusted generally, by Decision No. 72986, dated August 29, 1967, in Petition for Modification No. 81, herein.

Douglas Oil Company of California opposes the proposed increases in rates. It argued that the evidence presented by petitioner will not support the proposed increases in minimum rates; that by passing the cost increases directly on to the shipper there is no incentive given the carriers to achieve productivity gains or to promote responsibility on the part of the carriers in future negotiations with labor unions; and that any need by carriers for revenues results not from a lack of traffic but an excess of carriers, causing a spreading of the available revenues too thinly among the carriers. Douglas did not present evidence.

The proposed increases in minimum rates were developed by petitioner using the so-called "offset" or datum plane method whereby the present rates, previously found by the Commission to be reasonable, are changed by the same percentage of change in the cost that has occurred since the establishment of the present rates. The datum plane from which the changes in cost are measured is the cost estimates found by the Commission to be reasonable in the proceeding in which the present rates were considered. This method is intended to do no more than maintain the minimum rates at the same relationships to carrier operating costs as they had when the rates were initially established.

The rates in Minimum Rate Tariff No. 6-A were initially established by the Commission in its Decision No. 67154, dated April 28, 1964 in Petition No. 50. Said rates were based upon 1963 cost levels. Decision No. 68814, dated March 30, 1965, in Petition No. 66, adjusted the rates to reflect July 1, 1964 cost levels. The rates were adjusted for July 1, 1965 cost levels by Decision No. 69529, dated August 10, 1965, in Petition No. 69.

Decision No. 71611, dated November 29, 1966, in Petition No. 76, changed the rates to reflect costs as of July 1, 1966. The most recent adjustment was made by Decision No. 72986, dated August 29, 1967, in Petition No. 81, which maintained the minimum rates at July 1, 1967 cost levels.

Petitioner presented evidence showing that since July 1, 1967, and to and including July 1, 1968, the following changes have occurred, or will occur, in the costs of transporting petroleum products in bulk:

- a. Driver wages will increase 18 cents per straight-time hour.
- b. Pension fund contributions will increase \$1.00 per man per week.
- c. The amount of wages subject to F.I.C.A. tax has increased by \$1,200.
- d. Workmen's compensation insurance rates, measured by the so-called manual rate on drivers, has been reduced from \$5.93 per \$100 to \$5.66.
- e. California vehicle registration fee was increased from \$10.00 to \$11.00.

Petitioner's director of economic research testified that he had revised the cost study introduced in Petition No. 81 to include the above-listed changes in expenses. He stated that while data assembled by petitioner disclosed other increases in expense, such as the prices of supplies and fuel, he did not include such increases in expense in his adjustment to the cost estimates. He also stated that the design and construction of equipment has not been changed materially over the past few years because of governmental regulations and that the equipment presently being used

provides the greatest carrying capacities possible, consistent with governmental regulations and presently known construction materials.

With certain exceptions petitioner proposes that the minimum rates be increased by the percentage of increase in cost disclosed in the cost estimates. The exceptions are in certain hourly rates wherein petitioner proposes an increase of 25 cents per hour and the indicated increase is 29 cents per hour; and, in connection with the incentive unit volume, tender rates in Item No. 510.

Petitioner asserts that the increases in hourly rates were rounded downwards and that the rates in Item No. 510 are intended to be maintained at the lowest possible level in order to attract volume traffic that might otherwise be diverted to proprietary carriage. Those rates were adjusted by amounts just sufficient to keep them from becoming lower than the costs of providing the various services.

With respect to Douglas' assertions, the evidence herein is that the carrying capacity of equipment is the highest compatible with regulations governing the use of the highways and known methods and material used in vehicle construction. There is nothing in this record, nor any facts which may have come before the Commission in any other proceeding in Case No. 5436, which indicate any irresponsibility on the part of carriers in their negotiations with the labor unions culminating in the present collective bargaining agreement with drivers. As to there being an excess of petroleum carriers, there has been no indication that such is the case. Since September 1, 1949, no new carrier has been authorized to transport petroleum products as a common carrier over public highways of this State unless it has been shown that the operation is required by public convenience and necessity. We can find no support for Douglas' allegations.

We find:

1. The rates established August 29, 1967 by Decision No. 72986 in Petition No. 81, and set forth in Minimum Rate Tariff No. 6-A, as amended, considered the costs of a reasonably efficient carrier performing service at July 1, 1967 expense levels.

2. Since July 1, 1967, and to and including July 1, 1968, highway carriers engaged in transporting petroleum products in bulk have, or will have, incurred increases in expenses involved in the cost of performing transportation, which increases have been accurately measured and set forth in Exhibit 1.

3. The present minimum rates prescribed in Minimum Rate Tariff No. 6-A do not provide provision for compensating for-hire carriers for such increases in the costs of providing the services.

4. The proposed increases in minimum rates set forth in Exhibit 2 reasonably reflect the increases in the costs of providing the services to which said rates apply.

5. The proposed increases in the minimum rates and charges have been shown to be justified; and the resulting increased rates and charges which will be established in this order which follows are the just, reasonable, and nondiscriminatory minimum rates for the transportation governed thereby.

6. To the extent that the provisions of Minimum Rate Tariff No. 6-A have been found heretofore to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Act, said provisions, as hereinafter adjusted, will be reasonable minimum rate provisions for said carriers. To the extent that the existing rates and charges of said common carriers for the transportation involved, are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers,

to the same extent the rates and charges of said carriers will be unreasonable, insufficient, and not justified by the actual rates of competing carriers or by the costs of other means of transportation.

We conclude that Minimum Rate Tariff No. 6-A should be amended by incorporating therein, to become effective July 27, 1968, the increased rates proposed by petitioner; that common carriers subject to the minimum rates in Minimum Rate Tariff No. 6-A should be required to establish the increased rates; that said common carriers should be authorized to increase rates and charges for transportation of petroleum products in bulk, not governed by Minimum Rate Tariff No. 6-A, to the same extent as the increase authorized in rates subject to said Minimum Rate Tariff No. 6-A; and that said common carriers should be authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to establish the increases in rates prescribed herein. ✓

Items Nos. 300 and 350 make references to Distance Table No. 5. By Decision No. 72985, Minimum Rate Tariff No. 6-A was made subject to Distance Table No. 6. Through inadvertence, the references in the aforesaid items were not changed. The corrections will be made herein; they are purely technical and will not affect the level of the minimum rate.

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 July 27, 1968, 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. Common carriers maintaining rates for the transportation of petroleum products in bulk not subject to Minimum Rate Tariff No. 6-A, are authorized to establish increases in said rates to the same extent as established in said Minimum Rate Tariff No. 6-A.

3. Tariff publications required or authorized to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and 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 July 27, 1968; 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-four days after the date hereof.

Dated at San Francisco, California, this 18<sup>th</sup> day of JUNE 1, 1968.

[Signature]  
President

[Signature]  
William M. Bennett  
[Signature]  
Commissioners

Commissioner William M. Bennett, being necessarily absent, did not participate in the disposition of this proceeding.



APPENDIX A TO DECISION NO. 74263

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

Authorized by Said Decision

Fifth Revised Page 16  
Fifth Revised Page 17  
Seventh Revised Page 20  
Fifth Revised Page 21  
Fifth Revised Page 22  
Fifth Revised Page 24  
Second Revised Page 29  
Third Revised Page 32  
Fifth Revised Page 33  
Third Revised Page 34  
Third Revised Page 35  
Fifth Revised Page 37  
Eighth Revised Page 38  
Fifth Revised Page 38-A  
Sixth Revised Page 39

(END OF APPENDIX A LIST)

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">DEMURRAGE OR DETENTION CHARGES</p> <p>1. A charge of \$2.30 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 \$2.80 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 style="text-align: center;">ø 160</p>

ø Change )  
♦ Increase ) Decision No.

74263

EFFECTIVE JULY 27, 1968

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 94

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="459 402 1141 440" style="text-align: center;">LOADING AND/OR UNLOADING OF EQUIPMENT</p> <p data-bbox="186 466 1252 626">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="186 657 1252 784">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> <ul style="list-style-type: none"> <li data-bbox="338 817 1196 1072">(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.)</li> <li data-bbox="338 1103 1268 1365">(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).</li> <li data-bbox="338 1391 1301 1493">(c) Special fittings and/or nozzles will be furnished by carrier without extra charge, subject to such equipment being on hand and available.</li> </ul> <p data-bbox="181 1518 1248 1773">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> <ul style="list-style-type: none"> <li data-bbox="333 1803 1174 2002">(a) ø \$6.40 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.</li> </ul>	<p data-bbox="1334 1523 1433 1561" style="text-align: center;">ø 170</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 milcage shall include but not be limited to all mileages traveled to and from carrier's terminal.

(c) Carrier will furnish shipper with an itemized record showing hours and mileage upon which charges are based.

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 nor 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.

ø Change )  
◇ Increase ) Decision No. 74263

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Correction No. 95

SECTION NO. 1--RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="371 377 1106 445" style="text-align: center;">SHIPMENTS DIVERTED OR STOPPED IN TRANSIT FOR PARTIAL LOADING OR UNLOADING</p> <p data-bbox="231 471 1346 726">1. Charges for shipments which, at request of consignor or consignee, or for any other reason beyond the control of the carrier, 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 data-bbox="231 751 1346 1006">2. Charges for shipments which, at request of consignor or consignee, or for any other reason beyond the control of the carrier, 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 data-bbox="231 1019 1346 1210">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 data-bbox="231 1235 1346 1337">NOTE 2.--The provisions of Paragraph 2 will apply only on shipments which are not subject to the provisions of Paragraph 1.</p> <p data-bbox="231 1363 1346 1490">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 data-bbox="231 1516 1346 1617">NOTE 4.--Shipments shall be subject to an additional charge of \$7.50 for each stop in transit to partially load or unload.</p> <p data-bbox="231 1643 1346 1936">NOTE 5.--Shipments or portions thereof shall be subject to an additional charge of \$4.80 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 data-bbox="231 1961 1346 2102">NOTE 6.--A diverted shipment is one for which either a consignee, destination point, or both are changed 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.

ø Change )  
◇ Increase ) Decision No. 74263

EFFECTIVE JULY 27, 1968

Issued by the Public Utilities Commission of the State of California,  
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Correction No. 96

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SHIPMENTS RETURNED</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 \$23.90, and further subject to a flat additional charge of \$4.80. (Subject to Notes 1, 2 and 4.)</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 \$7.50, 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 \$7.50 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>NOTE 4.--Within the meaning of this item, a return shipment shall also include a shipment which is returned to point of origin for any reason before it has reached its original billed destination with the charges on such a shipment being computed on the return from the actual point where the return commenced rather than from the original billed destination.</p>	0225
Increase, Decision No. 74263	
EFFECTIVE JULY 27, 1968	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 97	



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 9 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 \$34.30 for each load transported in two connected tank vehicles, or semitrailer when the semitrailer capacity exceeds 23,250 pounds; and \$29.15 per truck load, trailer load, or semitrailer load when the semitrailer capacity is less than 23,250 pounds.</p>	ø240
<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 \$6.10 per man per hour, subject to a minimum charge of 8 hours.</p> <p>An additional charge of \$1.50 per hour or fraction thereof shall be added to the above charge for time spent spreading.</p>	ø250
<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 3½ cents per 100 pounds shall be made for service of connecting carrier's equipment to mobile road mixers.</p>	ø260
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: left;">             ø Change              ø Increase           </div> <div style="text-align: right;">             ) Decision No. <b>74263</b> </div> </div>	
EFFECTIVE JULY 27, 1968	
<div style="display: flex; justify-content: space-between;"> <div>Issued by the Public Utilities Commission of the State of California,</div> <div>San Francisco, California.</div> </div> <div style="text-align: left; margin-top: 5px;">Correction No. 98</div>	

SECTION NO. 2--DESCRIPTIONS OF TERRITORIAL GROUPS AND CRUDE OIL GROUPS	Item No.
<p data-bbox="459 407 1087 445">GROUP NO. 2--MILEAGE BASING POINT--PINOLE</p> <p data-bbox="216 471 1351 775">Beginning at the point where the Contra Costa-Alameda County boundary line meets San Francisco Bay, easterly along said boundary line to Eastshore Freeway (U.S. Highway 40-Interstate Highway 80), northerly and easterly on Eastshore Freeway and U.S. Highway 40-Interstate Highway 80 to State Highway No. 4, easterly on State Highway No. 4 to Solano Way, northwesterly on Solano Way and its prolongation to Suisun Bay, westerly, northerly, southerly and easterly along the shore lines of Suisun Bay, Carquinez Strait, San Pablo Bay and San Francisco Bay to point of beginning.</p> <p data-bbox="417 801 1125 839">GROUP NO. 4--MILEAGE BASING POINT--BAKERSFIELD</p> <p data-bbox="216 865 1290 1581">Beginning at the intersection of Brimhall Road and Calloway Road, northerly on Calloway Road to the prolongation of Olive Drive, easterly along the prolongation of Olive Drive and Olive Drive to Airport Drive, northerly on Airport Drive to Norris Road, easterly on Norris Road to Manor Street, northerly on Manor Street to China Grade Loop, easterly on China Grade Loop to the northerly prolongation of River Boulevard (southwest corner of Section 4, T.29S., R.28E.), northerly along the prolongation of River Boulevard to the easterly prolongation of Seventh Standard Road (northwest corner of Section 4, T.29S., R.28E.), easterly along the prolongation of Seventh Standard Road to the northerly prolongation of Mount Vernon Avenue (northeast corner of Section 4, T.29S., R.28E.), southerly along the prolongation of Mount Vernon Avenue and China Grade Loop to the Kern River, southwesterly along the Kern River to its intersection with the prolongation of Oak Street, southerly along the prolongation of Oak Street and Oak Street to the right-of-way of The Atchison, Topeka and Santa Fe Railway Company, westerly along The Atchison, Topeka and Santa Fe Railway Company right-of-way to the Kern River, southwesterly along the Kern River to its intersection with the prolongation of California Avenue-Brimhall Road (south boundary line of Section 27, T.29S., R.27E.), westerly along the prolongation of Brimhall Road and Brimhall Road to the point of beginning.</p> <p data-bbox="459 1607 1096 1646">GROUP NO. 6--MILEAGE BASING POINT (MZ-247)</p> <p data-bbox="216 1671 1273 1942">Group No. 6 consists of that area included within the following Metropolitan Zones as described in Section No. 2-A of the Distance Table: 232, 240, 241, 242, 243, 247, 248, 249, 250, 251, 252; and the plants of the Chevron Asphalt Company, located at 8707 Aviation Boulevard, Inglewood (MZ 233); the Powerline Oil Company, located at 12354 Lakeland Road, Santa Fe Springs, (MZ 237); and the Gulf Oil Corporation, located at 13539 East Foster Road, Santa Fe Springs (MZ 244).</p>	<p data-bbox="1367 1110 1442 1148">300</p>

ø Change, Decision No. 74263

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Correction No. 99

Second Revised Page ..... 29

Cancels

First Revised Page ..... 29

MINIMUM RATE TARIFF NO. 6-A

SECTION NO. 2 - DESCRIPTIONS OF TERRITORIAL GROUPS  
AND CRUDE OIL GROUPS (Continued)

ø Item No. 350

Map eliminated. Maps are set  
forth in øthe Distance Table.

ø Change, Decision No. **74263**

EFFECTIVE JULY 27, 1968

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 100

SECTION NO. 3 - DISTANCE RATES In cents per 100 pounds												Item No.
Rates in this item will not apply to transportation for which rates are specifically provided in other items in this section.												
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.												
See Item No. 30 for description of commodities.												
See Item No. 40 for application of rates from or to points in Territorial Groups.												
See Item No. 150 for application of rates between points within the same Territorial Group.												
MILES		RATES				MILES		RATES				
Over	But Not Over	COLUMNS				Over	But Not Over	COLUMNS				
		1	2	3	4			1	2	3	4	
0	5	6½	4½	7½	9	140	150	27½	26	41	33	
5	10	6½	5½	8½	9	150	160	29½	27½	43	35	
10	15	7½	6½	10	9½	160	170	31	29½	46	37	
15	20	7½	7	11	9½	170	180	33	31	48	38	
20	25	8½	7½	12½	10	180	190	34	32	51	40	
25	30	9½	8½	13½	11	190	200	36	34	53	42	
30	35	10½	9½	14½	12	200	220	38	36	58	45	
35	40	11	10½	16	13	220	240	41	39	63	48	
40	45	12	11	17	14	240	260	43	42	67	52	
45	50	13	12	18½	15	260	280	46	44	72	55	
50	60	14	13½	21	16½	280	300	49	47	77	59	
60	70	15½	14½	23½	18½	300	325	53	50	82	62	
70	80	17	16	25½	20	325	350	57	53	87	66	
80	90	18½	17½	28	22	350	375	61	56	93	70	
90	100	20	18½	30	24	375	400	65	59	98	75	
100	110	21½	20	32	25½	400	425	69	62	103	79	
110	120	23	22	34	27½	425	450	73	64	108	83	
120	130	24½	23	36	29½	450	475	76	67	113	87	
130	140	26	24½	38	31	475	500	80	69	118	91	
						See Note 1						

0400

0400

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 - 5 cents per 100 pounds.
- (b) Column 2 - 4 cents per 100 pounds.
- (c) Column 3 - 5½ cents per 100 pounds.

◇ Increase, Decision No. 74263

EFFECTIVE JULY 27, 1968

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San Francisco, California.  
Correction No. 101

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	18	
	Escondido	21	
	San Diego	21½	
	Mission Gorge	24	
	Otay	24½	
	Lakeside	25	
<p>NOTE 1.—Rates in this item apply only to shipments:</p> <p>(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</p> <p>(b) having point of destination at permanent storage facilities within the described areas; and</p> <p>(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.</p> <p>NOTE 2:</p> <p>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 State Sign Route 78 and U.S. Interstate Highway 5.</p> <p>ESCONDIDO—Includes all points and places located within the city limits of Escondido.</p> <p>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.</p> <p>MISSION GORGE—Includes all points and places located within a 2-mile radius of the junction of Mission Gorge Road and Bell Road.</p> <p>OTAY—Includes all points and places located within a 2-mile radius of Main Street and Beyer Way in Otay.</p> <p>LAKESIDE—Includes all points and places located within a 2-mile radius of the junction of Slaughterhouse Canyon and State Sign Route 67.</p>			410
◊ Change ) ◊ Increase ) Decision No. 74263			
EFFECTIVE JULY 27, 1968			
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 102			

SECTION NO. 3 - SPECIAL COMMODITY RATES (Continued) In cents per 100 pounds			Item No.						
<p>ASPEALT, base stock, to be used only for mixing, blending or processing. (See Note.)</p> <table><tr><th>FROM</th><th>TO</th><th>RATE</th></tr><tr><td>El Segundo</td><td>Inglewood</td><td>05½</td></tr></table>			FROM	TO	RATE	El Segundo	Inglewood	05½	
FROM	TO	RATE							
El Segundo	Inglewood	05½							
<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>			6420						
<p>CARBON BLACK OIL, feed stock to be used solely to manufacture carbon black. (See Note.)</p> <table><tr><th>FROM</th><th>TO</th><th>RATE</th></tr><tr><td>Mopeco</td><td>Rogas</td><td>05½</td></tr></table>			FROM	TO	RATE	Mopeco	Rogas	05½	
FROM	TO	RATE							
Mopeco	Rogas	05½							
<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>			6430						
<p>PETROLEUM CRUDE RESIDUUM, suitable only for mixing, blending or processing, viz.: crude residuum, topped crude. (See Note.)</p> <table><tr><th>FROM</th><th>TO</th><th>RATE</th></tr><tr><td>El Segundo</td><td>Seguro (Kern County)</td><td>025</td></tr></table>			FROM	TO	RATE	El Segundo	Seguro (Kern County)	025	
FROM	TO	RATE							
El Segundo	Seguro (Kern County)	025							
			6440						



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

ø Change )  
◇ Increase ) Decision No. 74263

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San Francisco, California.

Correction No. 103

SECTION NO. 3 - SPECIAL COMMODITY RATES (Concluded)											Item No.
In cents per 100 pounds											
PETROLEUM CRUDE OIL, as described in Item No. 30.											
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.											
Column B rates apply only for transportation when consignor's facilities permit loading, and consignee's facilities permit delivery, 24 hours per day.											
See Items Nos. 310 and 320 for description of Crude Oil Groups.											
Between And		CRUDE OIL GROUPS									
		A		B		C		D		E	
Crude Oil Groups		Column A B		Column A B		Column A B		Column A B		Column A B	
A		5½	4½								
B		6½	5½	5½	4½						
C		10½	8½	8½	6½	5½	4½				
D		12½	9½	11	8½	7	5½	5½	4½		
E		9½	7½	8½	7	7½	6½	8½	7½	5½	4½
F		6½	5½	7	5½	8½	7	11	8½	7	5½
G		8½	7½	6½	5½	6½	5½	8½	6½	8½	6½
H		11	8½	9½	7½	7½	5½	9½	7½	7½	6½
I		8½	7½	6½	5½	8½	6½	11	8½	10½	8½
Between And		CRUDE OIL GROUPS									
		F		G		H		I			
Crude Oil Groups		Column A B		Column A B		Column A B		Column A B			
F		5½	4½								
G		7½	6½	5½	4½						
H		8	6½	7½	6½	5½	4½				
I		9	7½	6½	5½	8½	6½	5½	4½		
◊ Increase, Decision No. 74263											
EFFECTIVE JULY 27, 1968											
Issued by the Public Utilities Commission of the State of California, San Francisco, California.											
Correction No. 104											

SECTION NO. 4 - VEHICLE UNIT RATES		Item No.																			
DAILY VEHICLE UNIT VOLUME TENDER RATES																					
<p>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 to points of destination located within 250 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> <p style="text-align: center;">RATES (Vehicle Unit Rates)</p> <table><tr><td></td><td style="text-align: right;">Per Day</td></tr><tr><td>The basic charge per equipment unit shall be (see Note 1) -----</td><td style="text-align: right;">\$30.00</td></tr><tr><td colspan="2" style="text-align: center;">PLUS</td></tr><tr><td>an additional charge of \$6.10 per hour (see Notes 2 and 3) or \$.28½ per mile, whichever produces the higher total charge, for all time that a driver or drivers are assigned to operate the vehicle.</td><td></td></tr><tr><td colspan="2" style="text-align: center;">PLUS</td></tr><tr><td>an additional charge per mile of:</td><td></td></tr><tr><td>First 50 miles -----</td><td style="text-align: right;">\$ .25</td></tr><tr><td>Next 100 miles -----</td><td style="text-align: right;">\$ .22½</td></tr><tr><td>Over 150 miles -----</td><td style="text-align: right;">\$ .20</td></tr></table> <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 \$5.40 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.</p> <p>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.</p>				Per Day	The basic charge per equipment unit shall be (see Note 1) -----	\$30.00	PLUS		an additional charge of \$6.10 per hour (see Notes 2 and 3) or \$.28½ 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	ø500
	Per Day																				
The basic charge per equipment unit shall be (see Note 1) -----	\$30.00																				
PLUS																					
an additional charge of \$6.10 per hour (see Notes 2 and 3) or \$.28½ 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																				

ø Change )  
◊ Increase ) Decision No. 74263

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Correction No. 105

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>				
<p style="text-align: center;">RATES (Vehicle Unit Rates)</p>				
	Per 7 Consecu- tive 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	ø510
(B) -----		\$715.00	(3) \$715.00	
(C) -----	\$170.00			
PLUS				
an additional charge (SEE EXCEPTION) computed on the period of tender elected -----				
per hour (see Notes 2 and 3 in Item No. 511) or ø\$.22½ per mile, whichever produces the higher total charge, for all time that a driver or drivers are assigned to operate the vehicle.	ø\$5.95	ø\$5.95	ø\$5.70	
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 paragraph 13 in Item No. 521)				
(1) First 5,000 miles -----		\$ .20		
Next 5,000 miles -----		\$ .15		
Over 10,000 miles -----		ø\$ .13		

- (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)

ø Change     )  
 ♦ Increase   )     Decision No.   **74263**

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 San Francisco, California.  
 Correction No. 106

SECTION NO. 4--VEHICLE UNIT RATES (Continued)	Item No.
<p data-bbox="409 397 1245 466">INCENTIVE UNIT VOLUME TENDER RATES (Concluded) (Items Nos. 510 and 511)</p> <p data-bbox="244 563 1235 749">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 data-bbox="244 779 1219 1029">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 ¢\$ 5.95 per hour on other than yearly tenders, or ¢\$5.70 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 data-bbox="244 1065 1163 1161">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 data-bbox="244 1192 1252 1289">NOTE 5.--Rates subject to this note will not apply to shipments requiring spreading service or requiring delivery to mobile road mixers.</p>	<p data-bbox="1361 779 1438 810">ø511</p>
<p data-bbox="269 1538 935 1607">ø Change     ) Decision No.   <b>74263</b>          ♦ Increase   )</p>	
EFFECTIVE JULY 27, 1968	
<p data-bbox="211 1803 1471 1872">Issued by the Public Utilities Commission of the State of California,          San Francisco, California.</p> <p data-bbox="211 1867 541 1898">Correction No. 107</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="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 \$7.20 per hour or fraction thereof plus 28½ cents per mile until delivery of the product is completed; (2) At the rate of 44 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;">ø520</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)

Ø Change )  
◇ Increase ) Decision No. 74263

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