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Decision No. 75797

ORIGINAL

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 and highway
carriers relating to the transporta-
tion 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. 91
(Filed March 3, 1969)

Richard W. Smith, A. D. Poe and H. F. Kollmyer,
for California Trucking Association, petitioner.
Lawrence E. Wagoner, for Douglas Oil Company,
interested party.
E. H. Burgess and Robert W. Stich, for the Commission
staff.

O P I N I O N

The minimum rates established for the transportation of petroleum products, in bulk, in tank truck equipment by highway carriers are set forth in Minimum Rate Tariff No. 6-A (MRT 6-A). By this petition, California Trucking Association (CTA) requests that the rates and charges named in MRT 6-A be increased by approximately 2.75 percent.

Public hearing was held before Examiner Gagnon at San Francisco on April 3, 1969. Evidence on behalf of the CTA was presented by the director of its Division of Transportation Economics. A petroleum shipper representative attended the hearing but he did not present any evidence concerning petitioner's rate proposal.

The rates and charges contained in MRT 6-A were last revised and adjusted generally by Decision No. 74263, dated June 18, 1968, in Case No. 5436. Since this last revision, the cost

of transporting petroleum products, in bulk, in tank truck equipment has increased, principally as a result of labor agreements effective as of July 1, 1969. Such increases affect substantially all categories of employees of highway carriers, including truck drivers, helpers, maintenance employees, and clerical employees. In addition to these contractual obligations, the carriers have also experienced increases in related payroll taxes and a reduction in their workmen's compensation insurance rates.

In order to demonstrate the additional costs experienced by highway carriers, petitioner's witness submitted a study showing the various increases in labor and allied payroll costs which have occurred since MRT 6-A rates were last generally revised. The director explained that he took cost information previously accepted by the Commission (Decision No. 74263) and substituted therein the July 1, 1969 labor and related payroll cost factors for those used in the July 1, 1968 computations. From the revised cost calculations the percentage increases in 1969 operating costs over the 1968 operating experience of record were determined. The study shows that the direct driver labor cost has increased 5.1 percent since July 1, 1968, or by 24.4 cents per hour. The July 1, 1969 total direct hourly labor cost thus developed by the CTA's director is then expanded by the established indirect expense ratio of 16 percent for allowance of indirect expenses, thereby reflecting a total direct and indirect driver labor cost increase of 29.0 cents per hour. This latter computation was further expanded by petitioner's witness to reflect gross receipts and insurance expense of 5.23 percent which adjustment, at 100 percent operating ratio, results in a total driver labor cost increase of 30.6 cents per hour (34.2 cents per hour at 90 percent operating ratio). The CTA study also integrates the July 1, 1969 increased labor costs into the established cost information of record which supports the established MRT 6-A mileage

rates. This proposed mileage cost adjustment indicates that the cost estimates underlying the MRT 6-A established distance rates have increased, since July 1, 1968, from 3.7 percent for short-haul traffic to 2.5 percent for the long-haul traffic.

The percentage increases in the distance rate cost factors of record computed by petitioner's witness are employed as the datum plane for the sought increases in the MRT 6-A distance rates. The CTA also requests that all hourly rates and charges be increased by 30 cents per hour.

The CTA's witness acknowledged petitioner's understanding that questions concerning the treatment of indirect expenses, deemed appropriate for consideration and justification for minimum rate adjustments in wage (cost) offset proceedings, are the subject of a related proceeding (Case No. 5432, Petition for Modification No. 523, et al.). In the event such questions are not resolved prior to July 1, 1969, the CTA submits that all increases in direct costs and related gross receipts and insurance expenses in effect on that date should at least be offset by a corresponding interim increase in MRT 6-A rates, to become effective not later than July 1, 1969. Petitioner's witness explained that, if such interim relief is to be considered, the partial wage offset in MRT 6-A hourly rates would be 28 or 29 cents per hour, in lieu of petitioner's sought 30-cent adjustment in hourly rates. If indirect expenses are not to be offset at this time, the CTA director also explained that petitioner's proposed percentage increases in MRT 6-A distance rates would be .5 of one percent less than originally requested.

A representative for the Commission's Transportation Division staff expressed agreement as to the .5 of one percent adjustment in CTA's initial proposed increase in distance rates.

He suggested, however, that in view of the slight adjustment in rates required to eliminate the influence of indirect expense factors from petitioner's hourly rate proposal, no adjustment appears necessary or required to be made in CTA's requested 30-cent increase in MRT 6-A hourly rates.

It is clear that efforts to exclude indirect expense data from petitioner's rate proposal, pending Commission determination of related issues in another pending proceeding, would have little or no effect upon the specific level of rates ultimately adopted herein. This is primarily due to the effects of the necessary disposition of fractions and related minor mechanical adjustments entailed in maintaining a proper progression of rates. It is also evident from the petroleum industry's participation in this proceeding that they have generally acquiesced to petitioner's sought relief. In the circumstance, the alternative interim adjustment of MRT 6-A rates is, in this particular instance, not warranted or necessary.

The evidence shows conclusively that for-hire carriers of petroleum products, in bulk, in tank truck equipment, have experienced increases in their operating costs since the MRT 6-A rates were last generally adjusted. The CTA's rate proposal would increase such rates by the same relative percentage of increase in operating costs which petitioner's cost estimates indicate has occurred as of July 1, 1969.

We find that:

1. The established rates in Minimum Rate Tariff No. 6-A reflect the operating costs of for-hire carriers of petroleum products, in bulk, in tank truck equipment, as of July 1, 1968.

2. Since July 1, 1968 to and including July 1, 1969, the for-hire carriers of petroleum products, in bulk, in tank truck equipment have, or will, incur additional increases in their operating costs, and such increases have been accurately measured and demonstrated herein by petitioner.

3. The present rates in Minimum Rate Tariff No. 6-A do not provide provisions for compensating the petroleum highway carriers for the July 1, 1969 increases in their costs of operations.

4. The proposed increases in rates named in Minimum Rate Tariff No. 6-A reasonably reflect the like increases in the costs of providing the services to which such minimum rates apply.

5. The proposed increases have been shown to be justified; and the resulting increased rates which will be established herein 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 Code, 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 are hereby found to be, now and for the future, unreasonable, insufficient and not justified by the actual rates of competing carriers or by the costs of other means of transportation.

We conclude that Petition for Modification No. 91 should be granted.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 6-A (Appendix A of Decision No. 67154, as amended) is further amended by incorporating therein, to become effective July 26, 1969, 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 subject to the Public Utilities Act, to the extent that they are subject also to said Decision No. 67154, as amended, are hereby directed to establish in their tariffs the increases authorized herein for transportation for which rates are prescribed in Minimum Rate Tariff No. 6-A.

3. Common carriers maintaining rates for transportation for which rates are prescribed in Minimum Rate Tariff No. 6-A on a level higher than the minimum rates are authorized to increase such higher rates to the level of the Minimum Rate Tariff No. 6-A rates authorized herein.

4. Common carriers maintaining rates on the same level as Minimum Rate Tariff No. 6-A rates for the transportation of petroleum products, in bulk, not subject to Minimum Rate Tariff No. 6-A are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff No. 6-A herein.

5. 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 26, 1969; 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.

6. 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.

7. 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 17th day of JUNE, 1969.

William J. ...
President
...
...
...
Commissioners

Appendix A to Decision No. 75297

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

Authorized by Said Decision

Sixth Revised Page 16
Sixth Revised Page 17
Ninth Revised Page 20
Sixth Revised Page 21
Sixth Revised Page 22
Fourth Revised Page 32
Sixth Revised Page 33
Fourth Revised Page 34
Fourth Revised Page 35
Sixth Revised Page 37
Ninth Revised Page 38
Sixth Revised Page 38-A
Seventh Revised Page 39

(END OF APPENDIX A LIST)

SECTION 1--RULES	ITEM
<p style="text-align: center;">DEMURRAGE OR DETENTION CHARGES</p> <p>1. A charge of \$2.40 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: (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: (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): (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. (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 \$2.90 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). (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>	\$160
\$ Change) ♦ Increase) Decision No. 75797	
EFFECTIVE	
Correction 118 <div style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</div>	

SECTION 1—RULES (Continued)	ITEM
<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 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 weight of the commodity pumped (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) \$6.70 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>4. In no event shall any provisions of this item be construed to supersede or be in lieu of provisions otherwise specifically provided for in this tariff.</p> <p>NOTE 1.—A length of cargo hose shall be not less than 12 feet nor more than 20 feet in length.</p> <p>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.</p> <p>NOTE 3.—When in conjunction with a shipment on which spreading service has been provided, a portion is pumped off to storage.</p>	#170
<div style="display: flex; justify-content: space-between;"> <div> X Change) O Increase) Δ Change, neither increase) nor reduction) </div> <div>Decision No. 75797</div> </div>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction 119

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SHIPMENTS DIVERTED OR STOPPED IN TRANSIT FOR WEIGHING OR FOR PARTIAL LOADING OR UNLOADING</p> <p>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 weighing or 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 where weighing (either loaded or empty) or partial loading or unloading is performed. (Subject to Notes 1, 3, 4, 5, 6, 7 and 8.)</p> <p>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 weighing or 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 where weighing (either loaded or empty) or partial loading or unloading is performed. (Subject to Notes 2, 3, 4, 5, 6, 7 and 8.)</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 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 \$57.70 for each stop in transit to partially load or unload, and of \$2.00 for each stop to obtain weights (either loaded or empty).</p> <p>NOTE 5.--Provisions herein contemplate 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 100.</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> <p>NOTE 7.--Shipments diverted or stopped in transit for weighing or 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 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.</p> <p>NOTE 8.--This item shall not apply on any shipment where weighing is performed by shipper or consignee at scales located at either point of origin or destination.</p>	#220
<div><div><div>Δ Change</div><div>◊ Increase</div></div><div>)</div><div>Decision No. 75797</div></div>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA	

Correction 120

SECTION 1--RULES (Continued)	ITEM
<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 \$24.55, and further subject to a flat additional charge of \$4.95. (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 \$7.70, 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 \$7.70 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
<p>◇ Increase, Decision No. 75797</p>	
EFFECTIVE	
<p>Correction 121</p> <p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>	

SECTION 1--RULES (Concluded)	ITEM
<p style="text-align: center;">SPREADING</p> <p>(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 9½ 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 250.</p> <p>2. The minimum charge per load shall not be less than \$35.25 for each load transported in two connected tank vehicles, or semitrailer when the semitrailer capacity exceeds 23,250 pounds; and \$29.95 per truck load, trailer load, or semitrailer load when the semitrailer capacity is less than 23,250 pounds.</p>	\$240
<p style="text-align: center;">EXTRA LABOR</p> <p>(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 \$6.40 per man per hour, subject to a minimum charge of 8 hours.</p> <p>An additional charge of \$1.80 per hour or fraction thereof shall be added to the above charge for time spent spreading.</p>	\$250
<p style="text-align: center;">CONNECTING TO MOBILE ROAD MIXERS</p> <p>(Applies only in connection with transportation of Asphalt or Road Oil.)</p> <p>A charge of 3¾ cents per 100 pounds shall be made for service of connecting carrier's equipment to mobile road mixers.</p>	\$260
<p> ◊ Change) ◊ Increase) Decision No. 75797 </p>	
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> Correction 122 ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. </div>	

SECTION 3--DISTANCE RATES
In cents per 100 pounds

ITEM

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 30 for description of commodities.

See Item 40 for application of rates from or to points in Territorial Groups.

See Item 150 for application of rates between points within the same Territorial Group.

MILES		RATES				MILES		RATES			
Over	But Not Over	1	COLUMNS			Over	But Not Over	1	2	3	4
			2	3	4						
0	5	6½	5	8	9½	140	150	28½	26½	42	34
5	10	7	5½	9	9½	150	160	30½	28	44	36
10	15	7½	6½	10½	9½	160	170	32	30½	47	38
15	20	8	7½	11½	10½	170	180	34	32	49	39
20	25	8½	8	13	10½	180	190	35	33	52	41
25	30	9½	8½	14	11½	190	200	37	35	54	43
30	35	10½	9½	15	12½	200	220	39	37	60	46
35	40	11½	10½	16½	13½	220	240	42	40	65	49
40	45	12½	11½	17½	14½	240	260	44	43	69	53
45	50	13½	12½	19	15½	260	280	47	45	74	57
50	60	14½	14	21½	17	280	300	50	48	79	61
60	70	16	15	24	19	300	325	54	51	84	64
70	80	17½	16½	26	20½	325	350	59	54	89	68
80	90	19	18	29	22½	350	375	63	58	96	72
90	100	20½	19	31	24½	375	400	67	61	101	77
100	110	22	20½	33	26	400	425	71	64	106	81
110	120	23½	22½	35	28½	425	450	75	66	111	85
120	130	25	23½	37	30½	450	475	78	69	116	89
130	140	26½	25	39	32	475	500	82	71	121	94
						500-See Note 1					

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--5½ cents per 100 pounds.
(b) Column 2--4½ cents per 100 pounds.
(c) Column 3--5½ cents per 100 pounds

o Increase, Decision No.

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EFFECTIVE

Correction 123

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.

MINIMUM RATE TARIFF 6-A

SECTION 3--SPECIAL COMMODITY RATES In cents per 100 pounds			ITEM
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 Escondido San Diego Mission Gorge Otay Lakeside	18½ 21½ 22 24½ 25 25½	
<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 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>			6410
ø Change) ø Increase) Decision No. 75797			
EFFECTIVE			
Correction 124 ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA			

SECTION 3--SPECIAL COMMODITY RATES (Continued) In cents per 100 pounds			ITEM						
ASPHALT, base stock, to be used only for mixing, blending or processing. (See Note.) <table><tr><td>FROM</td><td>TO</td><td>RATE</td></tr><tr><td>El Segundo</td><td>Inglewood</td><td>06</td></tr></table> NOTE.--Rate in this item applies only: 1. When both origin and destination are at established plant facilities, and 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.			FROM	TO	RATE	El Segundo	Inglewood	06	6420
FROM	TO	RATE							
El Segundo	Inglewood	06							
CARBON BLACK OIL, feed stock to be used solely to manufacture carbon black. (See Note.) <table><tr><td>FROM</td><td>TO</td><td>RATE</td></tr><tr><td>Mopoco</td><td>Rogas</td><td>05½</td></tr></table> NOTE.--Rate in this item applies only: 1. When both origin and destination are at established plant facilities, and 2. When shipper's facilities permit loading, and receiver's facilities permit delivery, 24 hours per day, seven days per week.			FROM	TO	RATE	Mopoco	Rogas	05½	6430
FROM	TO	RATE							
Mopoco	Rogas	05½							
PETROLEUM CRUDE RESIDUUM, suitable only for mixing, blending or processing, viz.: crude residuum, topped crude. (See Note.) <table><tr><td>FROM</td><td>TO</td><td>RATE</td></tr><tr><td>El Segundo</td><td>Seguro (Kern County)</td><td>025½</td></tr></table> NOTE.--Rate in this item applies only when both origin and destination are at established refinery facilities.			FROM	TO	RATE	El Segundo	Seguro (Kern County)	025½	6440
FROM	TO	RATE							
El Segundo	Seguro (Kern County)	025½							
<div>6 Change) 0 Increase) Decision No. 75797</div>									
EFFECTIVE									
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA									
Correction 125									

SECTION 3--SPECIAL COMMODITY RATES (Concluded)
In cents per 100 pounds

ITEM

PETROLEUM CRUDE OIL, as described in Item 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 310 and 320 for description of Crude Oil Groups.

BETWEEN AND Crude Oil Groups	CRUDE OIL GROUPS									
	A		B		C		D		E	
	Column A B		Column A B		Column A B		Column A B		Column A B	
A	5½	4½								
B	7	5½	5½	4½						
C	11	8½	8½	7	5½	4½				
D	13	10	11½	8½	7½	6	5½	4½		
E	9½	7½	8½	7½	7½	6½	9	7½	5½	4½
F	7	5½	7½	6	8½	7½	11½	8½	7½	6
G	9	7½	7	5½	6½	5½	8½	7	8½	7
H	11½	8½	9½	7½	7½	6	9½	7½	7½	6½
I	9	7½	7	5½	8½	6½	11½	9	10½	8½

2450

BETWEEN AND Crude Oil Groups	CRUDE OIL GROUPS									
	F		G		H		I			
	Column A B		Column A B		Column A B		Column A B			
F	5½	4½								
G	7½	6½	5½	4½						
H	8½	6½	7½	6½	5½	4½				
I	9½	7½	6½	5½	8½	7	5½	4½		

◇ Increase, Decision No.

75797

EFFECTIVE

Correction 126

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.

SECTION 4--VEHICLE UNIT RATES

ITEM

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 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 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 530.)

RATES
(Vehicle Unit Rates)

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

PLUS

an additional charge of \$6.40 per hour (see Notes 2 and 3) or \$.30 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

\$500

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.

75797

EFFECTIVE

Correction 127

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.

SECTION 4--VEHICLE UNIT RATES (Continued)			ITEM
INCENTIVE UNIT VOLUME TENDER RATES (Continued) (Items 510 and 511)			
The rates in this item will apply for the transportation of all commodities as described in Item 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 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 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 511):			
(A) -----		\$550.00	(2) \$550.00
(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 511) or \$5.23 1/2 per mile, whichever produces the higher total charge, for all time that a driver or drivers are assigned to operate the vehicle.	\$ 6.25	\$ 6.25	\$ 6.00
EXCEPTION.--Will not apply to any period of time for which charges are made under the provisions of paragraph 5, Item 520.			6510
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 521)			
(1) First 5,000 miles -----	\$.20		
Next 5,000 miles -----	\$.15		
Over 10,000 miles -----	\$.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 511).			
(C) Applies only to shipments of Asphalt and Road Oil (subject to Note 5 in Item 511).			
(1) Subject to a minimum charge of \$1,000.00 per unit per month when applies 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 511)			
6 Change) o Increase) Decision No. 75797			
EFFECTIVE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA			
Correction 128			

MINIMUM RATE TARIFF 6-A

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p>INCENTIVE UNIT VOLUME TENDER RATES (Concluded) (Items 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 ¢\$6.25 per hour on other than yearly tenders, or ¢\$6.00 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 5.--Rates subject to this note will not apply to shipments requiring spreading service or requiring delivery to mobile road mixers.</p>	<p>6511</p>
<p> ¢ Change) Decision No. 75797 ¢ Increase) </p>	
EFFECTIVE	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>	

Correction 129

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p style="text-align: center;">VOLUME TENDER QUALIFICATIONS</p> <p style="text-align: center;">(Applies only in connection with items making reference hereto.)</p> <p style="text-align: center;">(Items 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 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 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 \$7.50 per hour or fraction thereof plus 30 cents per mile until delivery of the product is completed; (2) At the rate of 45 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>7. When transportation is performed under the provisions of this item, the following rules will not apply:</p> <p style="margin-left: 40px;">Item 70--Allowance for Delivery After Hours Item 160--Demurrage or Detention Charges Item 170--Paragraph 2(b)--Pumping Charge Item 190--Minimum Charge Item 210--Issuance of Shipping Documents Item 220--Shipments Diverted, Stopped in Transit for Partial Loading or Unloading Item 225--Shipments Returned</p> <p style="text-align: center;">(Continued in Item 521)</p>	<p style="text-align: center;">6520</p>
<p>Change) Increase) Decision No. 75797</p>	
EFFECTIVE	
<p>Correction 130</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>