

ORIGINAL

Decision No. 76725

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)	Case No. 5436
carriers, highway carriers and city)	(Petition for Modifica-
carriers relating to the transportation)	tion No. 94)
of petroleum and petroleum products in)	(Filed November 25, 1969)
bulk (commodities for which rates are)	
provided in Minimum Rate Tariff No. 6-A).)	

OPINION AND ORDER

Minimum Rate Tariff No. 6-A names minimum rates and rules for the statewide transportation of petroleum and petroleum products in bulk in tank vehicles by petroleum contract carriers in the State of California. By this petition, California Trucking Association seeks to establish charges for certain accessorial services and to amend various rules in the above tariff. Petitioner asks that common carriers be directed to establish in their respective tariffs such modifications as may be prescribed by the Commission's order in this proceeding.

Petitioner proposes to: (1) cancel allowances to consignees for accepting deliveries at other than regular working hours; (2) provide for billing and collecting a prepayment of \$3,000.00 of the charges applicable under the monthly or yearly vehicle unit rates; (3) increase the minimum spreading charges from \$35.25 to \$38.30 for each load transported in two connected tank vehicles and from \$29.95 to \$33.15 for each other truck load; (4) increase the charge for extra labor from \$6.40 to \$7.00 per man per hour and the additional charge for spreading services

from \$1.80 to \$2.50 per hour; (5) establish a charge of \$15.00 per unit of equipment for internal cargo tank cleaning services; and (6) modify various rules pertaining to holidays, loading and unloading time, application of rates, computation of mileages within certain territorial groups, minimum weights for two connected tank vehicles and accessorial services.¹

Petitioner states that shippers have, from time to time, requested services not now provided in the tariff but which are related to the transportation involved and that the proposed charges for such accessorial services are responsive to the circumstances. Petitioner alleges that the proposed rule amendments are technical in nature and are primarily designed to complement and clarify present tariff provisions in the light of current transportation needs.

Petitioner declares that the sought changes are relatively minor and that, although both increases and decreases in freight charges would result, the effect of such changes upon total revenues would be insignificant. Petitioner avers that the proposed changes have been discussed by shippers and carriers and have been the subject of public docketing.

Copies of the verified petition were mailed by petitioner to California Manufacturers Association and various petroleum shippers and carrier representatives on or about November 24, 1969. The petition was listed on the Commission's Daily Calendar of November 26, 1969. No objection to the granting of the petition has been received.

¹ Petitioner's proposal is set forth in detail in Exhibit A attached to the petition.

In the circumstances, it appears, and the Commission finds, that petitioner's proposal is reasonable, that the resulting minimum rates and charges will be just, reasonable and nondiscriminatory minimum rates and charges for the transportation involved and that, to the extent that increases are involved, such increases are justified. A public hearing is not necessary. The Commission concludes that the petition should be granted.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 6-A (Appendix A of Decision No. 67154, as amended) is hereby further amended by incorporating therein to become effective March 7, 1970, 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 Decision No. 67154, as amended, are hereby directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered herein.
3. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates and charges are prescribed in Minimum Rate Tariff No. 6-A are authorized to increase such rates and charges by the same amounts authorized for Minimum Rate Tariff No. 6-A rates herein.
4. Common carriers maintaining rates and charges on the same level as Minimum Rate Tariff No. 6-A rates and charges for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff No. 6-A are authorized to increase said rates and charges by the same amounts authorized for Minimum Rate Tariff No. 6-A rates herein.

5. Common carriers maintaining rates and charges at levels other than the minimum rates and charges for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff No. 6-A are authorized to increase said rates and charges by the same amounts authorized for Minimum Rate Tariff No. 6-A rates and charges herein.

6. Tariff publications required 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 and such tariff publications shall be made effective not later than March 7, 1970; and tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

7. Common carriers, in establishing and maintaining the provisions 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 provisions published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

8. In all other respects, 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 27th day of January, 1970.

William S. Snow, Jr.
President

August
J. P. [unclear]

James L. [unclear]
Commissioners

I will file a dissent.
Thomas [unclear]

C. 5436 (Pet. 94) - pg*

APPENDIX A TO DECISION NO. 76725

List of Original and Revised Pages to
Minimum Rate Tariff 6-A
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First Revised Page 28

(END OF APPENDIX A LIST)

MINIMUM RATE TARIFF 6-A

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* Addition) Decision No. **76725**
 ** Eliminated)

EFFECTIVE

Correction 132

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

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* Addition) ** Eliminated) Decision No. 76725	
EFFECTIVE	
Correction 133	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items 10 and 11)</p> <p>CARRIER means a petroleum contract carrier as defined in the Highway Carriers' Act.</p> <p>CARRIER'S EQUIPMENT means any tank motor truck, tank trailer or tank semi-trailer, or any combination of such highway vehicles operated by the carrier.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; any interstate or foreign rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203 (b) (8) of Part II of the Interstate Commerce Act.</p> <p>DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignor, consignee or other party.</p> <p>DISTANCE TABLE means Distance Table 7.</p> <p>ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>HOLIDAYS mean New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, *the day after Thanksgiving, December 24 and Christmas Day. When such holidays fall on Sunday, the following Monday shall be considered as a holiday.</p> <p>INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>*LOADING TIME means that time which commences when carrier's equipment arrives at point of origin or at the time specified by the shipper, whichever is later, and terminates when carrier's equipment is released for departure from point of origin. Carrier shall be deemed to have arrived at point of origin when carrier's equipment has been presented for admission at consignor's premises.</p> <p>MOBILE ROAD MIXER means contractor's or road making equipment that is equipped and being used in mobile service for the picking up of raw materials along a road or a proposed road, mixing them with petroleum products as described herein and dumped behind said moving road mixer. The equipment of carrier is attached to the mobile unit and proceeds with said unit in its road mixing service. The moving road mixer may either pump over the load or the carrier's equipment may pump over the load as the case may be. When carrier's equipment pumps the load, pumping charges as provided in paragraph (2) (b) of Item 170 apply in addition to the rates as otherwise provided herein.</p> <p style="text-align: center;">(Continued in Item 11)</p>	<p>(1) 610</p>
<p>(1) Certain definitions transferred to Sixth Revised Page 7.</p> <p> † Change) * Addition) Decision No. 76725 </p>	
<p>EFFECTIVE</p>	
<p>Correction 134</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

SECTION 1--RULES (Continued)

ITEM
(1)

DEFINITION OF TECHNICAL TERMS (Concluded)
 (Items 10 and 11)

POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a single industrial plant or shipping area of one consignor shall be considered as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.

RATE includes charge and, also, the ratings, minimum weight and rules governing, and the accessorial charges applying in connection therewith.

SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.

SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination. (See Items 220 and 225 for exceptions.)

TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.

UNIT OF EQUIPMENT means motor tank truck or other self-propelled highway vehicle, tank trailer or tank semitrailer or any combination of such highway vehicles operated by the carrier as a single unit.

UNLOADING TIME means that time which commences when carrier's equipment arrives at point of destination and which terminates when carrier's equipment is released for departure from point of destination. It also includes time spent weighing, sampling and/or the process of sampling. Carrier shall be deemed to have arrived at point of destination when carrier's equipment has been presented for admission at consignee's premises.

(2)
 611

- (1) Item 20 transferred to Original Page 7-A.
- (2) Certain definitions transferred from Fifth Revised Page 6.

Change }
 * Addition } Decision No. 76725

EFFECTIVE

Correction 135

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

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">APPLICATION OF TARIFF--GENERAL</p> <p>Rates provided in this tariff apply for the transportation of shipments of petroleum and petroleum products as described in Item 30, in bulk in tank trucks, tank trailers or tank semitrailers, or a combination of such highway vehicles, between points in the State of California by petroleum contract carriers as defined in the Highway Carriers' Act. *Except as otherwise provided in individual items, rates in this tariff include the services of the driver only. Loading and unloading include connecting and disconnecting piping and other services incidental thereto except those services for which rates or charges are provided in individual items.</p> <p>For rates for the transportation of petroleum and petroleum products, other than as provided in this tariff, see Minimum Rate Tariff 2.</p> <p>Rates and rules named in this tariff shall not apply to transportation by independent contractor subhaulers when such transportation is performed for other carriers. This exception shall not be construed to exempt from the tariff provisions carriers for whom the independent contractors are performing transportation service.</p> <p>Rates in this tariff do not apply to the transportation of:</p> <p>(a) Property of the United States or property transported under an agreement whereby the United States contracted for the carrier's services.</p> <p>(b) Property which is exempt from regulation by the Interstate Commerce Commission under Section 203(b) (8) of the Interstate Commerce Act.</p> <p>(c) Disaster Supplies, i.e., those commodities which are allocated to provide relief during a state of extreme emergency or state of disaster; and those commodities which are transported for a civil defense or disaster organization established and functioning in accordance with the California Disaster Act to ultimate point of storage or use prior to or during a state of disaster or state of extreme emergency.</p>	<p>(1) 20</p>
<p>(1) Item 20 transferred from Fifth Revised Page 7.</p> <p> ⚡ Change) * Addition) ◊ Increase) Decision No. 76725 </p>	
<p>EFFECTIVE</p>	
<p>Correction 136</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ALLOWANCE FOR DELIVERY AFTER HOURS</p> <p>1. **o</p> <p>2. Subject to the provisions of Note 2, shipments of Asphalt and Road Oil will be subject to rates of 90% of the mileage rates otherwise applicable for transportation when such shipments are ordered before 4:00 p.m. and are loaded, transported and delivered to bulk storage facilities all within the following periods of time:</p> <p>(a) Between 4:00 p.m. and 2:00 a.m. Monday through Friday.</p> <p>(b) Between 4:00 p.m. Friday and 2:00 a.m. the following Monday.</p> <p>NOTE 1.--**o</p> <p>NOTE 2.--The provisions of this rule are applicable only on shipments consigned to destinations located within 100 constructive miles of the point of origin or of the Group Basing Point whichever is applicable.</p>	670
<p>o Change) Decision No. 76725</p> <p>o Increase)</p> <p>** Eliminated)</p>	
EFFECTIVE	
Correction 137	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>1. Except as otherwise provided in this item, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>2. Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period not to exceed 7 days, excluding Sundays and legal holidays other than Saturday half-holidays. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.</p> <p>3. Where the carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>4. Freight bills for all transportation and accessorial charges shall be presented to the debtors within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.</p> <p>5. Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>6. The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>*07. When the shipper has elected to use the monthly or yearly provisions of Item 510 in this tariff, carrier shall bill and collect within seven days after the start of the transportation, and monthly thereafter on yearly tenders a prepayment of \$3,000.00 of the charges accumulated under the provisions of Items 510 and 511.</p>	<p>120</p>
<p> g Change) + Addition) o Increase) </p> <p style="margin-left: 150px;">Decision No. 76725</p>	
EFFECTIVE	
Correction 138	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">COMPUTATION OF CHARGES--ESTIMATED WEIGHTS</p> <p>1. The weight of commodities described under heading "Refined Petroleum Products" in Item 30 shall be computed upon the basis of 6.6 pounds per gross gallon loaded.</p> <p>2. The weight of commodities described under headings "Black Oils" and "Crude Oil" in Item 30, and "Crude Residuum" and "Carbon Black Oil" where such description is used in this tariff, shall be computed upon the basis of 7.75 pounds per gross gallon loaded.</p> <p>3. The weight of Liquefied Petroleum Gas shall be computed upon the basis of 4.4 pounds per gross gallon loaded.</p> <p>4. The weight of Asphalt and Road Oil shall be the actual gross weight loaded.</p> <p>5. The weight of commodities which are returned shall be as specified above for the same commodities when loaded.</p>	140
<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in the Distance Table, subject to the following exceptions:</p> <p>EXCEPTION 1.--Distances shall not be computed via the San Francisco-Oakland Bay Bridge when the petroleum products transported have a flash point of 80° F. or below (as determined by flash point from Tagliabue's open-cup tester, as used for test of burning oils).</p> <p>EXCEPTION 2.--Mileages to be used in connection with distance rates named herein for shipments, other than shipments subject to Item 220, having both point of origin and point of destination within any single group described in Item 300 shall be:</p> <p>(a) Group 2--oil constructive miles</p> <p>(b) **</p> <p>(c) Group 6--oil constructive miles</p> <p>*EXCEPTION 3.--Mileages to be used in connection with distance rates named herein for shipments within the Bakersfield Extended Area as described in the Governing Distance Table shall be 7 miles.</p>	150
<p> ♂ Change) * Addition) ◊ Increase) Decision No. 76725 ◊ Reduction) ** Eliminated) </p>	
EFFECTIVE	
Correction 139	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES (Continued)	ITEM																							
<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>1. Except as provided in paragraph 2, rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p> <p>2. Rates or accessorial charges may be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated, provided (1) that the freight charges assessed are not less than those which would have been assessed had the rates and accessorial charges stated in this tariff been applied; and (2) that the carriers' shipping documents contain all the information necessary to compute the freight charges on the basis of the units of measurement provided in this tariff.</p>	180																							
<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be the charge at the applicable rate for the minimum weights of property designated in connection with the unit or units of carrier's equipment containing the shipment, as specified below:</p> <table style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: left; border-bottom: 1px solid black;">COMMODITIES (As described in Item 30)</th> <th colspan="3" style="text-align: center; border-bottom: 1px solid black;">MINIMUM WEIGHT IN POUNDS (Estimated Weight--See Item 140)</th> </tr> <tr> <th style="text-align: center; border-bottom: 1px solid black;">Tank Truck or Tank Trailer(1)</th> <th style="text-align: center; border-bottom: 1px solid black;">Tank Semi- trailer(2)</th> <th style="text-align: center; border-bottom: 1px solid black;">Two Con- nected Tank Vehicles</th> </tr> </thead> <tbody> <tr> <td>Refined Petroleum Products and Black Oils (Except residual fuel oils)-----</td> <td style="text-align: center;">25,000</td> <td style="text-align: center;">40,000</td> <td style="text-align: center;">50,000</td> </tr> <tr> <td>Crude Oil and residual fuel oils -----</td> <td style="text-align: center;">25,000</td> <td style="text-align: center;">40,000</td> <td style="text-align: center;">47,500</td> </tr> <tr> <td>Liquefied Petroleum Gas -----</td> <td style="text-align: center;">19,000</td> <td style="text-align: center;">34,000</td> <td style="text-align: center;">35,000</td> </tr> <tr> <td>Asphalt and Road Oil -----</td> <td style="text-align: center;">23,250</td> <td style="text-align: center;">43,000</td> <td style="text-align: center;">48,000</td> </tr> </tbody> </table> <p>(1) Including tank semitrailers having a length of less than 28 feet. (2) Tank semitrailers having a length of 28 feet or more.</p>	COMMODITIES (As described in Item 30)	MINIMUM WEIGHT IN POUNDS (Estimated Weight--See Item 140)			Tank Truck or Tank Trailer(1)	Tank Semi- trailer(2)	Two Con- nected Tank Vehicles	Refined Petroleum Products and Black Oils (Except residual fuel oils)-----	25,000	40,000	50,000	Crude Oil and residual fuel oils -----	25,000	40,000	47,500	Liquefied Petroleum Gas -----	19,000	34,000	35,000	Asphalt and Road Oil -----	23,250	43,000	48,000	190
COMMODITIES (As described in Item 30)		MINIMUM WEIGHT IN POUNDS (Estimated Weight--See Item 140)																						
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Asphalt and Road Oil -----	23,250	43,000	48,000																					
<p style="text-align: center;">MIXED SHIPMENTS</p> <p>1. When two or more commodities for which different rates are provided are included in the same shipment, charges shall be computed at the separate rates upon the individual weights of the different commodities determined in accordance with the provisions of Item 140. The minimum charge shall be the highest determined in accordance with the provisions of Item 190 for any of the commodities contained in the mixed shipment. In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments, such lower charge shall apply.</p> <p>2. When property consisting of part intrastate and part interstate tonnage is tendered as a single shipment, the intrastate portion may be charged for at the rate which would be applicable on such portion were the entire quantity intrastate in character. In no event shall the aggregate charge on the intrastate and interstate portions be less than the charge herein provided for an intrastate shipment of the same combined quantity. (See Note)</p> <p>NOTE.--Applies only to volume tender shipments subject to the provisions of Item 510.</p>	200																							
<p> ♂ Change) ♦ Increase) Decision No. 76725 </p>																								
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																								
Correction 140																								

SECTION 1--RULES (Continued)	ITEM (1)																		
<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 spreading charge per load shall be \$38.30 for each load transported in connected tank vehicles, and \$33.15 per truck load.</p>	<p>6240</p>																		
<p style="text-align: center;">ACCESSORIAL SERVICES</p> <p>When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as follows:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;"><u>Charge in Cents</u></th> </tr> <tr> <th></th> <th style="text-align: center;"><u>For First</u></th> <th style="text-align: center;"><u>For Each Additional</u></th> </tr> <tr> <th></th> <th style="text-align: center;"><u>30 Minutes or</u></th> <th style="text-align: center;"><u>15 Minutes or</u></th> </tr> <tr> <th></th> <th style="text-align: center;"><u>Fraction Thereof</u></th> <th style="text-align: center;"><u>Fraction Thereof</u></th> </tr> </thead> <tbody> <tr> <td>a) For Driver, Helper or Other Employee, per Man</td> <td style="text-align: center;">350</td> <td style="text-align: center;">175</td> </tr> <tr> <td>b) For Unit of Equipment</td> <td style="text-align: center;">94</td> <td style="text-align: center;">47</td> </tr> </tbody> </table> <p>The charge for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.</p> <p>When in response to shipper's request carrier supplies special equipment, accessories, or accessorial services not otherwise specified in this tariff, in connection with transportation which is performed subject to the rates named in this tariff, a reasonable charge therefor shall be made by the carrier against the shipper. In no event shall the charge be less than the cost of such equipment and/or service.</p> <p>Extra labor furnished in connection with the transportation of Asphalt or Road Oil, other than driver or operator of carrier's equipment, shall be charged for at the rate of \$7.00 per man per hour, subject to a minimum charge of 8 hours. An additional charge of \$2.50 per hour or fraction thereof shall be added to the above charge for time spent spreading.</p>		<u>Charge in Cents</u>			<u>For First</u>	<u>For Each Additional</u>		<u>30 Minutes or</u>	<u>15 Minutes or</u>		<u>Fraction Thereof</u>	<u>Fraction Thereof</u>	a) For Driver, Helper or Other Employee, per Man	350	175	b) For Unit of Equipment	94	47	<p>60 250</p>
	<u>Charge in Cents</u>																		
	<u>For First</u>	<u>For Each Additional</u>																	
	<u>30 Minutes or</u>	<u>15 Minutes or</u>																	
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b) For Unit of Equipment	94	47																	
<p>(1) Item 260 transferred to Original Page 22-A.</p> <p>◊ Change) ◊ Increase) Decision No. 76725</p>																			
<p>EFFECTIVE</p>																			
<p>Correction 141</p>	<p>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;">CONNECTING TO MOBILE ROAD MIXERS</p> <p>(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>	<p>(1) 260</p>		
<p style="text-align: center;">INTERNAL CARGO TANK CLEANING</p> <p>1. A cleaning charge as specified in paragraph 3 shall be assessed on shipments containing any of the following commodities (see Exception):</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top;"> Absorption Oil, Belt Oil, Compression Oil, Cordage Oil, Floor Oil, Grease, Axle, Grease, Lubricating, Grease, NOS, Harness Oil, Leather Oil, Lubricating Oil, Miners' Oil, Miners' Oil Stock, Neatsfoot Oil, Oil, NOS, </td> <td style="vertical-align: top;"> Paraffine Wax, Petroleum or Petrolatum, Preparations, including Cosmoline, Densoline, Litholine, Petroleum Jelly, Petrolina or Vasoline, Petroleum Fatty Acid or Naphthenic Acid, Putty Oil, Soap Oil, Tanners' Oil, Tobacco Oil, Transformer Oil, Wax, NOS, Wax Tailings, Wool Oil. </td> </tr> </table> <p>2. On all other commodities a cleaning charge as specified in paragraph 3 shall be assessed when cleaning services are requested by the shipper.</p> <p>3. For the service of internal cargo tank cleaning, a charge of \$15.00 shall be made for each unit of equipment.</p> <p>EXCEPTION.--Cleaning charge herein provided shall not apply unless cleaning service is performed subsequent to transportation of the shipment.</p>	Absorption Oil, Belt Oil, Compression Oil, Cordage Oil, Floor Oil, Grease, Axle, Grease, Lubricating, Grease, NOS, Harness Oil, Leather Oil, Lubricating Oil, Miners' Oil, Miners' Oil Stock, Neatsfoot Oil, Oil, NOS,	Paraffine Wax, Petroleum or Petrolatum, Preparations, including Cosmoline, Densoline, Litholine, Petroleum Jelly, Petrolina or Vasoline, Petroleum Fatty Acid or Naphthenic Acid, Putty Oil, Soap Oil, Tanners' Oil, Tobacco Oil, Transformer Oil, Wax, NOS, Wax Tailings, Wool Oil.	<p>270</p>
Absorption Oil, Belt Oil, Compression Oil, Cordage Oil, Floor Oil, Grease, Axle, Grease, Lubricating, Grease, NOS, Harness Oil, Leather Oil, Lubricating Oil, Miners' Oil, Miners' Oil Stock, Neatsfoot Oil, Oil, NOS,	Paraffine Wax, Petroleum or Petrolatum, Preparations, including Cosmoline, Densoline, Litholine, Petroleum Jelly, Petrolina or Vasoline, Petroleum Fatty Acid or Naphthenic Acid, Putty Oil, Soap Oil, Tanners' Oil, Tobacco Oil, Transformer Oil, Wax, NOS, Wax Tailings, Wool Oil.		
<p>(1) Item 260 transferred from Sixth Revised Page 22.</p> <p>* Addition } ◊ Increase } Decision No. 76725</p>			
<p>EFFECTIVE</p>			
<p>Correction 142</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>		

MINIMUM RATE TARIFF 6-A

SECTION 2--DESCRIPTIONS OF TERRITORIAL GROUPS AND CRUDE OIL GROUPS	ITEM
<p style="text-align: center;">GROUP 2--MILEAGE BASING POINT--PINOLE</p> <p>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 4, easterly on State Highway 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; and the facilities of Humble Oil & Refining Co. located at Benicia (see Note 1).</p> <p>NOTE 1.--Shipments moving between the facilities of Humble Oil & Refining Co. at Benicia on the one hand, and, on the other, points in California in and south of Marin, Contra Costa, San Joaquin, Calaveras, and Alpine Counties, shall be subject to an additional charge of \$4.00 per unit of carrier's equipment utilized in transporting the shipment.</p> <p style="text-align: center;">**</p> <p style="text-align: center;">GROUP 6--MILEAGE BASING POINT (MZ 247)</p> <p>Group 6 consists of that area included within the following Metropolitan Zones as described in Section 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 Powerine 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>\$300</p>
<p> § Change ** Group 4 Eliminated } Decision No. </p>	<p style="font-size: 1.5em;">76725</p>
<p>EFFECTIVE</p>	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>	

Correction 143

MINIMUM RATE TARIFF 6-A

SECTION 2--DESCRIPTIONS OF TERRITORIAL GROUPS
AND CRUDE OIL GROUPS (Continued)

** Map eliminated.

** Eliminated, Decision No.

76725

EFFECTIVE

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

Correction 144

C 5436 (Pet. #94)
D 76725

THOMAS MORAN, COMMISSIONER, Dissenting:

I dissent solely on the basis that the decision in this proceeding grants some general rate increases without public hearing or a study by the Commission staff to determine whether or not such increases are in fact justified.


Thomas Moran
Commissioner

Dated: San Francisco, California
January 27, 1970