

ORIGINAL

Decision No. 77305

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 )	Case No. 5436
carriers and city carriers relating )	(Petition for Modification
to the transportation of petroleum )	No. 98
and petroleum products in bulk )	(Filed May 4, 1970)
(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 transportation of petroleum and petroleum products in bulk in tank vehicles by petroleum contract carriers between points in the State of California. By this petition, California Trucking Association seeks revision of various rules and certain accessorial charges in the above tariff effective July 1, 1970, to coincide with recently authorized changes in the volume tender provisions of the tariff.<sup>1</sup> 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, including relief from the long- and short-haul provisions of Section 460 of the Public Utilities Code.

Petitioner proposes to: (1) amend the commodity descriptions by relating them to their corresponding descriptions in National Motor Freight Classification A-11; (2) group such commodities according to homogeneous transportation characteristics;

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<sup>1</sup> Decision No. 77153 dated April 28, 1970, in Case No. 5436 (Petition for Modification No. 96).

(3) amend various rules to reflect the proposed commodity groupings; (4) revise the estimated weights on various commodities; (5) exclude cash as a form of payment of C.O.D. amounts by restricting such payments to checks or drafts; (6) establish a charge of \$3.00 per collection for collecting and remitting amounts on C.O.D. shipments; (7) increase from \$2.90 to \$3.75 for each one-quarter hour the charge for detention of carrier's equipment in connection with spreading service; (8) increase from \$6.70 to \$7.00 per hour the charge for picking up and delivering extra equipment; (9) increase from \$7.70 to \$8.50 the stop-in-transit charge for partial loading or unloading; and (10) cancel certain rates on asphalt, carbon black oil and petroleum crude residuum.<sup>2</sup>

Petitioner avers that the proposed estimated weights are more realistic average weights for the commodities involved. According to petitioner, the current provisions governing C.O.D. shipments are inadequate and the proposed charge for collecting and remitting C.O.D. amounts is reasonable. Petitioner declares that the proposed increases in the involved accessorial charges reflect changes that have occurred primarily in labor costs and vehicle fixed costs. Petitioner contends that the remaining changes are technical in nature and are designed to improve tariff continuity and interpretation as well as eliminate those provisions which are no longer necessary.

Petitioner alleges that shippers and carriers have held extensive meetings to study the conditions surrounding the proposed amendments and that the sought revisions are the result of such meetings. Petitioner states that such changes have been the subject of public docketing.

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2

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

Copies of the verified petition were mailed to California Manufacturers Association and various petroleum shippers and carrier representatives on or about April 29, 1970. The petition was listed on the Commission's Daily Calendar of May 5, 1970.

By letter from its Manager, Traffic, Supply Department, dated May 18, 1970, Humble Oil & Refining Company (Humble) informed the Commission that petitioner's proposed amendment of the collect-on-delivery provisions of Minimum Rate Tariff No. 6-A would, if adopted, adversely affect the retail marketing operations of Humble and would impose a financial hardship upon the company's retail service station dealers in California. Humble requests that the proposed amended C.O.D. provisions of Minimum Rate Tariff No. 6-A not be handled ex parte as requested but instead be set for public hearing.

The Transportation Division staff has reviewed the petition and the supporting data included therein and recommends that the proposed revision of the collect-on-delivery provisions of Minimum Rate Tariff No. 6-A be set for hearing and that the other sought revisions of the tariff be granted by ex parte order.

In the circumstances, it appears, and the Commission finds that the proposed revisions, other than the C.O.D. provisions, are reasonable, the resulting minimum rates and charges will be just, reasonable and nondiscriminatory minimum rates and charges for the transportation involved, and to the extent that increases are involved, such increases are justified. The Commission

concludes that the petition should be granted to the extent indicated in the following order.

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 July 1, 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 rates and provisions 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 are prescribed in Minimum Rate Tariff No. 6-A are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff No. 6-A rates herein.

4. Common carriers maintaining rates on the same level as Minimum Rate Tariff No. 6-A rates for the transportation of commodities and/or for transportation 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 rates herein.

5. Common carriers maintaining rates at levels other than the minimum rates for the transportation of commodities and/or for

transportation 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 rates herein.

6. 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 shall be made effective July 1, 1970, on not less than two days' notice to the Commission and to the public.

7. Common carriers, in establishing and maintaining the rules and charges 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 rules and charges 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.

9. A public hearing shall be scheduled in this proceeding for the receipt of evidence concerning petitioner's proposed amendment of the collect-on-delivery provisions of Items 130 and 131 of Minimum Rate Tariff No. 6-A.

This order shall become effective twenty days after  
the date hereof.

Dated at San Francisco, California, this 3rd day of  
June, 1970.

William Synors J.  
President  
August

[Signature]  
Commissioners

Commissioner J. P. Vukasin, Jr., being  
necessarily absent, did not participate  
in the disposition of this proceeding.

APPENDIX A TO DECISION NO. 77305

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF NO. 6-A  
AUTHORIZED BY SAID DECISION

SEVENTH REVISED PAGE 6

FIRST REVISED PAGE 8

FOURTH REVISED PAGE 9-A

FOURTH REVISED PAGE 15

SEVENTH REVISED PAGE 16

EIGHTH REVISED PAGE 17

FOURTH REVISED PAGE 18

TENTH REVISED PAGE 20

SEVENTH REVISED PAGE 21

EIGHTH REVISED PAGE 22

FIFTH REVISED PAGE 32

FIFTH REVISED PAGE 34

NINTH REVISED PAGE 37

TWELFTH REVISED PAGE 38

(END OF APPENDIX A LIST)

SECTION 1--RULES

ITEM

DEFINITION OF TECHNICAL TERMS  
 (Items 10 and 11)

CARRIER means a petroleum contract carrier as defined in the Highway Carriers' Act.

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.

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.

DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignor, consignee or other party.

DISTANCE TABLE means Distance Table 7.

ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.

\*GOVERNING CLASSIFICATION means National Motor Freight Classification A-11, Cal.P.U.C. 7, of National Motor Freight Traffic Association, Inc., Agent, including supplements thereto and reissues thereof.

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.

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.

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.

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.

(Continued in Item 11)

Change )  
 \* Addition ) Decision No. 77305

EFFECTIVE

Correction 155

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



SECTION 1--RULES (Continued)		ITEM
<p>*(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)</p>		
<p>APPLICATION OF TARIFF--COMMODITIES</p> <p>Rates in this tariff apply on Petroleum and Petroleum Products, including Compounded Oils or Greases having a Petroleum Base, as described below.</p>		
<u>RATE GROUP</u>	<u>COMMODITY</u>	
A	Gasoline (155350)	
B	Jet Turbine Fuel (155350) Kerosene (155350)	
C	Distillate Fuel Oil, not suitable for illuminating purposes (155170) (see Note)	
D	Residual Fuel Oil (155170) (see Note) Gas Oil (155170)	
E	Petroleum Products (except commodities named in rate groups A, B, C, D or F of this item), as described under the heading Petroleum Products group of the Governing Classification	630
	Petroleum Cumene (155400) Petroleum Nitroxyline (155420) Petroleum Toluene (155440) Petroleum Xylidine (155460) Petroleum Xylol (155480)	
F	Crude Oil (155170)	
G	Liquefied Petroleum Gas (86140)	
H	Asphalt, as described under the heading Asphalt group (15200 through 15440), Petroleum Tar (145230) and Road Oil	
I	*Credit Card Slips and checks which have been used for the purchase of petroleum products and related services or supplies, in packages weighing 5 pounds or less, when released by the shipper to value not exceeding 10¢ per pound	
<p>NOTE.--The term "Fuel Oil" as used in this item does not include petroleum products having a flash point below 110 degrees Fahrenheit (Tagliabue closed cup) or which have 95 percent distillation points below 464 degrees Fahrenheit.</p>		
♂ Change ) * Addition )	Decision No.	77305
EFFECTIVE		
Correction 156	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ALLOWANCE FOR DELIVERY AFTER HOURS</p> <p>¶1. Subject to the provisions of Note 1, shipments of commodities contained in Rate Group H 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.--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>	<p>670</p>
<p>¶ Change, Decision No. <b>77305</b></p>	
<p>EFFECTIVE</p>	
<p>Correction 157</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,                  SAN FRANCISCO, CALIFORNIA.</p>

SECTION 1--RULES (Continued)

ITEM

COMPUTATION OF CHARGES--ESTIMATED WEIGHTS

Charges shall be assessed on the actual gross weight loaded.

EXCEPTION.--

On shipments containing the commodities provided below, charges shall be assessed on the weight per gross gallon loaded, as follows:

<u>RATE GROUP</u> (As Defined in Item 30)	<u>POUNDS PER</u> <u>GROSS GALLON LOADED</u>
A	6.2
B	6.5
C	7.2
D	8.3
F	7.3
G	4.4

6140

The weight of commodities which are returned shall be as specified above for the same commodities when loaded.

COMPUTATION OF DISTANCES

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:

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° Fahrenheit or below (as determined by flash point from Tagliabue's open-cup tester, as used for test of burning oils).

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:

- (a) Group 2-- 11 constructive miles
- (b) Group 6-- 11 constructive miles

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.

150

6 Change, Decision No. 77305

EFFECTIVE

Correction 158

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

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 commodities in RATE GROUPS A, B, C, D, E and F as described in Item 30.</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 commodities in Rate Group G.</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 commodities in Rate Group H. (See Note)</p> <p>(1) **</p> <p>(2) ** One hour free loading time and two hours free unloading time shall be allowed.</p> <p>¶2. Applies only in connection with the spreading of commodities in Rate Group H. (See Note)</p> <p>(a) A charge of \$3.75 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) ** Two hours free unloading time shall be allowed.</p> <p>¶NOTE.--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, **free time will commence at the time designated for delivery.</p>	¶160
<p>                     ¶ Change            )                      ◊ Increase         )                      ◊ Reduction        )                      ** Eliminated     )                 </p> <p style="margin-left: 150px;">Decision No.    <b>77305</b></p>	
EFFECTIVE	
Correction 159	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

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 basis of the total billed weight of the shipment (subject to Note 3).</p> <p>(c) Special fittings and/or nozzles will be furnished by carrier without extra charge, subject to such equipment being on hand and available.</p> <p>3. In the event that carrier is not notified of the need for special equipment as provided in paragraph 2 prior to dispatch of equipment from its terminal to load or in the event that shipper requests a total of more than 6 lengths of hose (See Note 2) the extra equipment provided for in paragraph 2 will be furnished at the charges provided for therein plus the following additional charges for pickup and delivery of the extra equipment:</p> <p>(a) \$7.00 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 to 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 into storage, charges for pumping service shall be computed only on that portion of the shipment actually pumped off to storage.</p>	<p>4170</p>
<p>Change )          Increase ) Decision No. <b>77305</b></p>	
<p>EFFECTIVE</p>	
<p>Correction 160</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,          SAN FRANCISCO, CALIFORNIA.</p>

SECTION 1--RULES (Continued)	ITEM																							
<p><b>UNITS OF MEASUREMENT TO BE OBSERVED</b></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><b>MINIMUM CHARGE</b></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: center; vertical-align: bottom;">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>Rate Groups A, B, C, D and E-----</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>Rate Group F-----</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>Rate Group G-----</td> <td style="text-align: center;">19,000</td> <td style="text-align: center;">35,000</td> <td style="text-align: center;">35,000</td> </tr> <tr> <td>Rate Group H-----</td> <td style="text-align: center;">23,250</td> <td style="text-align: center;">44,000</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	Rate Groups A, B, C, D and E-----	25,000	40,000	50,000	Rate Group F-----	25,000	40,000	47,500	Rate Group G-----	19,000	35,000	35,000	Rate Group H-----	23,250	44,000	48,000	190
COMMODITIES (As described in Item 30)		MINIMUM WEIGHT IN POUNDS (Estimated Weight--See Item 140)																						
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Rate Group G-----	19,000	35,000	35,000																					
Rate Group H-----	23,250	44,000	48,000																					
<p><b>MIXED SHIPMENTS</b></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>o Change )                  o Increase ) Decision No. <b>77305</b></p>																								
EFFECTIVE																								
Correction 161	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA																							

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 \$8.50 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 charges for at the rates provided in Item 160.</p> <p>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> <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>	<p>\$220</p>
<p>                 ♂ Change     )                  ◊ Increase   )   Decision No.   <b>77305</b> </p>	
EFFECTIVE	
Correction 162	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

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 \$8.50 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>	6225
<p>◊ Change } Decision No. 77305          ◊ Increase }</p>	
EFFECTIVE	
Correction 163	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA



SECTION 1--RULES (Continued)	ITEM												
<p style="text-align: center;"><b>SPREADING</b></p> <p>§(Applies only in connection with transportation of commodities named in Rate Group H.)</p> <p>§1. The service of spreading commodities named in Rate Group H shall be performed at the rate of 9½ cents per 100 pounds, computed on the basis of the weight spread. This rate includes only services of a driver ** 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>§240</p>												
<p style="text-align: center;"><b>ACCESSORIAL SERVICES</b></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 style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center; border-bottom: 1px solid black;">Charge in Cents</th> </tr> <tr> <th></th> <th style="text-align: center; border-bottom: 1px solid black;">For First 30 Minutes or Fraction Thereof</th> <th style="text-align: center; border-bottom: 1px solid black;">For Each Additional 15 Minutes or Fraction Thereof</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>a) For Driver, Helper or Other Employee, per Man</p> <p>b) For Unit of Equipment</p> <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 commodities named in Rate Group H, other than driver ** 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>		Charge in Cents			For First 30 Minutes or Fraction Thereof	For Each Additional 15 Minutes or Fraction Thereof	a) For Driver, Helper or Other Employee, per Man	350	175	b) For Unit of Equipment	94	47	<p>§250</p>
	Charge in Cents												
	For First 30 Minutes or Fraction Thereof	For Each Additional 15 Minutes or Fraction Thereof											
a) For Driver, Helper or Other Employee, per Man	350	175											
b) For Unit of Equipment	94	47											
<p>§ Change ) ** Eliminated )      Decision No.      <b>77305</b></p>													
<p><b>EFFECTIVE</b></p>													
<p>Correction 164</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>												

MINIMUM RATE TARIFF 6-A

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 commodities named in Rate Groups A, B, C, D, E and I  
 Column 2--Rates apply on commodities named in Rate Group F  
 Column 3--Rates apply on commodities named in Rate Group G  
 Column 4--Rates apply on commodities named in Rate Group H

See Item 30 for description of commodities \*named in Rate Groups.

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	COLUMNS		
			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	42
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					

6400

NOTE.--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.

Change )  
 \* Addition ) Decision No. 77305

EFFECTIVE

Correction 165

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

MINIMUM RATE TARIFF 6-A

SECTION 3--SPECIAL COMMODITY RATES (Continued) In Cents Per 100 Pounds	ITEM
<p>** Rate canceled. Other provisions in this tariff apply.</p>	<p>6420</p>
<p>** Rate canceled. Other provisions in this tariff apply.</p>	<p>6430</p>
<p>** Rate canceled. Other provisions in this tariff apply.</p>	<p>6440</p>
<p> <math>\delta</math> Change }            ** Eliminated } Decision No. <b>77305</b> </p>	
<p>EFFECTIVE</p>	
<p>Correction 166</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

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 commodities named in Rate Group H, as described in Item 30, and those commodities requiring pressurized equipment 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 verbally or in writing that the transportation be performed under the provisions of this item and charges are prepaid, providing that if requested verbally the shipper shall place a confirming written request in the United States mail the same day as verbally requested. (For form of agreement, see Item 520.)

RATES  
(Vehicle Unit Rates)

Per Day

The basic charge per equipment unit shall be (see Note 1)----- 0\$40.00

PLUS

¶an additional charge of \$6.40 per hour (see Notes 2, 3 and 4) or \$.30 per mile, whichever produces the higher total charge, for all time that a driver or drivers are assigned to operate the vehicle.

0500

PLUS

an additional charge per mile of:

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

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

NOTE 2.--In the event that a driver is unable to complete a shipment because of an excess of hours of service and must layover en route as required by law, a charge of 0\$6.30 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.

\*NOTE 4.--If equipment includes bottom loading capability or pumps or meters, the following additional charge shall be assessed per day:

Per meter-----	\$2.50
Per pump-----	\$1.00
Per tank with bottom loader-----	\$2.00

¶ Change )  
 \* Addition ) Decision No. 77305  
 ◊ Increase )

EFFECTIVE

Correction 167

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  
 (Items 510, 511 and 512)

1. The rates in Items 510, 511 and 512 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.

2. The provisions of Items 510, 511 and 512 apply only when, prior to the transportation of the property, the shipper has requested verbally or in writing that the transportation be performed under the provisions of these items and that charges are to be prepaid and has elected either a monthly or yearly tender. In the event request is made verbally, the shipper shall place a confirming written request in the United States mail the same day that the verbal request is made. (For form of agreement, see Item 530.) Agreements for yearly tenders must commence with the first day of a calendar month. Total charges are the aggregate totals of charges determined pursuant to the charges of Items 510, 511 and 512.

RATES  
 (Vehicle Unit Rates)

The basic charge per equipment unit shall be (See Notes 1 and 2)

Per Month      Per Month on Yearly Tender

6A. Applies to all commodities except those moving in pressurized equipment and shipments of commodities named in Rate Group H-----	\$600.00	\$500.00	60 510
6B. Applies only to commodities moving in pressurized equipment or to shipments of commodities named in Rate Group H (Subject to Note 3)-----	\$750.00	\$625.00	

PLUS

2 cents per each mile in excess of 10,000 miles per month

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.--If equipment includes bottom loading capability or pumps and/or meters, the following additional charges shall be assessed per month:

Per Meter-----\$50.00 Not to exceed \$500.00 per year.  
 Per Pump-----\$20.00 Not to exceed \$200.00 per year.  
 Tanks with bottom loader - Per compartment-----\$16.00.

NOTE 3.--Rates subject to this note will not apply to shipments requiring spreading service or requiring delivery to mobile road mixers.

NOTE 4.--All charges under yearly tender shall be assessed on a calendar month basis.

(Continued in Item 511)

6 Change } Decision No. 77305  
 6 Increase }

EFFECTIVE

Correction 168

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