

ORIGINAL

Decision No. 82350

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 transpor-  
tation of petroleum and petroleum  
products in bulk (commodities for  
which rates are provided in Minimum  
Rate Tariff 6-A).

Case No. 5436  
Petition for Modification  
No. 142  
(Filed June 7, 1973)

Richard W. Smith, Arlo D. Poe, Attorneys at Law, and Herbert W. Hughes, for California Trucking Association, petitioner.  
Richard N. Cooledge, for Pacific Intermountain Express Co.; Edward J. Dunne, for Western Gillette, Inc. (Cantley & Tanzola Division); William J. Collinge, for Allyn Transportation Co.; and Cleo Evans, for Evans Tank Line, Inc.; respondents.  
R. Canham, by A. A. Wright and H. W. Endicott, for Standard Oil Company of California; and Daniel L. Ables, for Shell Oil Company; protestants.  
Carl W. Dobson, for Atlantic Richfield Company; Charles G. Adler and Lowell J. Hedrick, for Phillips Petroleum Company; J. W. Bohannon, for Mobil Oil Corp.; Glen R. Baker, for Union Oil Company of California; Jess J. Butcher, for California Manufacturers Association; and Robert S. Greitz, for Western Motor Tariff Bureau, Inc.; interested parties.  
Charles F. Gerughty, Jr., William E. Roe, and Frederick Foley, for the Commission staff.

O P I N I O N

Minimum Rate Tariff 6-A (MRT 6-A) contains rates and rules governing the transportation of bulk petroleum products in tank vehicles by petroleum contract carriers. The California Trucking Association (CTA) seeks a general revision in the rates, rules, and charges named in MRT 6-A.

Public hearings in this matter were held before Examiner Gagnon at San Francisco on July 16 and September 17 and 18, 1973. On the latter date this petition was submitted subject to the receipt of a late-filed exhibit by CTA on or before September 26, 1973. Petition 142 now stands submitted for decision. A cost supervisor for CTA introduced cost and rate studies in support of petitioner's proposed general revision of MRT 6-A. Representatives of Standard Oil Company, Shell Oil Company, and Phillips Petroleum Company presented oral testimony explaining their opposition to CTA's petition. The representative for Standard Oil also presented evidence designed to show the effects of CTA's rate proposal. A motion suggesting that partial interim rate relief be granted CTA was also presented by the Standard Oil representative. It is the general position of Shell Oil Company that Petition 142 should be denied.

The rates and charges in MRT 6-A were established by Decision No. 67154 (1964) 62 CPUC 627. Since 1964 the tariff has been adjusted and subjected to labor cost offset rate increases on several occasions, the most recent being the labor cost offset rate increase established by Decision No. 80424, dated August 24, 1972. The most notable tariff adjustment since 1964 has been the revised volume incentive rate provisions which shippers have elected to employ as a means of reducing their total distribution costs. As a result, more products are transported today under the volume incentive vehicle unit rates than under the otherwise applicable distance commodity rates named in MRT 6-A. The provided weights per gallon for various

petroleum products have also been revised to reflect more accurate shipment weights and certain specialty products are now rated at their actual weights.

Minimum rates are provided in MRT 6-A for several petroleum commodity rate groups generally described in Item 30 of the tariff as follows:

<u>Rate Group</u>	<u>Commodity</u>
A	Gasoline
B	Jet Fuel, Kerosene
C	Distillate Fuel Oil
D	Residual Fuel and Gas Oils
E	Petroleum Products as described in Governing Classification not included in other rate groups.
F	Crude Oil
G	Liquefied Petroleum Gas
H	Asphalt, Petroleum Tar, and Road Oil
I	Credit Card Slips, used

Petitioner's Cost and Rate Proposals

The data underlying the basic MRT 6-A rates were developed in the early 1960's. Since that time, many changes have occurred in both the distribution of bulk petroleum products and in the governing provisions of the minimum rate tariff. Petitioner has determined that an investigation into the conditions which currently exist in the transportation of bulk petroleum products is necessary. The CTA has conducted full-scale performance, cost, and rate studies relative to the transportation of bulk petroleum products under the provisions of MRT 6-A by for-hire carriers.

CTA's Cost Study: A cost supervisor for CTA presented evidence on behalf of petitioner. He stated that during the early part of 1971, CTA mailed questionnaires to more than 200 carriers. A carrier list was obtained from the Commission's Data Bank of those highway carriers having outstanding authority to transport petroleum products. From the responses to the questionnaire, the list of potential representative carriers was narrowed down to 72 carriers from which a total of 34 carriers were ultimately selected as a representative sample of tank truck carriers of bulk petroleum products. The CTA witness explained that his cost study (Exhibit 1) reflects the operations of the 34 selected carriers. He stated that, in addition to various statistical and related cost information, some 1,900 summary trip reports reflecting the actual operating performance of the selected carriers were analyzed and subsequently utilized as a basis for allocating and distributing the various resulting operating cost elements. The performance data related to actual shipments of bulk petroleum products as described in the several MRT 6-A Commodity Rate Groups as follows:

<u>Minimum Rate Tariff 6-A</u> <u>Commodity Rate Groups</u>	<u>CTA Exhibit 1</u> <u>No. of Trip Reports</u>
A	102
B	12
C	111
D (Residual Fuel Oil)	71
E	122
F	25
G	13
H	<u>322</u>
Total Distance Rate Shipments	778
Total Volume Tender Shipments	<u>1,122</u>
Total Trip Reports	1,900

From the distribution of performance data, it will be noted that movements under all petroleum commodity rate groups were observed and analyzed by the CTA witness. The shipment distribution also indicates that the largest volume of MRT 6-A traffic is now moving under the volume tender vehicle unit incentive rates.

The existing level of MRT 6-A rates and charges, as adjusted by Decision No. 80424, reflects labor costs in effect generally as of July 1, 1972. The CTA's updated cost study includes labor costs effective as of January 1, 1973. The study shows that, while the tank truck driver's base hourly wage rate has not increased since July 1, 1972, related so-called fringe benefits and payroll taxes have increased .1309 cents per hour, or 1.84 percent. The historical costs of tank truck and trailer equipment employed in CTA's study are predicated upon the Commission's Data Bank Report 551-8 which reflects equipment costs up to the year 1970. Supplementary cost data for the years 1971-1972, as determined from field studies and contact with the carriers, were also employed. Running costs (fuel oil, tires, and maintenance) are predicated upon an analysis of carrier records for a three-year period from 1969 through 1971. An indirect expense ratio of 16 percent was employed to determine indirect expenses. This factor was determined from carrier records and account analysis for the year 1971. It is the same indirect ratio employed by petitioner in 1961 (Decision No. 63188 in Petition 50, 59 CPUC 304). The CTA's computations for Gross Receipt Expenses exclude the  $1\frac{1}{2}$  percent Board of Equalization Gross Receipts Tax which was repealed as of July 1, 1973. Total costs per 100 pounds for designated lengths of haul were developed for each of the petroleum commodity rate groups named in MRT 6-A. A summary of CTA's updated total costs, at 100 percent operating ratio, is:

TABLE 1

Total Cost Per Hundredweight for Average  
Weights Per Load

Commodity Rate Group	Lengths of Haul-Constructive Miles				
	<u>25</u>	<u>50</u>	<u>75</u>	<u>100</u>	<u>250</u>
A (Gasoline)	\$.111	\$.158	\$.202	\$.247	\$.520
B (Jet Fuel, Kerosene)	.120	.169	.215	.264	.547
C (Fuel Oil)	.116	.163	.208	.253	.526
D (Residual Oil)	.112	.161	.207	.254	.534
E (Petro. Products)	.124	.172	.218	.265	.546
F (Crude Oil)	.110	.160	.204	.252	.531
G (Liquefied Petro. Gas)	.174	.234	.290	.349	.698
H (Asphalt, Road Oil)	.138	.192	.240	.291	.599

Note: Average Weights Per Load

- A - 52,300 pounds
- B - 50,000 pounds
- C - 52,150 pounds
- D - 50,500 pounds
- E - 50,550 pounds
- F - 50,850 pounds
- G - 41,400 pounds
- H - 48,600 pounds

The CTA's development of full costs for gasoline is lower than like cost computations for the other petroleum products. The average weight per shipment for gasoline has also been determined by petitioner to be higher than for the other petroleum products which, of course, is reflected in the lower total unit costs for gasoline. Petitioner's development of volume vehicle unit costs is predicated upon CTA's distance cost computations and reflect the cost savings resulting under this type of volume incentive service.

CTA's Rate Proposal: The CTA's rate proposal has three main objectives. The first is to reflect updated cost and performance data in the governing minimum rate structure for the for-hire transportation of bulk petroleum products in tank truck equipment. The second objective is tariff simplification and clarification, and the third objective is to make the tariff language of MRT 6-A conform with like provisions contained in the several other minimum rate tariffs of the Commission.

The petitioner's suggested tariff rule changes and additions are generally self-explanatory and, subject to minor clarification and modification, are not generally opposed by the parties except for a suggested new tariff rule which would provide an accessorial charge for "Vehicles Ordered and Subsequently Cancelled". In addition to the highly controversial nature of this suggested tariff rule, it has been shown to be incapable of uniform application, creating numerous conflicting and arbitrary tariff situations which make the proposed rule generally unacceptable.

Under the existing provisions of MRT 6-A, a single scale of distance rates is provided for the petroleum Commodity Rate Groups A, B, C, D, and E, and separate rate scales are named for Commodity Rate Groups F, G, and H. The CTA's rate proposal would establish a separate scale of rates for each rate group. A summary comparison of present and proposed distance commodity rates follows:

TABLE 2

Comparison of Present and Proposed Minimum Distance Rates (In Cents Per 100 Pounds) for Designated Petroleum Commodity Rate Groups

Commodity Rate Groups	Lengths of Haul-Constructive Miles									
	25		50		75		100		250	
	1	2	1	2	1	2	1	2	1	2
A (Gasoline)	10½	12	16	17	21½	23	25	27	54	56
B (Jet Fuel, Kerosene)	10½	13	16	18½	21½	24½	25	28½	54	60
C (Fuel Oil)	10½	12½	16	18	21½	23½	25	27½	54	58
D (Residual Oil)	10½	12½	16	18	21½	24	25	28	54	59
E (Petro. Products)	10½	12½	16	18	21½	24	25	28	54	60
F (Crude Oil)	9¾	11	15	16½	20	22	23	26	51	55
G (Liquefied Petro. Gas)	16	18	23	25	32	34	38	40	82	86
H (Asphalt, Road Oil)	13½	16	19	22	25½	28	29½	33	64	71

Column 1 - MRT 6-A present distance rates.

Column 2 - CTA proposed distance rates.

Shipper opposition to petitioner's rate proposal is not directed at the level of the suggested rate scales but rather to the efforts of the trucking association to substitute five separate rate scales for Commodity Rate Groups A through E for the existing single scale of rates. The petroleum shippers state that the proposed multiple rate scales will have a substantial detrimental effect upon their billing and invoicing costs and make their rating of petroleum shipments unduly complex. They maintain that the transportation cost differentials developed by the CTA (Table 1) for the Commodity Rate Groups A through E are not so substantial that they could not reasonably be averaged out so as to enable the retention of the existing single scale of distance rates. The shippers also contend that the transportation cost differentials as between Commodity Rate Groups A through E are, in fact, reflected in the truckload minimum weight provisions established for each of the five commodity rate groups.

The petitioner's proposal to establish separate scales of rates for each commodity rate group constitutes an effort to establish a minimum rate structure which reflects the transportation cost burden for each commodity rate group. It will be noted from Table 2 that the lowest level of rates proposed by CTA is for Commodity Rate Group A (Gasoline). Shipper-carrier evidence shows that the majority of gasoline traffic is currently moving in proprietary carriage. The petitioner's proposed level of rates for gasoline represents a positive carrier effort to divert this proprietary gasoline traffic to for-hire carriage.

The petitioner contends that the petroleum shippers' request for the retention of a single scale of minimum rates for Commodity Rate Groups A through E represents an effort to have the lower transportation costs for gasoline (now largely proprietary traffic) averaged in with the higher transportation cost estimates for Commodity Rate Groups B through E (which now move primarily in for-hire carriage) in order that a lower overall minimum rate structure might be established for the latter for-hire traffic. As for the truckload minimum weight differentials, the CTA notes that its hundredweight cost computations reflect average weights per load determined from full-scale performance studies of record in this proceeding.

In order to resolve the existing shipper-carrier controversy relative to the establishment of a multiple versus a single scale of minimum rates for Commodity Rate Groups A through E, a representative for Standard Oil Company introduced a motion suggesting that the carriers be granted interim relief pending further shipper-carrier efforts to resolve this rather mechanical tariff matter. Specifically, the motion would increase the Column 1 scale of rates named in Item 400 of MRT 6-A by 7 or 8 percent pending further evaluation and resolution of the mechanical tariff problem.

The historical averaging of substantially similar transportation costs in order to establish a single scale of minimum distance rates for the transportation of petroleum products included in Commodity Rate Groups A through E of MRT 6-A is, under normal circumstances, not altogether without merit. In this particular instance, however, petitioner's efforts to establish a definitive multiple scale of rates for such petroleum traffic in an effort to divert current proprietary gasoline traffic to for-hire carriage is persuasive. In view of the petroleum shippers' immediate concern over their internal billing problems under CTA's rate proposal and their optimistic view that the mechanical tariff problems involved can readily be resolved by further joint shipper-carrier cooperative efforts, the motion of Standard Oil Company should be given favorable consideration. Accordingly, the Column 1 distance commodity rates named in Item 400 of MRT 6-A should be increased by 8 percent and retained for a period of approximately six months pending further shipper-carrier action. Thereafter, in the absence of further Commission action to the contrary, the multiple distance scale of rates for Commodity Rate Groups A through E proposed by petitioner should be made effective. With this exception, petitioner's proposed distance commodity rates and volume tender unit vehicle rates have been shown to be justified and should be adopted.

In view of the extensive tariff changes involved, MRT 6-A will be reissued and designated as Minimum Rate Tariff 6-B as requested by petitioner.

#### Findings

1. The rates, rules, and charges in Minimum Rate Tariff 6-A were established by Decision No. 67154 (1964) 62 CPUC 627. Since 1964 the tariff has been adjusted and subjected to several labor offset rate increases, the most recent adjustment being the labor cost offset rate increase established by Decision No. 80424 dated August 24, 1972.

2. The performance, cost, and rate data underlying the current MRT 6-A basic rate structure were developed during the early part of the year 1960. Since that time, many changes have occurred in both the distribution of bulk petroleum products and in the governing provisions of Minimum Rate Tariff 6-A.

3. Petitioner has determined that a full-scale investigation into the conditions currently surrounding the transportation of bulk petroleum products is necessary in order to provide an updated minimum rate structure which will reflect reasonable and compensatory charges for the services provided.

4. Petitioner has conducted full-scale performance, cost, and rate studies relative to the transportation of bulk petroleum products in tank vehicles by for-hire carriers subject to the governing provisions of Minimum Rate Tariff 6-A.

5. Petitioner's full-scale performance and cost studies reflect the operations of 34 representative highway carriers engaged in the statewide for-hire transportation of bulk petroleum products in tank vehicles subject to the governing provisions of Minimum Rate Tariff 6-A. The petitioner's performance studies were conducted during the year 1971 and its cost studies include cost elements for the period 1970-1972 with updated labor costs and allied payroll expenses effective generally as of January 1, 1973.

6. The petitioner's cost study gives effect to the reduction in gross revenue expenses resulting from the repeal of the 1½ percent Board of Equalization gross receipts tax.

7. The petitioner's updated performance and cost studies have been shown to be representative of the operating experiences of highway carriers engaged in the for-hire transportation of bulk petroleum products in tank vehicles statewide in California.

8. The current rates, rules, and charges contained in Minimum Rate Tariff 6-A do not reflect the updated performance, cost, and rate data developed and introduced by petitioner in this proceeding.

9. The rates, rules, and charges set forth in petitioner's proposed Minimum Rate Tariff 6-B, as amended, reflect the updated performance, cost, and rate studies conducted by petitioner relative to the statewide transportation of bulk petroleum products in tank vehicles by for-hire highway carriers.

10. The petitioner's proposed rule and accessorial charge for "Vehicles Ordered and Subsequently Cancelled" has not been shown to be justified and should not be adopted. Other modifications and corrections in petitioner's rate proposal have been shown to be just and proper.

11. The petroleum shipper motion to withhold adoption of petitioner's proposed multiple distance rate scales for petroleum Commodity Rate Groups A through E and, in lieu thereof, retain the current single scale of rates for such rate groups, subject to an interim increase of 7 or 8 percent, pending further efforts by shippers to resolve their billing and mechanical tariff problems is partially justified and should be adopted to the extent provided herein.

12. The increases resulting under the applications of proposed Minimum Rate Tariff 6-B, as amended and further modified or corrected herein, have been shown to be fully justified.

13. The rates, rules, and charges set forth in proposed Minimum Rate Tariff 6-B, as amended and further modified or corrected herein, are and will be for the future the just, reasonable, and nondiscriminatory minimum rates, rules, and charges to be observed and/or assessed, charged, and collected by any and all petroleum contract carriers for transportation and other services, including accessorial services.

rendered incidental thereto, for which rates, rules, and charges are provided in Minimum Rate Tariff 6-B, as amended and further modified or corrected herein.

14. Petroleum contract carriers should be required to observe and/or assess, charge, and collect for transportation and other services, including accessorial services incidental thereto, for which proposed Minimum Rate Tariff 6-B, as amended and further modified or corrected herein, is applicable, rates rules, and charges no lower in volume or effect than those set forth in the tariff.

15. The existing rates, rules, and charges maintained by common carriers, as defined in the Public Utilities Code, for transportation over the public highways within California, of commodities for which rates are provided in Minimum Rate Tariff 6-A, and for accessorial services incidental thereto, are and for the future will be unreasonable, insufficient, and not justified by the actual competitive rates of competing carriers, or by the cost of other means of transportation, insofar as they are lower in volume or effect than those set forth in proposed Minimum Rate Tariff 6-B, as amended and further modified or corrected herein, for the performance of the same transportation and the same accessorial services by petroleum contract carriers.

16. The rates, rules, and charges set forth in proposed Minimum Rate Tariff 6-B, as amended and further modified or corrected herein, will be the just, reasonable, and sufficient minimum rates, rules, and charges for the transportation by common carriers as defined in the Public Utilities Code.

#### Conclusions

1. Petition for Modification No. 142 in Case No. 5436 should be granted to the extent provided in the order herein. To the extent Petition No. 142 is not granted, it should be denied.

2. The petroleum shipper motion for the temporary retention of the current single distance scale of rates named in Minimum Rate Tariff 6-A for Commodity Rate Groups A through E, subject to an interim

increase of 8 percent, should be granted for a period of approximately six months. Thereafter, the multiple scale of distance rates proposed by petitioner should be made effective unless sooner cancelled or modified by order of the Commission.

3. To the extent the petroleum shipper motion is not granted, it should be denied.

O R D E R

IT IS ORDERED that:

1. The rates, rules, and charges set forth in Minimum Rate Tariff 6-B, which is designated as Appendix A of the order herein and by this reference is incorporated in and made a part of this order, are established and approved as the just, reasonable, and nondiscriminatory minimum rates and charges to be assessed, charged, and collected. The rates, rules, and charges to be observed by petroleum contract carriers for transportation and other services, including accessorial services rendered incidental thereto, are provided in Minimum Rate Tariff 6-B.

2. All petroleum contract carriers are hereby ordered to cease and desist on February 1, 1974 from assessing, charging, or collecting rates, charges, or accessorial charges lower in volume or effect than those set forth in Minimum Rate Tariff 6-B, and from observing rules lower in volume or effect than those set forth therein.

3. All common carriers, as defined in the Public Utilities Code, maintaining rates, charges, accessorial charges, and rules for transportation over the public highways within California of commodities for which rates are provided in Minimum Rate Tariff 6-A, are hereby ordered to cancel those rates, charges, accessorial charges, and rules on not less than five days' notice to the Commission and to the public, and to establish in their stead rates, charges, accessorial charges, and rules no lower in volume or effect than those set forth in Minimum Rate Tariff 6-B.

4. All common carriers referred to and described in Ordering Paragraph 3 are hereby ordered to cease and desist from publishing or maintaining in their tariffs rates, charges, accessorial charges, and rules lower in volume or effect than those set forth in Minimum Rate Tariff 6-B.

5. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff 6-B are authorized to increase such rates by the same amounts authorized by this decision for Minimum Rate Tariff 6-B rates.

6. Except as otherwise provided, tariff publications resulting in increases required or authorized to be made by common carriers as a result of this order shall be filed not earlier than the effective date of this order and may be made effective not earlier than the fifth day after the effective date of this order, on not less than five days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than February 1, 1974; as to increases which are authorized but not required, the authority shall expire unless exercised within sixty days after the effective date of this order; and tariff publications resulting in reductions may be made effective not earlier than the fifth day after the effective date of this order, and may be made effective on not less than five 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 rates authorized by this order, are 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.

8. To the extent not granted herein, the petroleum shipper motion is denied.

9. To the extent not granted herein, Petition for Modification No. 142 in Case No. 5436 is denied.

The effective date of this order shall be January 25, 1974.

Dated at San Francisco, California, this 15<sup>th</sup> day of JANUARY, 1974.

Vernon L. Stinger  
President  
William Symons

[Signature]  
[Signature]  
Commissioners

I abstain

[Signature], Commissioner

APPENDIX A

OF

DECISION NO.

IN CASE NO. 5436

ISSUED BY

THE PUBLIC UTILITIES COMMISSION

OF THE

STATE OF CALIFORNIA

CONSISTING OF MINIMUM RATE TARIFF 6-B

NAMING MINIMUM RATES AND RULES

FOR THE

TRANSPORTATION OF PETROLEUM AND

PETROLEUM PRODUCTS (AS DESCRIBED THEREIN)

WHEN TRANSPORTED IN BULK IN TANK TRUCKS,

TANK TRAILERS OR TANK SEMITRAILERS

OVER THE PUBLIC HIGHWAYS WITHIN

THE STATE OF CALIFORNIA

BY

PETROLEUM CONTRACT CARRIERS

MINIMUM RATE TARIFF 6-B  
(Cancels Minimum Rate Tariff 6-A)

NAMING  
MINIMUM RATES AND RULES  
FOR THE  
TRANSPORTATION OF  
PETROLEUM AND PETROLEUM PRODUCTS  
(AS DESCRIBED HEREIN)  
WHEN TRANSPORTED IN BULK IN TANK TRUCKS,  
TANK TRAILERS OR TANK SEMITRAILERS  
OVER THE PUBLIC HIGHWAYS WITHIN  
THE STATE OF CALIFORNIA  
BY  
PETROLEUM CONTRACT CARRIERS

The original tariff contains rates and rules established in Decision No. in Case No. 5436. Changes will be made by issuing revised or added pages or by issuing supplements.

This tariff is governed by the publications described in Item 25 to the extent shown herein.

EFFECTIVE

## CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose-leaf form. Correction numbers appearing on all added and revised pages will be shown consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in tariff.

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

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## ARRANGEMENT OF TARIFF

THIS IS A LOOSE-LEAF TARIFF CONSISTING OF FIVE SECTIONS

SECTION 1 Contains Rules.

SECTION 2 Contains Description of Territorial Groups  
and Crude Oil Groups.

SECTION 3 Contains Distance Rates and Special Commodity Rates.

SECTION 4 Contains Vehicle Unit Rates.

SECTION 5 Contains Forms of Shipping Documents.

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SAN FRANCISCO, CALIFORNIA.

SECTION 1

RULES

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 1--RULES	ITEM
<p align="center"><b>DEFINITION OF TECHNICAL TERMS</b></p> <p><b>CARRIER</b> means a petroleum contract carrier as defined in the Highway Carriers' Act.</p> <p><b>CARRIER'S EQUIPMENT</b> means any tank motor truck or other self-propelled highway vehicle, tank trailer or tank semi-trailer, or any combination of such highway vehicles, operated by the carrier.</p> <p><b>CARRIER'S TERMINAL</b> means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p><b>COMMON CARRIER RATE</b> means any intrastate rate of any common carrier by land, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p><b>DANGEROUS ARTICLES TARIFF</b> means Motor Carriers' Explosives and Dangerous Articles Tariff 14, California Public Utilities Commission 9, of American Trucking Associations, Incorporated, Agent.</p> <p><b>DEBTOR</b> means the person obligated to pay the freight charges to the carrier, whether consignor, consignee or other party.</p> <p><b>DISTANCE TABLE</b> means Distance Table 7 issued by the Public Utilities Commission.</p> <p><b>GOVERNING CLASSIFICATION</b> means National Motor Freight Classification A-13.</p> <p><b>HOLIDAYS</b> mean New Year's Day (January 1), Washington's Birthday (the third Monday in February), Memorial Day (the last Monday in May), Fourth of July, Labor Day (the first Monday in September), Thanksgiving Day, the day after Thanksgiving, December 24 and Christmas Day (December 25). When holiday falls on Sunday, the following Monday shall be considered as a holiday.</p> <p><b>INDEPENDENT-CONTRACTOR SUBHAULER</b> 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><b>LOADING TIME</b> means that time which commences when carrier's equipment arrives at origin or at the time specified by the shipper, whichever is later, and terminates when carrier's equipment is released for departure from origin.</p> <p align="center">(Continued on next page)</p>	10
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded)</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 proposed road, mixing them with petroleum products as described herein and dumped behind said moving road mixer. The carrier's equipment 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>DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee. All sites within a single place of one consignee shall be considered as one destination. A place of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p>ORIGIN means the precise location at which property is physically delivered by the consignor into the custody of the carrier for transportation. All sites within a single business place of one consignor shall be considered as one point of origin. A business place of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p>RAILHEAD means a site at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars. It also includes truck loading facilities of plants or industries located at such a rail loading or unloading site.</p> <p>RATE means the figure stated in cents, dollars and cents, or fractions thereof, including the charge and, also, the minimum weight and rules governing, and the accessorial charges applying in connection therewith to be used in computing the charge on property transported.</p> <p>SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same sites, and subject to the same limitations, conditions and privileges, but not necessarily in an identical type of equipment.</p> <p>TEAM TRACK means a site at which property may be loaded into, or upon, or unloaded from rail cars by the public generally.</p> <p>UNLOADING TIME means that time which commences when carrier's equipment arrives at destination and terminates when carrier's equipment is released for departure from destination. It also includes time spent weighing, sampling and/or the process of sampling.</p>	10
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">APPLICATION OF TARIFF--GENERAL</p> <p>1. Rates provided in this tariff apply for the transportation of commodities described in Item 30, in bulk, between points in the State of California by petroleum contract carriers. 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. For rates for the transportation of petroleum and petroleum products, other than as provided in this tariff, see Minimum Rate Tariff 2.</p> <p>2. 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-contractor subhaulers are performing transportation service.</p> <p>3. 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) 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 place of storage or use prior to or during a state of disaster or state of extreme emergency.</p>	20
<p style="text-align: center;">APPLICATION OF GOVERNING PUBLICATIONS</p> <p>1. This tariff is governed to the extent shown herein by:</p> <p>(a) The Governing Classification, except that the classes and minimum weight factors have no application herein and this tariff is subject to the following rules (items) only thereof.</p> <p style="padding-left: 40px;">110, Sections 1, 3(a), 3(b), 3(c), 3(d), 4, 4(a), 4(b), 5, 6(a), 6(b), 6(c), 7, 7(a), 7(b), 7(c), 7(d), 8, 8(a), 8(b), 9, 10, 14, 15, 381, 428, 430, Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11(a), 11(b), 13 and 14; 455, 520, 535, 540, 565, 580, 595, 685, 689, 765, 770, Section 2; 780, Section 2; 810, 845; 300100 through 300160.</p> <p>(b) The Dangerous Articles Tariff (California Regulations).</p> <p>(c) The Distance Table.</p> <p>2. Where the provisions or conditions provided in the governing publications described in paragraphs 1(a) and (c) hereof are in conflict with those provided in this tariff, the provisions of this tariff will apply. Except as otherwise specifically provided in this tariff, where the provisions of the Dangerous Articles Tariff are in conflict with the provisions set forth in this tariff or the otherwise governing publications referred to in paragraphs 1(a) and (c) hereof, the provisions of the Dangerous Articles Tariff will apply.</p>	25
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SECTION 1--RULES (Continued)			ITEM
(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.)			
APPLICATION OF TARIFF--COMMODITIES			
Rates in this tariff apply on Petroleum and Petroleum Products, including Compounded Oils or Greases having a Petroleum Base, and Items, as described below.			
Charges shall be assessed on the actual gross weight loaded.			
EXCEPTION--Charges shall be assessed on the weight per gross gallon loaded for shipments of commodities with weights per gallon provided below.			
<u>RATE GROUP</u>	<u>POUNDS PER GROSS GALLON LOADED</u>	<u>COMMODITY</u>	
A	6.2	Gasoline (155250)	
B	6.5	Jet Turbine Fuel (155250) Kerosene (155250)	
C	7.2	Distillate Fuel Oil, not suitable for illuminating purposes (155250); (See Note)	30
D	8.3	Residual Fuel Oil (155250) (See Note) Gas Oil (155250)	
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 Petroleum Cumene (155400) Petroleum Nitroxyline (155420) Petroleum Toluene (155440) Petroleum Xylidine (155460) Petroleum Xylol (155480)	
F	7.3	Crude Oil (155250)	
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SECTION 1--RULES (Continued)			ITEM
(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.)			
APPLICATION OF TARIFF--COMMODITIES (Concluded)			
<u>RATE GROUP</u>	<u>POUNDS PER GROSS GALLON LOADED</u>	<u>COMMODITY</u>	
G	4.4	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 sup- plies, in packages weighing 5 pounds or less, when released by the shipper to value not exceeding 10¢ per pound.	30
<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> <p>The weight of commodities which are returned shall be as specified above for the same commodities when loaded.</p>			
APPLICATION OF TARIFF--TERRITORIAL GROUPS			
<p>Rates from, to or between all points in the groups described in Item 300, but not between points in the same group, shall be the rates in Section 3 of this tariff applicable from, to or between the mileage basing points designated in connection with the groups. (See Item 150.)</p> <p>Rates from or to Chevron Asphalt Company facilities located at 4525 San Leandro Street, Oakland, California, shall be the rates in Section 3 of this tariff applicable from or to Pinole, California.</p> <p>Unless otherwise specified, where streets, railway lines, rights of way, and water courses are used in Item 300 to define boundaries, the center line of such streets, railway lines, rights of way and water courses will constitute the boundary lines.</p> <p>The term "street" as used above will be synonymous with "avenue", "boulevard", "drive", "lane", "terrace", "road", or other designation thereof.</p> <p>Where the term "shore line" or "ocean" is employed as a boundary line, such line shall be construed to embrace any pier or wharf extending into the adjacent body of water.</p> <p>Where the written description of a group conflicts with the map description of that same group, the written description will govern.</p>			40
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</p> <p>Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected when such services are performed, regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.</p>	50
<p style="text-align: center;">ALLOWANCE FOR DELIVERY AFTER HOURS</p> <p>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 origin or of the Group Basing Point whichever is applicable.</p>	70
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Rates of common carriers by land may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation than results from the application of the rates herein provided. (See Notes 1, 2, 3, 4 and 5)</p> <p>NOTE 1.--When the common carrier rate used is subject to a minimum weight different than the minimum weight determined in accordance with the provisions of Item 190, the lesser minimum weight may be observed.</p> <p>NOTE 2.--When the common carrier rate used is based upon a weight per gallon different than that provided in Item 30, such different weight shall be observed.</p> <p>NOTE 3.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> <p>NOTE 4.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item. When the rail carload rate is subject to a specified minimum weight, subject to the condition that if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any.</p> <p>NOTE 5.--When rail switching charges are applicable in connection with line-haul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.</p>	80
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with rates of common carriers by land for the same transportation as follows:</p> <p>(a) When origin is located beyond railhead or carrier's terminal and destination is located at railhead or carrier's terminal add to the common carrier rate applying from any (1) team track, (2) carrier's terminal or (3) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to destination the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from origin to any such team track, carrier's terminal or private railhead, from which the common carrier rate used applies. (See Notes 1, 2, 3 and 4)</p> <p>(b) When origin is located at railhead or carrier's terminal and destination is located beyond railhead or carrier's terminal, add to the common carrier rate applying from origin to any (1) team track, (2) carrier's terminal or (3) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from any such team track, carrier's terminal or private railhead to which the common carrier rate used applies to destination. (See Notes 1, 2, 3 and 4)</p> <p>(c) When both origin and destination are located beyond railhead or carrier's terminal, add to the common carrier rate applying between any railhead or carrier's terminal the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from origin to any (1) team track, (2) carrier's terminal or (3) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, from which the common carrier rate used applies, plus the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from any (1) team track, (2) carrier's terminal or (3) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to which the common carrier rate used applies to destination. (See Notes 1, 2, 3 and 4)</p> <p>NOTE 1.--If the route from origin to railhead, or from railhead to destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 5 miles or less, or rates established by the Commission for transportation within that city, whichever is the lower, shall apply from origin to railhead or from railhead to destination as the case may be.</p> <p>NOTE 2.--When the common carrier rate used is subject to a minimum weight different than the minimum weight determined in accordance with the provisions of Item 190, the lesser minimum weight may be observed in connection with such common carrier rate.</p> <p>NOTE 3.--When the common carrier rate used is based upon a weight per gallon different than that provided in Item 30, such different weight shall be observed in connection with such common carrier rate.</p> <p>NOTE 4.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p>	90
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SECTION 1--RULES (Continued)	ITEM
<p align="center">APPLICATION OF COMBINATIONS OF RATES PROVIDED IN THIS TARIFF</p> <p>In the event any combination of rates provided in this tariff produces a lower aggregate charge for the same transportation than is produced by a one-factor through rate, such combination of rates shall be applied.</p>	100
<p 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. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall begin 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 begin 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>7. When the shipper has elected to use the monthly or yearly provisions of Items 510 or 520 in this tariff carrier shall bill and collect a prepayment as provided in Note 20 of Item 510 and Note 20 of Item 520.</p>	120
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <p>1. (Exception to Section 12 of Item 430 of the Governing Classification) The charge for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be \$3.00 per collection. (See Note)</p> <p>2. (Exception to Section 9 of Item 430 of the Governing Classification) The carrier may accept executed credit card sales invoices made payable to the consignor, in which case the carrier shall not be liable for the validity nor for the value of the credit card slips.</p> <p>NOTE.--Such collection will also include credit card slips accepted in accordance with provisions of Paragraph 2 herein.</p>	130
<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 degrees Fahrenheit 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 Items 220 and 230, having both origin and destination within any single group described in Item 300 shall be:</p> <p style="margin-left: 40px;">(a) Group 2--11 constructive miles</p> <p style="margin-left: 40px;">(b) Group 6--11 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> <p>EXCEPTION 4.--When the route of delivery is specified and confirmed in writing by the consignor or consignee or when a shipment is required to move via a circuitous route because of conditions imposed by a governmental agency, distances shall be computed (a) along the route specified by the consignor or consignees, or (b) along the shortest legal route available to the carrier in accordance with the method provided in the Distance Table.</p>	150
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">DEMURRAGE OR DETENTION CHARGES</p> <p>1. A charge of \$3.05 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). Provisions of this item will not apply at places of transit. For applicable detention charges at places of transit see Item 220.</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) 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 \$4.40 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 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 at designated time, free time will commence at the time designated for delivery.</p>	160
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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 style="padding-left: 40px;">(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 style="padding-left: 40px;">(b) Except for the service of spreading as provided for in Item 250, 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 \$10.00 shall be assessed for each pumping service. In no event shall more than one charge be assessed in connection with a single shipment.</p> <p style="padding-left: 40px;">(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 style="padding-left: 40px;">(a) \$9.60 per hour or fraction thereof will be assessed for driver time involved in making pickup and delivery of the extra equipment. Such time shall be computed from the time that driver is dispatched from carrier's terminal until his return thereto.</p> <p style="padding-left: 40px;">(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 style="padding-left: 40px;">(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>	170
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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> <tr> <th rowspan="2">COMMODITIES (As described in Item 30)</th><th colspan="3">MINIMUM WEIGHT IN POUNDS (Estimated Weight--See Item 30)</th></tr> <tr> <th>Tank Truck or Tank Trailer (1)</th><th>Tank Semi- trailer (2)</th><th>Two Con- nected Tank Vehicles</th></tr> <tr> <td>Rate Groups A, B, C, D and E-----</td><td>25,000</td><td>40,000</td><td>50,000</td></tr> <tr> <td>Rate Group F-----</td><td>25,000</td><td>40,000</td><td>47,500</td></tr> <tr> <td>Rate Group G-----</td><td>19,000</td><td>35,000</td><td>35,000</td></tr> <tr> <td>Rate Group H-----</td><td>23,250</td><td>44,000</td><td>48,000</td></tr> </table> <p>(1) Including tank semitrailers having a length of less than 28 feet.</p> <p>(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 30)			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 30)																									
	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																							
<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 30. 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 Items 510 and 520.</p>			200																							
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																										

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENT</p> <p>A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation.</p> <p>Except with respect to intercarrier transactions and as hereinafter provided, only one shipping document shall be issued for each shipment transported and the carrier shall not apportion, prorate, or otherwise divide the freight charges between or among the consignor(s), consignee(s), or any other parties. For accessorial service not included in the rate for actual transportation, the carrier shall furnish a shipping document to the consignor or consignee who requested or ordered such accessorial service. The shipping document shall show the following information:</p> <ul style="list-style-type: none"> <li>(a) Date issued.</li> <li>(b) Name of carrier.</li> <li>(c) Name and address of consignor.</li> <li>(d) Name and address of consignee or consignees.</li> <li>(e) Place or places of origin(s).</li> <li>(f) Place or places of destination(s).</li> <li>(g) Place or places where diversion occurs, if any.</li> <li>(h) Description of the shipment.</li> <li>(i) Weight of the shipment (or other factor or measurement upon which charges are based).</li> <li>(j) Description of the carrier's equipment used (whether tank truck, tank trailer, tank semitrailer, or two connected tank vehicles).</li> <li>(k) Kind and quantity of property returned, if any.</li> <li>(l) Rate and charge assessed.</li> <li>(m) Signature of carrier or his agent.</li> <li>(n) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.</li> </ul> <p>The form of shipping document in Item 600 will be suitable and proper.</p> <p>A copy of each shipping document, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for any transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p>	210
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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 STOPPED IN TRANSIT FOR WEIGHING, APPLICATION OF SEALS OR FOR PARTIAL LOADING OR UNLOADING</p> <p>Charges for shipments which, at request of consignor or consignee, or for any other reason beyond the control of the carrier, are stopped in transit for weighing, application of seals, or for partial loading or unloading shall be computed at the mileage rate applicable from origin to final destination via each of the places where weighing (either loaded or empty), application of seals, or partial loading or unloading is performed. (See Exception.) Subject to Notes 1, 2 and 3.</p> <p>EXCEPTION--Where charges are based on a mileage greater 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, such charge shall be computed on 50% of the mileage applicable from origin to return thereto via each of the places where weighing, (either loaded or empty) application of seals, or partial loading or unloading is performed.</p> <p>NOTE 1.--Shipments shall be subject to an additional charge of \$12.20 for each stop in transit to apply seals or to partially load or unload, and of \$5.00 for each stop to obtain weights (either loaded or empty). Such charge shall not apply where weighing is performed by shipper or consignee at scales located at either origin or destination. Time in excess of one hour at the transit place shall be charged at the rate of \$3.05 per quarter hour or fraction thereof.</p> <p>NOTE 2.--Shipments stopped in transit for weighing, application of seals, or for partial loading or unloading shall be subject to applicable mileage rates computed from origin to ultimate destination via place or places of 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 where the first place of origin or the last place 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 3.--Charges for shipments of Crude Oil transported under the provision of Item 420 shall be computed at the highest rate provided to any place where diversion occurs or delivery is performed.</p>	220
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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</p> <p>A. A diverted shipment is one for which either a consignee, destination, or both are changed after departure from the origin. In no event shall a return shipment be construed as a diverted shipment.</p> <p>B. Charges for shipments which, at request of consignor or consignee, or for any other reason beyond the control of the carrier, are diverted in transit shall be computed at the mileage rate applicable from origin to place where delivery is completed via each of the places of diversion. (Subject to Notes 1, 2 and 3).</p> <p>NOTE 1.--Provisions herein contemplate that carrier's equipment shall be 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 160.</p> <p>NOTE 2.--Shipments diverted shall be subject to applicable mileage rates computed from origin to ultimate destination via place or places of diversion, 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 place of origin or the last place of destination is located within a group, mileage shall be computed from or to the basing point of the group in which said group is located. Two constructive miles shall be added for each point in excess of one located within a single metropolitan zone.</p> <p>NOTE 3.--Charges for shipments of Crude Oil transported under the provisions of Item 420 shall be computed at the highest rate provided to any place where diversion occurs or delivery is performed.</p>	230
<p style="text-align: center;">SHIPMENTS RETURNED</p> <p>1. Charges upon a shipment or a portion of a shipment returned to 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 \$30.15 and further subject to a flat additional charge of \$6.10. (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 \$9.50. Said charge to be in addition to all other applicable charges and subject to Note 3.</p> <p>NOTE 1.--Shipments shall be subject to an additional charge of \$12.20 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 destination site 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 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 place where the return commenced rather than from the original billed destination.</p>	240
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SECTION 1--RULES (Continued)		ITEM								
SPREADING										
(Applies only in connection with transportation of commodities named in Rate Group H.)										
1. The service of spreading commodities named in Rate Group H shall be performed at the rate of 11½ 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 260.		250								
2. The minimum spreading charge per load shall be \$47.00 for each load transported in connected tank vehicles, and \$40.70 per single tank vehicle.										
ACCESSORIAL SERVICES										
1. 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:										
	<table><tr><th colspan="2">Charge in Cents</th></tr><tr><th>For First 30 Minutes or Fraction Thereof</th><th>For Each Additional 15 Minutes or Fraction Thereof</th></tr><tr><td>(a) For Driver, Helper or Other Employee, per Man</td><td>480 240</td></tr><tr><td>(b) For Unit of Equipment</td><td>94 47</td></tr></table>	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	480 240	(b) For Unit of Equipment	94 47	260
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	480 240									
(b) For Unit of Equipment	94 47									
2. 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.										
3. 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.										
4. 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 \$9.60 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.										
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										

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 4½ cents per 100 pounds shall be made for service of connecting carrier's equipment to mobile road mixers.</p>	270		
<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 Vaseline,  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 \$25.00 shall be made for each unit of carrier's 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 Vaseline, Petroleum Fatty Acid or Naphthenic Acid, Putty Oil, Soap Oil, Tanners Oil, Tobacco Oil, Transformer Oil, Wax, NOS, Wax Tailings, Wool Oil.	280
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 Vaseline, Petroleum Fatty Acid or Naphthenic Acid, Putty Oil, Soap Oil, Tanners Oil, Tobacco Oil, Transformer Oil, Wax, NOS, Wax Tailings, Wool Oil.		
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			

SECTION 2

DESCRIPTIONS OF TERRITORIAL GROUPS  
AND CRUDE OIL GROUPS

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

SECTION 2--DESCRIPTIONS OF TERRITORIAL GROUPS AND CRUDE OIL GROUPS	ITEM
<p data-bbox="582 373 1079 398">GROUP 2--MILEAGE BASING POINT--PINOLE</p> <p data-bbox="274 442 1453 625">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 shorelines of Suisun Bay, Carquinez Strait, San Pablo Bay and San Francisco Bay to point of beginning; and the facilities of Humble Oil &amp; Refining Company located at Benicia (See Note 1).</p> <p data-bbox="274 670 1431 785">NOTE 1.--Shipments moving between the facilities of Humble Oil &amp; Refining Company 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 \$3.00 per unit of carrier's equipment utilized in transporting the shipment.</p> <p data-bbox="573 878 1079 902">GROUP 6--MILEAGE BASING POINT (MZ 247)</p> <p data-bbox="274 946 1431 1059">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; the plants of 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>	300
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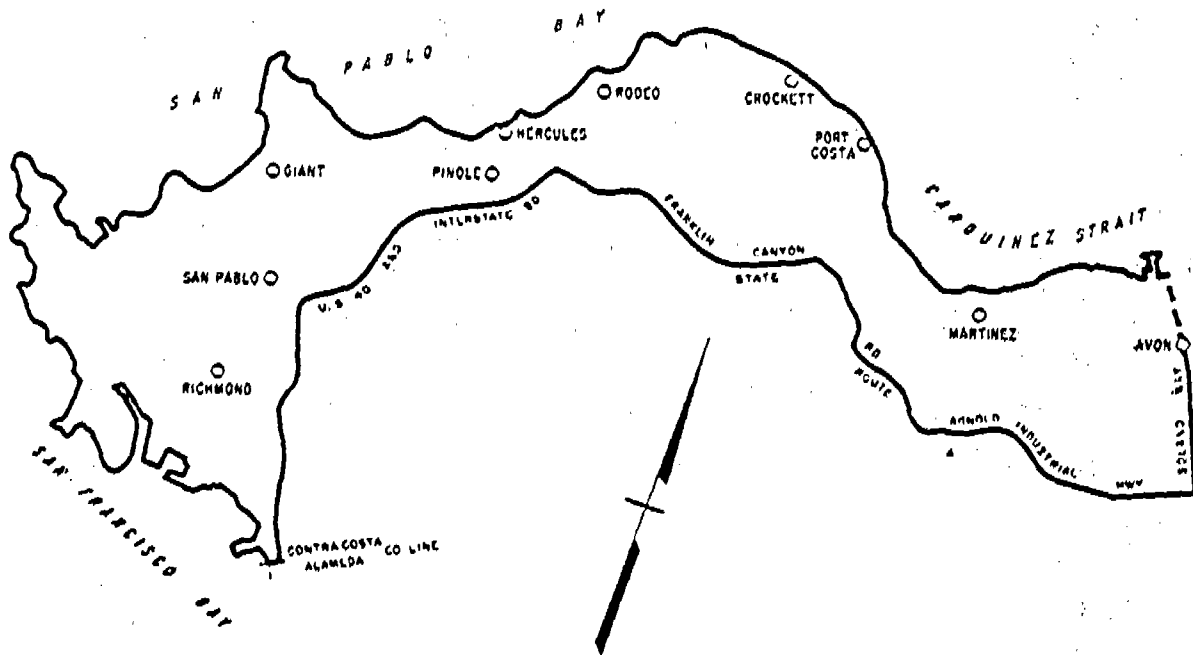
SECTION 2--DESCRIPTIONS OF TERRITORIAL GROUPS AND CRUDE OIL GROUPS (Continued)		ITEM
DESCRIPTIONS OF CRUDE OIL GROUPS (Applies only in connection with rates making specific reference hereto.)		
Crude Oil Groups	BOUNDARIES	
A	Beginning at the Pacific Ocean and the prolongation of Sunset Boulevard, easterly along the prolongation of Sunset Boulevard and Sunset Boulevard to Fairfax Avenue (including all of the City of Beverly Hills north of Sunset Boulevard), northerly on Fairfax Avenue to Hollywood Boulevard, easterly on Hollywood Boulevard to Sierra Bonita Avenue, northerly on Sierra Bonita Avenue to Franklin Avenue, easterly on Franklin Avenue to La Brea Avenue, southerly on La Brea Avenue and Hawthorne Boulevard to Imperial Highway, westerly on Imperial Highway and its westerly prolongation to the Pacific Ocean, northwesterly along the shoreline of the Pacific Ocean to the point of beginning.	
B	Beginning at the Pacific Ocean and the prolongation of Imperial Highway, easterly along the prolongation of Imperial Highway and Imperial Highway to Vermont Avenue, southerly on Vermont Avenue to Redondo Beach Boulevard, southwesterly on Redondo Beach Boulevard to Hawthorne Boulevard, southerly on Hawthorne Boulevard to Torrance Boulevard, westerly on Torrance Boulevard and its westerly prolongation to the Pacific Ocean, northerly along the shoreline of the Pacific Ocean to the point of beginning.	
C	Beginning at the intersection of the east bank of the Los Angeles River and the westerly prolongation of Carson Street, easterly along the prolongation of Carson Street and Carson Street to Norwalk Boulevard, southerly on Norwalk Boulevard and Los Alamitos Boulevard to Garden Grove Boulevard, westerly on Garden Grove Boulevard to Los Alamitos Boulevard, southerly on Los Alamitos Boulevard to Bay Boulevard, southwesterly on Bay Boulevard and its prolongation to the Pacific Ocean, northwesterly and westerly along the shoreline of the Pacific Ocean to the east bank of the Los Angeles River, northerly along the east bank of the Los Angeles River to the point of beginning.	310
D	Beginning at the intersection of Garden Grove Boulevard and Los Alamitos Boulevard, easterly on Garden Grove Boulevard to Huntington Beach Boulevard, southerly on Huntington Beach Boulevard and Beach Boulevard and its southerly prolongation to the Pacific Ocean, northwesterly along the shoreline of the Pacific Ocean to the prolongation of Bay Boulevard, northeasterly along the prolongation of Bay Boulevard and Bay Boulevard to Los Alamitos Boulevard, northerly on Los Alamitos Boulevard to the point of beginning.	
E	Beginning at the intersection of Mission Road and Valley Boulevard, easterly on Valley Boulevard to Marianna Avenue, southerly on Marianna Avenue to Eastern Avenue, thence easterly along a direct line to the intersection of Durfee Avenue and Central Avenue, southeasterly along a direct line to the intersection of Whittier Boulevard and Scott Avenue, southerly on Scott Avenue to Leffingwell Avenue, southwesterly on Leffingwell Avenue to Luitweiler Avenue, southerly and southeasterly on Luitweiler Avenue to Beach Boulevard, southerly on Beach Boulevard to Artesia Boulevard, westerly on Artesia Boulevard to Norwalk Boulevard, northerly on Norwalk Boulevard to Rosecrans Avenue, westerly on Rosecrans Avenue to Woodruff Avenue, northwesterly along a direct line to the intersection of Corritos Avenue and Clark Avenue, southwesterly on Corritos Avenue to the prolongation of Century Boulevard, northwesterly along the prolongation of Century Boulevard and Century Boulevard to Rosecrans Avenue, westerly on Rosecrans Avenue to the east bank of the Los Angeles River, northerly along the east bank of the Los Angeles River to Slauson Avenue, northerly along a direct line to the intersection of Olympic Boulevard and Downey Road, westerly on Olympic Boulevard to the east bank of the Los Angeles River, northerly along the east bank of the Los Angeles River to Macy Street, easterly on Macy Street to Mission Road, northeasterly on Mission Road to the point of beginning.	
	(Continued on next page)	
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SECTION 2--DESCRIPTIONS OF TERRITORIAL GROUPS AND CRUDE OIL GROUPS (Continued)		ITEM
DESCRIPTION OF CRUDE OIL GROUPS (Concluded) (Applies only in connection with rates making specific reference hereto.)		
Crude Oil Groups	BOUNDARIES	
F	Beginning at the intersection of La Brea Avenue and Franklin Avenue, easterly on Franklin Avenue to Vermont Avenue, southerly on Vermont Avenue to Sunset Boulevard, easterly on Sunset Boulevard to Fountain Avenue, easterly on Fountain Avenue to Hyperion Boulevard, northeasterly on Hyperion Boulevard to Glendale Boulevard, southeasterly on Glendale Boulevard to Riverside Drive, southeasterly on Riverside Drive to Fletcher Drive, northeasterly on Fletcher Drive to Casitas Avenue, northerly on Casitas Avenue to Tyburn Avenue, northeasterly on Tyburn Avenue to San Fernando Road, northwesterly on San Fernando Road to Rosslyn Street, northeasterly on Rosslyn Street to the Union Pacific Railroad Company right-of-way, southeasterly along the northeasterly line of the Union Pacific Railroad Company right-of-way to Marguerite Street, northeasterly on Marguerite Street to West Avenue 32, southeasterly on West Avenue 32 to Edwards Avenue, southwesterly on Edwards Avenue to the Union Pacific Railroad Company right-of-way, southeasterly along the northeasterly line of the Union Pacific Railroad Company right-of-way to Macon Street, northeasterly on Macon Street to Isabel Street, southeasterly on Isabel Street to Amabel Street, southeasterly on Amabel Street to North Figueroa Street, northeasterly on North Figueroa Street to Pasadena Avenue, southerly on Pasadena Avenue to Avenue 35, easterly on Avenue 35 to Griffin Avenue, southerly on Griffin Avenue to North Broadway, easterly on North Broadway to Mission Road, southwesterly on Mission Road to Macy Street, westerly on Macy Street to the Los Angeles River, southerly along the east bank of the Los Angeles River to Olympic Boulevard, easterly on Olympic Boulevard to Downey Road, thence southerly along a direct line to the intersection of Slauson Avenue and the Los Angeles River, southerly along the east bank of the Los Angeles River to Compton Boulevard, westerly on Compton Boulevard and its prolongation to Vermont Avenue, northerly on Vermont Avenue to Imperial Highway, westerly on Imperial Highway to Hawthorne Boulevard, northerly on Hawthorne Boulevard and La Brea Avenue to the point of beginning.	310
G	Beginning at the intersection of Redondo Beach Boulevard and Western Avenue, easterly on Redondo Beach Boulevard to Vermont Avenue, northerly on Vermont Avenue to Compton Boulevard, easterly along the prolongation of Compton Boulevard and Compton Boulevard to the Los Angeles River, southerly along the east bank of the Los Angeles River to San Pedro Bay, westerly along the shoreline of San Pedro Bay and the Pacific Ocean to the prolongation of Western Avenue, northeasterly along the prolongation of Western Avenue and Western Avenue to Dodson Avenue, northerly on Dodson Avenue to Ninth Street, westerly on Ninth Street to Western Avenue, northerly on Western Avenue to the point of beginning.	
H	Beginning at the intersection of Rosecrans Avenue and the Los Angeles River, easterly on Rosecrans Avenue to Century Boulevard, southeasterly on Century Boulevard and its prolongation to Cerritos Avenue, northeasterly on Cerritos Avenue to Clark Avenue, thence southeasterly along a direct line to the intersection of Rosecrans Avenue and Woodruff Avenue, easterly on Rosecrans Avenue to Norwalk Boulevard, southerly on Norwalk Boulevard to Carson Street, westerly on Carson Street and its prolongation to the Los Angeles River, northerly along the east bank of the Los Angeles River to the point of beginning.	
I	Beginning at the Pacific Ocean and the prolongation of Torrance Boulevard, easterly along the prolongation of Torrance Boulevard and Torrance Boulevard to Hawthorne Boulevard, northerly on Hawthorne Boulevard to Redondo Beach Boulevard, northeasterly on Redondo Beach Boulevard to Western Avenue, southerly on Western Avenue to Ninth Street, westerly on Ninth Street to Dodson Avenue, southerly on Dodson Avenue and Western Avenue and its prolongation to the shoreline of the Pacific Ocean, westerly, northerly and northeasterly along the shoreline of the Pacific Ocean to the point of beginning.	
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SECTION NO. 2—DESCRIPTIONS OF TERRITORIAL GROUPS  
AND CRUDE OIL GROUPS (Continued)

Item 330

MAP OF GROUP 2 (PINOLE) DESCRIBED IN ITEM NO. 300.



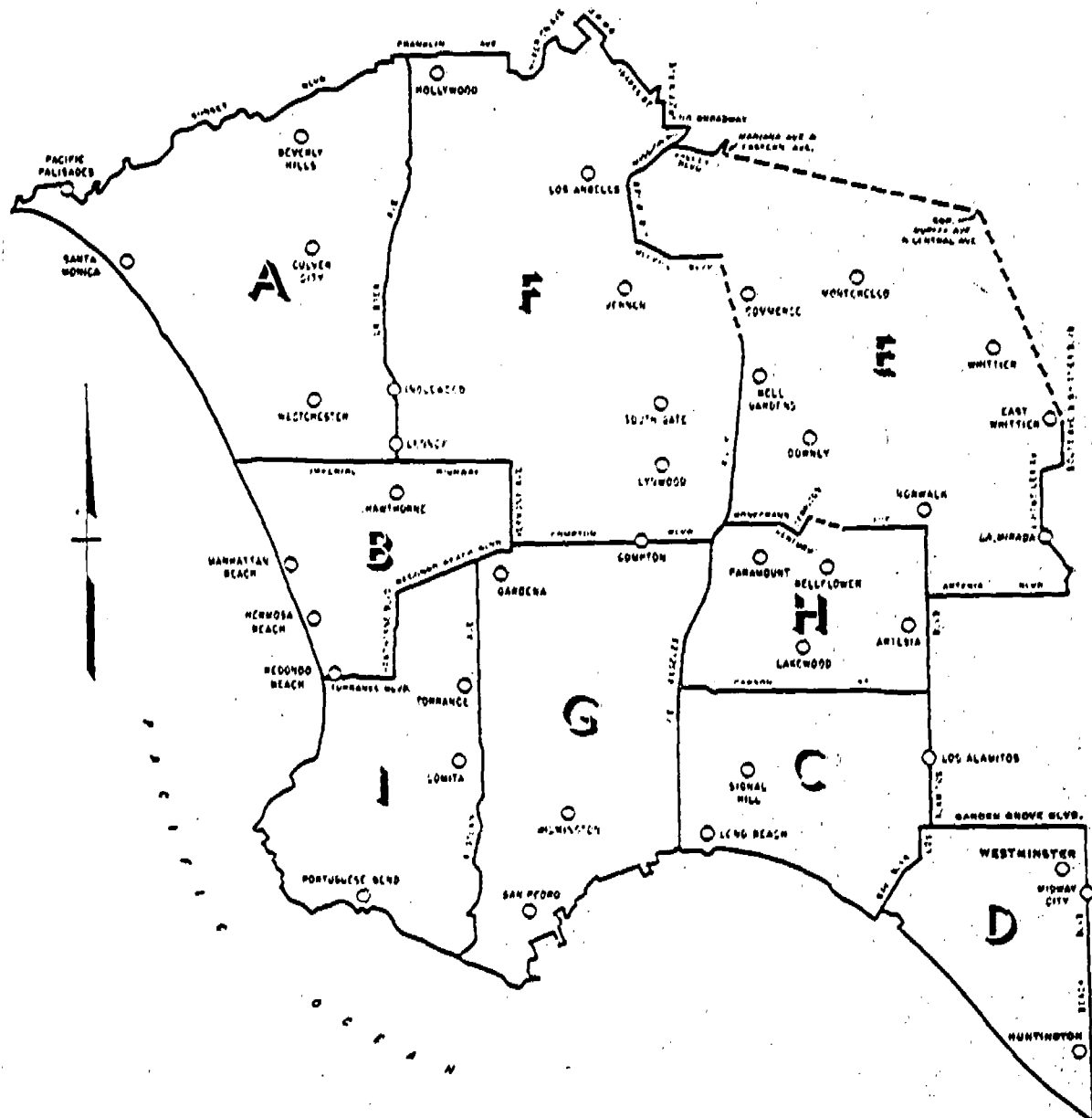
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Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

SECTION NO. 2—DESCRIPTIONS OF TERRITORIAL GROUPS  
AND CRUDE OIL GROUPS (Concluded)

Item 360

MAP OF CRUDE OIL GROUPS DESCRIBED IN ITEMS NOS. 310 AND 320.



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Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

SECTION 3

DISTANCE RATES

AND

SPECIAL COMMODITY RATES

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

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.									
See Item 30 for description of commodities named in Rate Groups.									
See Item 150 for application of rates between places within the same Territorial Group.									
Commodities included in Rate Group I may be included in shipments of commodities included in Rate Groups A, B, C, D and E.									
MILES BUT NOT OVER OVER		RATES RATE GROUPS							
		A	B	C	D	E	F	G	H
0-5				8½			8	13	11½
5-10				9½			8½	14	12½
10-15				10			9½	15	13½
15-20				10½			10	16½	14½
20-25				11½			11	18	16
25-30				13			12	19	17
30-35				14			13	20½	18
35-40				15			14	22	19½
40-45				16			15	23½	21
45-50				17½			16½	25	22
50-60				20			18	28	24
60-70				21½			20	31	26
70-80				23			22	34	28
80-90				25			24	37	30
90-100				27			26	40	33
100-110				28½			27½	43	36
110-120				30			29	46	38
120-130				32			31	49	41
130-140				35			33	52	43
140-150				37			35	55	45
150-160				39			37	58	47
160-170				41			39	61	49
170-180				43			41	64	51
180-190				44			42	67	54
190-200				46			44	70	57
200-220				50			47	76	61
220-240				55			51	81	66
240-260				58			55	86	71
260-280				63			59	92	76
280-300				67			63	98	81
300-325				71			67	105	87
325-350				77			71	112	93
350-375				81			75	119	99
375-400				86			80	126	105
400-425				93			84	133	111
425-450				98			88	140	117
450-475				104			93	147	123
475-500				110			97	154	129
For distances over 500 miles add for each mile or fraction thereof in excess of 500 miles:				7½			6	7½	7½
(E) Rates in Rate Groups A, B, C, D and E Expire with June 30, 1974.								(E) 400	
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE									
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.									

SECTION 3--DISTANCE RATES (In Cents per 100 Pounds)									ITEM
<p>Rates in this item will not apply to transportation for which rates are specifically provided in other items in this section.</p> <p>See Item 30 for description of commodities named in Rate Groups.</p> <p>See Item 150 for application of rates between places within the same Territorial Group.</p> <p>Commodities included in Rate Group I may be included in shipments of commodities included in Rate Groups A, B, C, D and E.</p>									
MILES BUT NOT OVER	RATES RATE GROUPS								
	A	B	C	D	E	F	G	H	
0-5	8½	9½	08½	9	9½	8	13	11½	
5-10	9½	10½	09½	9½	10	8½	14	12½	
10-15	010	11½	010½	10½	10½	9½	15	13½	
15-20	011	12	011½	11½	11½	10	16½	14½	
20-25	012	13	012½	12½	12½	11	18	16	
25-30	013	14	014	14	14	12	19	17	
30-35	014	15	015	15	15	13	20½	18	
35-40	015	16	016	16	16	14	22	19½	
40-45	016	17	017	17	17	15	23½	21	
45-50	17	18½	018	18	18	16½	25	22	
50-60	19	20½	019½	020	020	18	28	24	
60-70	21	22½	021½	22	22	20	31	26	
70-80	023	24½	023½	24	24	22	34	28	
80-90	025	26½	025½	26	26	24	37	30	
90-100	027	28½	027½	28	28	26	40	33	0000
100-110	028½	30	029½	30	30	27½	43	36	400
110-120	030	32	031	32	32	29	46	38	
120-130	032	34	033	34	34	31	49	41	
130-140	34	36	035	36	36	33	52	43	
140-150	36	38	037	38	38	35	55	45	
150-160	38	40	039	40	40	37	58	47	
160-170	40	42	041	42	42	39	61	49	
170-180	42	44	043	44	44	41	64	51	
180-190	43	46	045	46	46	42	67	54	
190-200	45	48	047	48	48	44	70	57	
200-220	48	52	050	51	52	47	76	61	
220-240	52	56	54	055	56	51	81	66	
240-260	56	60	058	59	60	55	86	71	
260-280	60	64	62	063	64	59	92	76	
280-300	64	68	66	067	68	63	98	81	
300-325	68	73	70	72	73	67	105	87	
325-350	73	78	75	077	78	71	112	93	
350-375	78	83	79	82	83	75	119	99	
375-400	83	88	84	87	88	80	126	105	
400-425	88	093	90	092	093	84	133	111	
425-450	93	098	95	097	098	88	140	117	
450-475	98	0103	100	0102	0103	93	147	123	
475-500	104	0109	106	0107	0108	97	154	129	
For distances over 500 miles add for each 25 miles or fraction thereof in excess of 500 miles:	7	7½	7	0 7½	0 7½	6	7½	7½	
<p>ø Change ) ø Increase, except as noted ) ø Reduction, except as noted ) ø No change )</p>									Decision No.
EFFECTIVE JULY 1, 1974									
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.									
Correction 1									

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)	Rates (Minimum Weight, 100,000 Pounds)	
Group 6 (as described in Item 300)	Oceanside	22½	
	Escondido	26½	
	San Diego	27	
	Mission Gorge	30	
	Otay	31	
	Lakeside	31	
NOTE 1.--Rates in this item apply only to shipments:			
(a) Tendered on one bill of lading, which are picked up at a single origin and delivered to a single destination, at carrier's convenience, within a single 24-hour period; and			
(b) Having destination at permanent storage facilities within the described areas; and			
(c) Subject to the provision that, when through no fault of the carrier, delivery of the total quantity tendered is not made within the period specified in paragraph (a), mileage rates under Item 400 will apply.			410
NOTE 2.--As described in the following:			
OCEANSIDE--Includes all 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.			
ESCONDIDO--Includes all places located within the city limits of Escondido.			
SAN DIEGO--Includes all places located within Metropolitan Zones 307, 308, 309, and 310 as described in Section 2-A of the Distance Table and includes places within two miles of the intersection of Miramar Road and U.S. Highway 395.			
MISSION GORGE--Includes all places located within a 2-mile radius of the junction of Mission Gorge Road and Bell Road.			
OTAY--Includes all places located within a 2-mile radius of Main Street and Beyer Way in Otay.			
LAKESIDE--Includes all places located within a 2-mile radius of the junction of Slaughterhouse Canyon and State Sign Route 67.			
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			

## ITEM

See Item 310 for description of Crude Oil Groups.

420

BETWEEN	CRUDE OIL GROUPS							
	F		G		H		I	
AND Crude Oil Groups	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B
F	7½	6½						
G	9½	8	7½	6½				
H	10	8½	9½	8	7½	6½		
I	11½	9½	8	7	10½	8½	7½	6½

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

SECTION 4

VEHICLE UNIT RATES

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

SECTION 4--VEHICLE UNIT RATES	ITEM						
<p style="text-align: center;">DAILY VEHICLE UNIT VOLUME TENDER RATES</p> <p>1. The rates in this item will apply for the transportation of all commodities except those named in Rate Group H, as described in Item 30, and those commodities requiring pressurized equipment from any origin to any destination located within 250 miles of the first place of origin when performed subject to and in accordance with the provisions of this item.</p> <p>2. 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; provided, 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 530.)</p> <p>3. The rates to apply for service under this item shall be as follows, subject to Notes 1 through 17:</p> <p style="text-align: center;">RATES</p> <p style="text-align: center;">(Vehicle Unit Rates)</p> <p>(a) The basic charge per unit of carrier's equipment shall be--\$45.00 per day</p> <p style="text-align: center;">PLUS</p> <p>(b) An additional charge of \$9.05 per man, per hour, for all time that driver or drivers are assigned to, but not actually driving the carrier's equipment. For all time that drivers are actually driving carrier's equipment, the additional charge shall be assessed at \$9.05 per man, per hour, or 22.6 cents per mile, whichever produces the higher total charge. (See Minimum in Note 16)</p> <p style="text-align: center;">PLUS</p> <p>(c) An additional charge per mile, as follows:</p> <table border="0"> <tr> <td>First 50 miles-----</td><td>\$ .26</td></tr> <tr> <td>Next 100 miles-----</td><td>\$ .23½</td></tr> <tr> <td>Over 150 miles-----</td><td>\$ .21</td></tr> </table> <p>NOTE 1.--Each engagement shall commence at time of arrival of carrier's equipment at origin and shall terminate at the expiration of the twenty-fourth consecutive hour thereafter or earlier if released by the shipper within such time 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 origin of the engagement.</p> <p>NOTE 2.--Daily means 24 consecutive hours.</p> <p>NOTE 3.--As used in this item, the term carrier's equipment also includes replacement units when the original carrier's equipment furnished becomes inoperable while engaged in service under provisions hereof.</p> <p>NOTE 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>NOTE 5.--Charges for time used in excess of 24 hours shall be computed as follows:</p> <p>(a) At the rate of \$10.10 per hour or fraction thereof plus 30 cents per mile until delivery of the product is completed, plus</p> <p>(b) At the rate of 45 cents per mile for return of equipment from the site of final delivery to the first origin of the engagement, said charge to be based on actual mileage and applied regardless of whether carrier's equipment is physically returned to first origin of the engagement.</p> <p style="text-align: center;">(Continued on next page)</p>	First 50 miles-----	\$ .26	Next 100 miles-----	\$ .23½	Over 150 miles-----	\$ .21	500
First 50 miles-----	\$ .26						
Next 100 miles-----	\$ .23½						
Over 150 miles-----	\$ .21						
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM																		
<p style="text-align: center;">DAILY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p>NOTE 6.--The mileage charge will apply for all miles required to exchange drivers at other than the first origin.</p> <p>NOTE 7.--Carrier will provide internal cargo tank cleaning if requested by the shipper during any volume tender period, subject to additional charges provided in Item 280 for the cleaning of each unit of carrier's equipment. In addition to such charges, carriers will also assess the applicable mileage and hourly charges set forth herein.</p> <p>NOTE 8.--When transportation is performed under provisions of this item, the following rules will not apply:</p> <table border="0"> <tr> <td>Item 160</td><td>- Demurrage or Detention Charges</td></tr> <tr> <td>Item 170, Paragraph 2 (b)</td><td>- Pumping Charge</td></tr> <tr> <td>Item 190</td><td>- Minimum Charge</td></tr> <tr> <td>Item 210</td><td>- Issuance of Shipping Documents</td></tr> <tr> <td>Item 220</td><td>- Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading</td></tr> <tr> <td>Item 230</td><td>- Shipments Diverted</td></tr> <tr> <td>Item 240</td><td>- Shipments Returned</td></tr> <tr> <td>Item 280</td><td>- Internal Cargo Tank Cleaning (except as provided in Note 7)</td></tr> <tr> <td>Item 300, Note 1 of Group 2 description</td><td>- Description of Territorial Groups and Crude Oil Groups</td></tr> </table> <p>NOTE 9.--The charge for required bridge or ferry tolls, special permits and weighmaster certificates shall be assessed in addition to all other applicable rates and charges.</p> <p>NOTE 10.--A freight bill as set forth in Item 610 shall be issued by the carrier to the shipper for each engagement for transportation. The freight bill shall be retained and preserved by the issuing carrier for a period of not less than three years from the date of issuance.</p> <p>NOTE 11.--The charge for collecting and remitting amounts collected on C.O.D. shipments transported under provisions of this item shall be \$3.00 per collection.</p> <p>NOTE 12.--When pumping service is performed by the carrier, an additional charge of \$3.00 per hour shall be made for the first two hours PLUS an additional \$1.00 per hour, or fraction thereof, for all additional hours. The minimum charge for pumping service shall be the charge for one hour.</p> <p>NOTE 13.--When the total loaded miles exceed the total empty miles of the tender, an additional charge of \$.05 per mile will be made for each excess loaded mile traveled by the carrier's equipment.</p> <p>NOTE 14.--No allowance shall be made to the shipper for any nonproductive or lost time except that if the carrier's 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 style="text-align: center;">(Continued on next page)</p>	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 Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading	Item 230	- Shipments Diverted	Item 240	- Shipments Returned	Item 280	- Internal Cargo Tank Cleaning (except as provided in Note 7)	Item 300, Note 1 of Group 2 description	- Description of Territorial Groups and Crude Oil Groups	500
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																			

ITEM	SECTION 4--VEHICLE UNIT RATES (Continued)								
500	<p style="text-align: center;">DAILY VEHICLE UNIT VOLUME TENDER RATES (Concluded)</p> <p>NOTE 15.--In the event that a driver is unable to complete a shipment because of an excess of hours of service and must layover enroute as required by law, a charge of \$9.05 per hour, minimum 8 hours, will be assessed in addition to all other time that a driver or drivers are assigned to operate the carrier's equipment.</p> <p>NOTE 16.--Subject to a minimum charge based upon 20 hours for each engagement that a driver or drivers are assigned to operate carrier's equipment.</p> <p>NOTE 17.--If at shipper's request, equipment includes bottom loading capability or pumps or meters, the following additional charges shall be assessed per day:</p> <table border="0"> <tr> <td>Per Meter-----</td><td>\$2.50</td></tr> <tr> <td>Per pump-----</td><td>\$1.00</td></tr> <tr> <td>Tanks with bottom loader, per compartment-----</td><td>\$1.00 (1)</td></tr> <tr> <td>Tanks with vapor recovery system, per compartment-----</td><td>\$1.00 (1)</td></tr> </table> <p>(1) Minimum charge \$4.00</p>	Per Meter-----	\$2.50	Per pump-----	\$1.00	Tanks with bottom loader, per compartment-----	\$1.00 (1)	Tanks with vapor recovery system, per compartment-----	\$1.00 (1)
Per Meter-----	\$2.50								
Per pump-----	\$1.00								
Tanks with bottom loader, per compartment-----	\$1.00 (1)								
Tanks with vapor recovery system, per compartment-----	\$1.00 (1)								
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	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p style="text-align: center;">MONTHLY VEHICLE UNIT VOLUME TENDER RATES</p> <p>1. The rates in this item will apply for the transportation of all commodities as described in Item 30, from any origin to any destination located within 250 miles of the first origin when performed subject to and in accordance with the provisions of this item.</p> <p>2. 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; provided, 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 530.)</p> <p>3. The rates to apply for service under this item shall be as follows, subject to Notes 1 through 20:</p> <p style="text-align: center;">RATES</p> <p style="text-align: center;">(Vehicle Unit Rates)</p> <p>(a) The basic charge per unit of carrier's equipment per month shall be:</p> <p>(1) For all commodities except those moving in pressurized equipment and shipments of commodities named in Rate Group H-----\$635.00</p> <p>(2) For commodities moving in pressurized equipment or commodities named in Rate Group H-----\$775.00</p> <p style="text-align: center;">PLUS</p> <p>(b) 2 cents for each mile in excess of 10,000 miles per month.</p> <p style="text-align: center;">PLUS</p> <p>(c) An additional charge of \$8.95 per man, per hour, for all time that a driver or drivers are assigned to, but not actually driving the carrier's equipment. For all time that drivers are actually driving carrier's equipment, the additional charge shall be assessed at \$8.95 per man, per hour, or 22.4 cents per mile, whichever produces the higher total charge. (See Minimum in Note 16.)</p> <p style="text-align: center;">PLUS</p> <p>(d) An additional charge per mile, as follows:</p> <p>First 5,000 miles-----\$.21(1)</p> <p>Next 5,000 miles-----\$.16</p> <p>Over 10,000 miles-----\$.14</p> <p>(1) Minimum charge \$1,050.00 per unit of carrier's equipment, per month.</p> <p style="text-align: center;">(Continued on next page)</p>	510
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

ITEM	SECTION 4--VEHICLE UNIT RATES (Continued)
510	<p data-bbox="534 382 1214 411">MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p data-bbox="337 455 1471 592">NOTE 1.--Each engagement shall commence at time of arrival of carrier's equipment at origin and shall terminate at the expiration of the thirtieth consecutive day thereafter or earlier if released by the shipper within such time 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 origin of the engagement.</p> <p data-bbox="404 614 942 643">NOTE 2.--Month means 30 consecutive days.</p> <p data-bbox="337 665 1483 732">NOTE 3.--As used in this item, the term carrier's equipment also includes replacement units when the original carrier's equipment furnished becomes inoperable while engaged in service under provisions hereof.</p> <p data-bbox="337 754 1421 820">NOTE 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 data-bbox="337 842 1379 887">NOTE 5.--Charges for time used in excess of the 30 days requested shall be computed as follows:</p> <p data-bbox="404 909 1379 953">(a) At the rate of \$10.10 per hour or fraction thereof plus 30 cents per mile until delivery of the product is completed, plus</p> <p data-bbox="404 975 1396 1075">(b) At the rate of 45 cents per mile for return of equipment from the site of final delivery to the first origin of the engagement, said charge to be based on actual mileage and applied regardless of whether carrier's equipment is physically returned to first origin of the engagement.</p> <p data-bbox="337 1097 1471 1141">NOTE 6.--The mileage charge will apply for all miles required to exchange drivers at other than the first origin.</p> <p data-bbox="337 1163 1438 1274">NOTE 7.--Carrier will provide internal cargo tank cleaning if requested by the shipper during any volume tender period, subject to additional charges provided in Item 280 for the cleaning of each unit of carrier's equipment. In addition to such charges, carriers will also assess the applicable mileage and hourly charges set forth herein.</p> <p data-bbox="732 1318 1034 1340">(Continued on next page)</p>
	EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE
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SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM																		
<p style="text-align: center;">MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p>NOTE 8.--When transportation is performed under provisions of this item, the following rules will not apply:</p> <table border="0"> <tr> <td>Item 160</td><td>-Demurrage or Detention Charges</td></tr> <tr> <td>Item 170, Paragraph 2 (b)</td><td>-Pumping Charge</td></tr> <tr> <td>Item 190</td><td>-Minimum Charge</td></tr> <tr> <td>Item 210</td><td>-Issuance of Shipping Documents</td></tr> <tr> <td>Item 220</td><td>-Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading</td></tr> <tr> <td>Item 230</td><td>-Shipments Diverted</td></tr> <tr> <td>Item 240</td><td>-Shipments Returned</td></tr> <tr> <td>Item 280</td><td>-Internal Cargo Tank Cleaning (except as provided in Note 7)</td></tr> <tr> <td>Item 300, Note 1 of Group 2 description</td><td>-Description of Territorial Groups and Crude Oil Groups</td></tr> </table> <p>NOTE 9.--The charge for required bridge or ferry tolls, special permits and weigh-master certificates shall be assessed in addition to all other applicable rates and charges.</p> <p>NOTE 10.--A freight bill as set forth in Item 610 shall be issued by the carrier to the shipper for each engagement for transportation. The freight bill shall be retained and preserved by the issuing carrier for a period of not less than three years from the date of issuance.</p> <p>NOTE 11.--The charge for collecting and remitting amounts collected on C.O.D. shipments transported under provisions of this item shall be \$3.00 per collection, subject to a maximum total charge of \$25.00 per monthly tender.</p> <p>NOTE 12.--When pumping service is performed by the carrier, and additional charge of \$3.00 per hour shall be made for the first ten hours PLUS an additional \$1.00 per hour, or fraction thereof, for all additional hours. The minimum charge for pumping service shall be the charge for one hour.</p> <p>NOTE 13.--When the total loaded miles exceed the total empty miles of the tender, an additional charge of \$.05 per mile will be made for each excess loaded mile traveled by the carrier's equipment.</p> <p style="text-align: center;">(Continued on next page)</p>	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 Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading	Item 230	-Shipments Diverted	Item 240	-Shipments Returned	Item 280	-Internal Cargo Tank Cleaning (except as provided in Note 7)	Item 300, Note 1 of Group 2 description	-Description of Territorial Groups and Crude Oil Groups	510
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ITEM	SECTION 4--VEHICLE UNIT RATES (Continued)								
510	<p style="text-align: center;">MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Concluded)</p> <p>NOTE 14.--No allowance shall be made to the shipper for any nonproductive or lost time except that if the carrier's 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 15.--In the event that a driver is unable to complete a shipment because of an excess of hours of service and must layover enroute as required by law, a charge of \$8.95 per hour, minimum 8 hours, will be assessed in addition to all other time that a driver or drivers are assigned to operate the carrier's equipment.</p> <p>NOTE 16.--Subject to a minimum charge based upon 20 hours for each day that a driver or drivers are assigned to operate carrier's equipment.</p> <p>NOTE 17.--If at shipper's request, equipment includes bottom loading capability or pumps or meters, the following additional charge shall be assessed per month:</p> <table border="0"> <tr> <td>Per meter-----</td><td>\$50.00</td></tr> <tr> <td>Per pump-----</td><td>\$20.00</td></tr> <tr> <td>Tanks with bottom loader, per compartment-----</td><td>\$16.00</td></tr> <tr> <td>Tanks with vapor recovery system, per compartment-----</td><td>\$ 4.00</td></tr> </table> <p>NOTE 18.--Rates in this item will not apply to shipments requiring spreading service or requiring delivery to mobile road mixers.</p> <p>NOTE 19.--In the event a monthly tender expires prior to the last day of a calendar month and the shipper elects to start a yearly tender with the same unit of carrier's equipment on the first day of the succeeding month, the monthly tender shall be extended upon payment of the following charges per day:</p> <p>(a) Basic charge per unit of equipment-----\$28.33</p> <p style="text-align: center;">PLUS</p> <p>(b) The additional hourly charges provided in Paragraph 3(c) of this item.</p> <p style="text-align: center;">PLUS</p> <p>(c) An additional charge of \$.15 per mile, per day, per unit of carrier's equipment.</p> <p>NOTE 20.--Within seven days after the start of transportation hereunder, carrier shall bill and collect a prepayment of \$3,720.00. Such prepayment shall be deducted from the total transportation charges accumulated during such tender provided, however, that if the same shipper elects to use the same unit of carrier's equipment for a subsequent monthly tender beginning within 24 hours, such prepayment shall not be deducted and shall be considered the required prepayment for said subsequent tender.</p>	Per meter-----	\$50.00	Per pump-----	\$20.00	Tanks with bottom loader, per compartment-----	\$16.00	Tanks with vapor recovery system, per compartment-----	\$ 4.00
Per meter-----	\$50.00								
Per pump-----	\$20.00								
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Tanks with vapor recovery system, per compartment-----	\$ 4.00								
	EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE								
	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p style="text-align: center;">YEARLY VEHICLE UNIT VOLUME TENDER RATES</p> <p>1. The rates in this item will apply for the transportation of all commodities as described in Item 30, from any origin to any destination located within 250 miles of the first origin when performed subject to and in accordance with the provisions of this item.</p> <p>2. 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; provided, 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 530.) Agreements for yearly tenders must commence with the first day of a calendar month.</p> <p>3. The rates to apply for service under this item shall be as follows, subject to Notes 1 through 21:</p> <p style="text-align: center;">RATES (Vehicle Unit Rates)</p> <p>(a) The basic charge per unit of carrier's equipment per month, shall be:</p> <p>(1) For all commodities except those moving in pressurized equipment and shipments of commodities named in Rate Group H-----\$525.00</p> <p>(2) For commodities moving in pressurized equipment or commodities named in Rate Group H-----\$650.00</p> <p style="text-align: center;">PLUS</p> <p>(b) 2 cents for each mile in excess of 10,000 miles per month.</p> <p style="text-align: center;">PLUS</p> <p>(c) An additional charge of \$8.85 per man, per hour, for all time that driver or drivers are assigned to, but not actually driving the carrier's equipment. For all time that drivers are actually driving carrier's equipment, the additional charge shall be assessed at \$8.85 per man, per hour, or 22.1 cents per mile, whichever produces the higher total charge. (See Minimum in Note 16.)</p> <p style="text-align: center;">(Continued on next page)</p>	520
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ITEM	SECTION 4--VEHICLE UNIT RATES (Continued)						
520	<p data-bbox="534 407 1206 429" style="text-align: center;">YEARLY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p data-bbox="399 473 1009 495">(d) An additional charge per mile, as follows:</p> <table data-bbox="458 517 1261 595"> <tr> <td>First 5,000 miles-----</td> <td>\$3.21(1)</td> </tr> <tr> <td>Next 5,000 miles-----</td> <td>\$3.16</td> </tr> <tr> <td>Over 10,000 miles-----</td> <td>\$3.14</td> </tr> </table> <p data-bbox="467 606 1144 639">(1) Minimum charge \$1,050.00 per unit of equipment.</p> <p data-bbox="332 672 1463 816">NOTE 1.--Each engagement shall commence at time of arrival of carrier's equipment at origin and shall terminate at the expiration of the twelfth consecutive month thereafter or earlier if released by the shipper within such time 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 origin of the engagement.</p> <p data-bbox="399 838 947 871">NOTE 2.--Year means 12 consecutive months.</p> <p data-bbox="332 893 1476 960">NOTE 3.--As used in this item, the term carrier's equipment also includes replacement units when the original carrier's equipment furnished becomes inoperable while engaged in service under provisions hereof.</p> <p data-bbox="332 982 1412 1048">NOTE 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 data-bbox="332 1070 1375 1114">NOTE 5.--Charges for time used in excess of 12 consecutive months shall be computed as follows:</p> <ol style="list-style-type: none"> <li data-bbox="404 1136 1308 1181">(a) At the rate of \$10.10 per hour or fraction thereof plus 30 cents per mile until delivery of the product is completed, plus</li> <li data-bbox="404 1203 1333 1324">(b) At the rate of 45 cents per mile for return of equipment from the site of final delivery to the first origin of the engagement, said charge to be based on actual mileage and applied regardless of whether carrier's equipment is physically returned to first origin of the engagement.</li> </ol> <p data-bbox="332 1336 1468 1391">NOTE 6.--The mileage charge will apply for all miles required to exchange drivers at other than the first origin.</p> <p data-bbox="724 1402 1031 1435" style="text-align: center;">(Continued on next page)</p>	First 5,000 miles-----	\$3.21(1)	Next 5,000 miles-----	\$3.16	Over 10,000 miles-----	\$3.14
First 5,000 miles-----	\$3.21(1)						
Next 5,000 miles-----	\$3.16						
Over 10,000 miles-----	\$3.14						
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SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM		
<p style="text-align: center;">YEARLY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p>NOTE 7.--Carrier will provide internal cargo tank cleaning if requested by the shipper during any volume tender period, subject to additional charges provided in Item 280 for the cleaning of each unit of carrier's equipment. In addition to such charges, carriers will also assess the applicable mileage and hourly charges set forth herein.</p> <p>NOTE 8.--When transportation is performed under provisions of this item, the following rules will not apply:</p> <table border="0"> <tr> <td style="vertical-align: top;"> Item 160  Item 170, Paragraph 2(b)  Item 190  Item 210  Item 220   Item 230  Item 240  Item 280   Item 300, Note 1 of  Group 2 description </td><td style="vertical-align: top;"> - Demurrage or Detention Charges  - Pumping Charge  - Minimum Charge  - Issuance of Shipping Documents  - Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading  - Shipments Diverted  - Shipments Returned  - Internal Cargo Tank Cleaning (except as provided in Note 7)  - Description of Territorial Groups and Crude Oil Groups </td></tr> </table> <p>NOTE 9.--The charge for required bridge or ferry tolls, special permits and weighmaster certificates shall be assessed in addition to all other applicable rates and charges.</p> <p>NOTE 10.--A freight bill as set forth in Item 610 shall be issued by the carrier to the shipper for each engagement for transportation. The freight bill shall be retained and preserved by the issuing carrier for a period of not less than three years from the date of issuance.</p> <p>NOTE 11.--The charge for collecting and remitting amounts collected on C.O.D. shipments transported under provisions of this item shall be \$3.00 per collection, subject to a maximum total charge of \$25.00 per calendar month on yearly tender.</p> <p>NOTE 12.--When pumping service is performed by the carrier, an additional charge of \$3.00 per hour shall be made for the first 100 hours per year PLUS an additional \$1.00 per hour, or fraction thereof, for all additional hours. The minimum charge for pumping service shall be the charge for one hour.</p> <p style="text-align: center;">(Continued on next page)</p>	Item 160 Item 170, Paragraph 2(b) Item 190 Item 210 Item 220  Item 230 Item 240 Item 280  Item 300, Note 1 of Group 2 description	- Demurrage or Detention Charges - Pumping Charge - Minimum Charge - Issuance of Shipping Documents - Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading - Shipments Diverted - Shipments Returned - Internal Cargo Tank Cleaning (except as provided in Note 7) - Description of Territorial Groups and Crude Oil Groups	520
Item 160 Item 170, Paragraph 2(b) Item 190 Item 210 Item 220  Item 230 Item 240 Item 280  Item 300, Note 1 of Group 2 description	- Demurrage or Detention Charges - Pumping Charge - Minimum Charge - Issuance of Shipping Documents - Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading - Shipments Diverted - Shipments Returned - Internal Cargo Tank Cleaning (except as provided in Note 7) - Description of Territorial Groups and Crude Oil Groups		
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p style="text-align: center;">YEARLY VEHICLE UNIT VOLUME TENDER RATES (Concluded)</p> <p>NOTE 13.--When the total loaded miles exceed the total empty miles of the tender, an additional charge of \$.05 per mile will be made for each excess loaded mile traveled by the carrier's equipment.</p> <p>NOTE 14.--No allowance shall be made to the shipper for any nonproductive or lost time except that if the carrier's 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 15.--In the event that a driver is unable to complete a shipment because of an excess of hours of service and must layover enroute as required by law, a charge of \$8.85 per hour, minimum 8 hours, will be assessed in addition to all other time that a driver or drivers are assigned to operate the carrier's equipment.</p> <p>NOTE 16.--Subject to a minimum charge based upon 20 hours for each day that a driver or drivers are assigned to operate carrier's equipment.</p> <p>NOTE 17.--If at shipper's request, equipment includes bottom loading capability or pumps or meters, the following additional charges shall be assessed per month:</p> <p>Per meter-----\$50.00 (Maximum \$500.00 per year)</p> <p>Per pump-----\$20.00 (Maximum \$200.00 per year)</p> <p>Tanks with bottom loader, per compartment-----\$16.00</p> <p>Tanks with vapor recovery system, per compartment--\$ 4.00</p> <p>NOTE 18.--Rates in this item will not apply to shipments requiring spreading service or requiring delivery to mobile road mixers.</p> <p>NOTE 19.--In the event that a yearly tender is terminated prior to completion, the total charges may be alternatively determined at the basis provided for monthly tenders, plus a termination charge equal to the basic charge for one month. (See Item 510)</p> <p>NOTE 20.--Within seven days after the start of transportation hereunder, carrier shall bill and collect a prepayment of \$3,720.00. Such prepayment shall be deducted from the total transportation charges accumulated during the final calendar month of such tender.</p> <p>NOTE 21.--Unless otherwise specifically provided, all charges under yearly tender shall be assessed on a calendar month basis.</p>	520
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SECTION 4--VEHICLE UNIT RATES (Concluded)	ITEM
<p style="text-align: center;"><b>WRITTEN AGREEMENT</b></p> <p>Prior to the transportation of any commodities as described in Item 30 under the provisions of Items 500, 510, or 520, the shipper must enter into a written or verbal agreement with the carrier. The agreement shall contain the following information:</p> <ol style="list-style-type: none"> <li>(1) Name and address of carrier.</li> <li>(2) Name and address of shipper.</li> <li>(3) Date of engagement.</li> <li>(4) Calendar period of agreement.</li> <li>(5) Rates and other charges agreed upon.</li> <li>(6) Size and type of equipment to be used.</li> <li>(7) The agreement shall be in substantially the following form:</li> </ol> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p style="text-align: right;">Date _____</p> <p>In accordance with the provisions of Items 500, 510 and 520 of Minimum Rate Tariff 6-B, I hereby request to have Petroleum and Petroleum Products as described in Item 30 of said tariff, transported by _____</p> <p style="text-align: center;">(Name of Carrier)</p> <p>under the rates, charges and provisions of Items (SPECIFY ITEM REQUESTED) of said tariff, subject to the following terms:</p> <p> Date of engagement-----  Calendar period of agreement-----  Capacity of unit of equipment-----  Identification of equipment-----  Charge per unit of equipment for calendar period-----  ----- (to be prepaid)  Additional charge per hour-----  Additional charge per mile-----  Excess charge per hour-----  Excess charge per mile-----  Charge for additional service----- </p> <p>In the event that a change is made in the minimum rates, the portion of the week or month prior to the effective date of the change will be prorated at the former rates and the remaining days in the week or month will be prorated at the new rates.</p> <p> Shipper _____ By _____  (Name in full) (Name in full)  Address _____  Confirmed:  Carrier _____ By _____  Address _____ (Name in full) </p> </div>	530
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SECTION 5

FORMS OF SHIPPING DOCUMENTS TO  
WHICH REFERENCE IS MADE IN  
ITEMS 210, 520 AND 251

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SAN FRANCISCO, CALIFORNIA.

SECTION 5--FORMS OF SHIPPING DOCUMENTS					ITEM
<b>SHIPPING ORDER AND FREIGHT BILL</b>					
Permit No. _____ Date _____ Bill No. _____					
Name of Carrier _____ <div style="text-align: center; font-size: small;">(Must be same as shown on permit.)</div>					
Origin _____		Destination _____			
Consignor _____		Consignee _____			
Street Address _____		Street Address _____			
City _____		City _____			
Note:--Show each place where diversion occurs or partial delivery is performed, and names and addresses of each consignee when more than one.					
Number of Gallons	Weight Per Gallon	Description of Commodities	Total Weight	Rate	Charges
Type of Equipment Used <input type="checkbox"/> Tank Truck <input type="checkbox"/> Tank Trailer <input type="checkbox"/> Tank semitrailer <input type="checkbox"/> Two connected tank vehicles			Other Charges (Show each charge separately and what it represents.) _____ _____ <div style="text-align: center;">Prepaid</div> <div style="text-align: right;">Total to Collect</div>		
Shipper _____ By _____ <div style="text-align: right; font-size: small;">(Show name in full.)</div>					
Received by carrier in good condition, except as noted: _____ _____					
By _____ <div style="text-align: right; font-size: small;">(Show name in full.)</div>					
Received by Consignee in good condition, except as noted: _____ _____					
By _____ Date _____ <div style="text-align: right; font-size: small;">(Show name in full.)</div>					
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SECTION 3--FORMS OF SHIPPING DOCUMENTS (Concluded)	ITEM																		
<b>FREIGHT BILL FOR VEHICLE UNIT RATES FOR TRANSPORTATION OF PETROLEUM AND PETROLEUM PRODUCTS AS DESCRIBED IN ITEM 30 OF MINIMUM RATE TARIFF 6-B</b>																			
<p>Name of Carrier _____ Bill No. _____  <small>(Name of Carrier Must be Same as Shown on Permit)</small></p> <p style="text-align: right;">Permit No. _____</p> <p>Name of Shipper _____</p> <p>Street Address _____ City _____</p> <p>Date of Agreement _____ Calendar Period of Engagement _____</p> <p>Unit(s) of Equipment Used _____ Capacity _____  <small>(Identify) (Gallons)</small></p> <p>Time Engagement Commenced(1) _____</p> <p>Time Engagement Expired(2) _____</p> <p>Less Deduction _____</p> <p>Net Time _____</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; width: 40%;">Charges:</th> <th style="text-align: center; width: 20%;">Rate</th> <th style="text-align: center; width: 20%;">Charge</th> </tr> </thead> <tbody> <tr> <td>Number of Units of Equipment Used</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> </tr> <tr> <td>Number of Hours</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> </tr> <tr> <td>Excess Hours</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> </tr> <tr> <td>Additional Charges (3)</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> </tr> <tr> <td>Total Charges</td> <td></td> <td style="text-align: center;">_____</td> </tr> </tbody> </table> <p>(1) Time equipment arrives at first origin.  (2) Time equipment returns to first origin.  (3) Show each charge separately and what it represents.</p> <p>Certification of Data:</p> <p>Shipper _____ Carrier _____</p> <p>By _____ By _____</p>	Charges:	Rate	Charge	Number of Units of Equipment Used	_____	_____	Number of Hours	_____	_____	Excess Hours	_____	_____	Additional Charges (3)	_____	_____	Total Charges		_____	610
Charges:	Rate	Charge																	
Number of Units of Equipment Used	_____	_____																	
Number of Hours	_____	_____																	
Excess Hours	_____	_____																	
Additional Charges (3)	_____	_____																	
Total Charges		_____																	
END OF TARIFF																			
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE																			
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