

ORIGINAL

Decision No. 82619

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

Case No. 5436
Petition for Modification
No. 159
(Filed January 18, 1974)

OPINION AND ORDER

Minimum Rate Tariff 6-B (MRT 6-B) governs the highway transportation of bulk petroleum products in tank vehicles by petroleum contract carriers. The California Trucking Association (CTA) seeks a general overall cost offset increase of approximately 14 percent in MRT 6-B rates and charges.

The minimum rates for the transportation of bulk petroleum products were established by Decision No. 82350 dated January 15, 1974 in Case No. 5436. The rates thus established became effective February 1, 1974 and are predicated upon full-scale cost and rate economic studies conducted by CTA (Exhibits 142-1 and 2) except for the temporary single distance scale of rates for commodity groups A through E which are scheduled to expire with June 30, 1974.

The CTA cost and rate economic data adopted in Decision No. 82350 reflect the operating experiences of carriers engaged in transporting bulk petroleum products in California for the general period 1971-1972 with updated labor costs effective generally as of January 1, 1973. The CTA states that since its original cost data were developed, the cost of transporting bulk petroleum products has increased substantially. A major portion of such cost increases results from increases in labor costs and allied payroll expenses.

Additionally, the CTA notes that the fuel costs reflected in MRT 6-B rates are considerably less than those currently incurred by motor carriers. As a result of such changed cost circumstances, the CTA contends that the established MRT 6-B rates are unreasonably low.

Petitioner states that it has informed interested shippers and carriers that the need for immediate relief is urgent and requests the sought upward adjustments in MRT 6-B rates be established by ex parte order. In support of the sought relief a verified statement prepared by a CTA cost supervisor is attached to the petition (Exhibit A). He states that tank truck carriers subject to the Western States Tank Truck Supplement of the National Master Freight Agreement, which labor contract is reflected in the current level of MRT 6-B rates, incurred a 35 cents per hour increase in base wage rates on October 1, 1973 plus an additional like increase of 26 cents per hour on February 1, 1974. In addition to the aforementioned adjustments in wage rates the existing labor contract provides for related increases in virtually all of the so-called fringe benefits. In Schedule 2 of Appendix A to the verified statement a comparison is presented of the total January 1, 1973 direct hourly labor costs reflected in MRT 6-B rates with the like costs effective as of February 1, 1974. A summary of the cost comparison follows:

TABLE 1

	Cost Per Hour		Increases	
	January 1, 1973	February 1, 1974	Amount	Percent in Item
Base Hourly Wage	\$5.6200	\$6.2300	\$.6100	10.85%
Holiday & Funeral Allowance	.1821	.2068	.0247	13.56
Subtotal	\$5.8021	\$6.4368	\$.6347	10.94%
Expand to Include Vacation Allowance	\$6.0483	\$6.7204	\$.6721	11.11%
Workmen's Compensation	.2752	.3138	.0386	14.03
Payroll Taxes	.3484	.3972	.0488	14.01
Health, Welfare, & Pension	.5850	.7113	.1263	21.59
Total Direct Cost	\$7.2569	\$8.1427	\$.8858	12.21%

From Table 1 it will be noted that the total direct hourly labor cost underlying the present level of MRT 6-B rates has increased approximately 89 cents or 12.2 percent as of February 1, 1974. The cost supervisor also updated the historical vehicle unit cost data to reflect increases in weight fees and fuel costs. The affiant explains that since the introduction of Exhibit 142-1 weight fees for vehicles registered in California were increased by approximately 30 percent with the passage of Assembly Bill 505, effective December 1, 1973. Fuel costs, including all taxes, considered in Exhibit 142-1 and reflected in the current level of MRT 6-B rates are based upon a cost of 23.5 cents per gallon. The cost supervisor has updated the historical cost for fuel to reflect a price of 37 cents per gallon, including taxes. He states that the dramatic increase in fuel cost is brought about by the current national energy crisis, the resulting fuel shortages and accelerating costs therefor.

The total costs per 100 pounds, as originally developed in CTA's cost Exhibit 142-1, were compared by the cost supervisor with the like adjusted total cost data he computed so as to reflect increased labor and vehicle unit costs previously referred to herein. The resulting percentage cost increases are:

TABLE 2

Percentage Increase in February 1, 1974 Adjusted Total Costs
(Pet. 159) Over Like January 1, 1973 Total Cost Data (Exhibit 142-1)

Commodity Rate Group	Lengths of Haul - Constructive Miles				
	25	50	75	100	250
A (Gasoline)	13.5%	13.9%	13.9%	14.2%	14.2%
B (Jet Fuel, Kerosene)	13.3	14.2	14.0	13.3	14.3
C (Fuel Oil)	12.9	14.1	13.0	13.8	14.1
D (Residual Oil)	14.3	13.7	13.5	14.2	14.6
E (Petr. Products)	12.9	13.4	13.3	13.6	14.3
F (Crude Oil)	12.7	12.5	13.7	13.5	13.9
G (Liquefied Petr. Gas)	11.5	12.8	12.8	13.2	13.9
H (Asphalt, Road Oil)	11.6	11.1	12.5	12.4	13.5

The increases in total costs set forth in Table 2 were employed by the CTA as a basis for reflecting a cost offset increase in the distance commodity rates named in MRT 6-B. Where rates are predicated solely upon labor costs the increase in such costs was employed. In those instances where the rates are based upon labor and vehicle unit costs, such as volume tender rates, the cost supervisor explained that average cost increases were used. The proposed minimum rates resulting under CTA's cost offset procedure are set forth in Appendix B of the verified statement.

Findings and Conclusion

1. The minimum rates governing the transportation of bulk petroleum products in tank vehicles by petroleum contract carriers set forth in Minimum Rate Tariff 6-B were established by Decision No. 82350 dated January 15, 1974. The minimum rates became effective February 1, 1974 and are predicated upon full-scale cost and rate economic studies conducted by CTA (Exhibits 142-1 and 142-2), except for a temporary scale of distance rates scheduled to expire as of June 30, 1974.

2. The CTA cost data adopted in Decision No. 82350 are predicated upon the operating experiences of carriers engaged in transporting bulk petroleum products for the general period 1971-1972 with updated labor costs effective generally as of January 1, 1973.

3. Petitioner has demonstrated that the operating costs for tank carriers of bulk petroleum products have substantially increased due to labor and vehicle unit cost increases effective generally as of February 1, 1974. Such cost increases are not reflected in the historical cost data underlying the current MRT 6-B level of rates.

4. The adjusted cost data set forth in Appendix A of the verified statement attached to Petition 159 reasonably measure the impact of the increased cost of transporting bulk petroleum products in tank trucks effective generally as of February 1, 1974.

5. The proposed increases in MRT 6-B rates and charges set forth in Appendix B of the verified statement attached to Petition 159 reasonably reflect the increases in the costs of providing the services to which such minimum rates apply.

6. The proposed increases have been shown to be justified and the resulting increased rates and charges constitute the just, reasonable, and nondiscriminatory minimum rates for the transportation of bulk petroleum products in tank vehicles by petroleum contract carriers.

7. To the extent that the provisions of MRT 6-B have been found to constitute reasonable minimum rates and rules for common carriers defined in the Public Utilities Code, said provisions as hereinafter adjusted will be reasonable minimum rate provisions for said carriers. To the extent that the existing rates and charges of said common carriers for the transportation of petroleum and petroleum products in tank vehicles are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, to the same extent the rates and charges of said carriers are found to be, now and for the future, unreasonable, insufficient, and not justified by the actual rates of competing carriers or by the costs of other means of transportation.

We conclude that Petition 159 in Case No. 5436 should be granted and Minimum Rate Tariff 6-B revised accordingly. A public hearing is not necessary.

IT IS ORDERED that:

1. Minimum Rate Tariff 6-B (Appendix A to Decision No. 82350, as amended) is further amended by incorporating therein, to become effective March 30, 1974, the revised pages listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 82350, as amended, are hereby directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered by this decision.

3. 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.

4. Common carriers maintaining rates on the same level as Minimum Rate Tariff 6-B rates for the transportation of commodities and/or for transportation not subject to 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.

5. Common carriers maintaining rates at levels other than the minimum rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 6-B are authorized to increase such rates by the same amounts authorized by this decision for Minimum Rate Tariff 6-B rates.

6. Common carriers maintaining rates not otherwise specifically referred to in other ordering paragraphs of this decision are authorized to increase such rates by 14 percent.

7. Tariff publications 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 March 30, 1974; and as to tariff publications which are authorized but not required, the authority shall expire unless exercised within sixty days after the effective date of this order.

8. 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.

9. In all other respects Decision No. 82350, as amended, shall remain in full force and effect.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 17th
day of MARCH, 1974.

Hermon L. Sturges
President
William Symon, Jr.

Thomas Moran
Commissioners

I abstain
William Symon, Jr., Commissioner

Commissioner Thomas Moran, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

LIST OF REVISED PAGES
TO MINIMUM RATE TARIFF 6-B

FIRST REVISED PAGE 14
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(END OF APPENDIX A)

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>(a) Group 2--11 constructive miles</p> <p>(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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ITEM	SECTION 1--RULES (Continued)
	<p style="text-align: center;">DEMURRAGE OR DETENTION CHARGES</p> <p>§1. A charge of \$3.35 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 \$4.80 for each one-quarter hour, or fraction thereof, shall be assessed for the time carrier's equipment is detained through no fault of the carrier to complete spreading in excess of the free time specified in paragraph (1).</p> <p>(1) 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>
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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>(a) Except as provided in paragraph 3, no more than 5 lengths of cargo hose in addition to that provided in accordance with paragraph 1 will be furnished at an extra charge of \$2.50 per length, except for the first additional length of hose for which no additional charge shall be made. (See Note 1)</p> <p>(b) Except for the service of spreading as provided for in Item 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>(c) Special fittings and/or nozzles will be furnished by carrier without extra charge, subject to such equipment being on hand and available.</p> <p>3. In the event that carrier is not notified of the need for special equipment as provided in paragraph 2 prior to dispatch of equipment from its terminal to load or in the event that shipper requests a total of more than 6 lengths of hose (See Note 2) the extra equipment provided for in paragraph 2 will be furnished at the charges provided for therein plus the following additional charges for pickup and delivery of the extra equipment:</p> <p>(a) \$10.60 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>(b) 14 cents per mile will be assessed for actual vehicle mileage traveled in effecting pickup and delivery of the extra equipment provided for in paragraph 2. Said mileage shall include but not be limited to, all mileages traveled to and from carrier's terminal.</p> <p>(c) Carrier will furnish shipper with an itemized record showing hours and mileage upon which charges are based.</p> <p>4. In no event shall any provisions of this item be construed to supersede or to be in lieu of provisions otherwise specifically provided for in this tariff.</p> <p>NOTE 1.--A length of cargo hose shall be not less than 12 feet nor more than 20 feet in length.</p> <p>NOTE 2.--The furnishing by carrier of more than 6 lengths of cargo hose shall be subject to such extra hose being on hand and available.</p>	<p>6170</p>
<p>Change) Decision No. 82613 Increase)</p>	
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Correction

ITEM

SECTION 1--RULES (Continued)

UNITS OF MEASUREMENT TO BE OBSERVED

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.

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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.

MINIMUM CHARGE

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:

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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

(1) Including tank semitrailers having a length of less than 28 feet.

(2) Tank semitrailers having a length of 28 feet or more.

MIXED SHIPMENTS

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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.

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)

NOTE.--Applies only to volume tender shipments subject to the provisions of Items 510 and 520.

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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"> (a) Date issued. (b) Name of carrier. (c) Name and address of consignor. (d) Name and address of consignee or consignees. (e) Place or places of origin(s). (f) Place or places of destination(s). (g) Place or places where diversion occurs, if any. (h) Description of the shipment. (i) Weight of the shipment (or other factor or measurement upon which charges are based). (j) Description of the carrier's equipment used (whether tank truck, tank trailer, tank semitrailer, or two connected tank vehicles). (k) Kind and quantity of property returned, if any. (l) Rate and charge assessed. (m) Signature of carrier or his agent. (n) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <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>	<p style="text-align: center;">210</p>
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ITEM	SECTION 1--RULES (Continued)
6220	<p 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 \$513.40 for each stop in transit to apply seals or to partially load or unload, and of \$55.35 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>
	<p>Change) Increase) Decision No. 82619</p>
	<p align="center">EFFECTIVE</p>
Correction	<p align="center">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">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>	<p style="text-align: center;">230</p>
<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 \$34.00 and further subject to a flat additional charge of \$6.90. (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 \$10.70. Said charge to be in addition to all other applicable charges and subject to Note 3.</p> <p>NOTE 1.--Shipments shall be subject to an additional charge of \$13.40 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>	<p style="text-align: center;">240</p>
<p>Change) Increase) Decision No. 82619</p>	
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<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

ITEM	SECTION 1--RULES (Continued)						
#250	<p style="text-align: center;">SPREADING</p> <p>(Applies only in connection with transportation of commodities named in Rate Group H.)</p> <p>§1. The service of spreading commodities named in Rate Group H shall be performed at the rate of 013 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.</p> <p>§2. The minimum spreading charge per load shall be \$52.45 for each load transported in connected tank vehicles, and \$45.50 per single tank vehicle.</p>						
#260	<p style="text-align: center;">ACCESSORIAL SERVICES</p> <p>§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:</p> <table border="1" data-bbox="888 873 1443 984"> <thead> <tr> <th></th><th>Charge in Cents</th></tr> </thead> <tbody> <tr> <td>For First 30 Minutes or Fraction Thereof</td><td>540</td></tr> <tr> <td>For Each Additional 15 Minutes or Fraction Thereof</td><td>270</td></tr> </tbody> </table> <p>(a) For Driver, Helper, or Other Employee, per Man</p> <p>(b) For Unit of Equipment</p> <p>§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.</p> <p>§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.</p> <p>§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 \$210.80 per man per hour, subject to a minimum charge of 8 hours. An additional charge of \$2.80 per hour or fraction thereof shall be added to the above charge for time spent spreading.</p>		Charge in Cents	For First 30 Minutes or Fraction Thereof	540	For Each Additional 15 Minutes or Fraction Thereof	270
	Charge in Cents						
For First 30 Minutes or Fraction Thereof	540						
For Each Additional 15 Minutes or Fraction Thereof	270						
	<p>Change) Decision No. 82619 Increase)</p>						
	<p style="text-align: center;">EFFECTIVE</p>						
	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>						

SECTION 1--RULES (Concluded)	ITEM																																
<p 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 05¢ cents per 100 pounds shall be made for service of connecting carrier's equipment to mobile road mixers.</p>	<p align="center">270</p>																																
<p 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"> <tr> <td>Absorption Oil,</td><td>Paraffine Wax,</td></tr> <tr> <td>Belt Oil,</td><td>Petroleum or Petrolatum,</td></tr> <tr> <td>Compression Oil,</td><td>Preparations, including</td></tr> <tr> <td>Cordage Oil,</td><td>Cosmoline, Densoline,</td></tr> <tr> <td>Floor Oil,</td><td>Litholine, Petroleum Jelly,</td></tr> <tr> <td>Grease, Axle,</td><td>Petrolina or Vasoline,</td></tr> <tr> <td>Grease, Lubricating,</td><td>Petroleum Fatty Acid or</td></tr> <tr> <td>Grease, NOS,</td><td>Naphthenic Acid,</td></tr> <tr> <td>Harness Oil,</td><td>Putty Oil,</td></tr> <tr> <td>Leather Oil,</td><td>Soap Oil,</td></tr> <tr> <td>Lubricating Oil,</td><td>Tanners Oil,</td></tr> <tr> <td>Miners' Oil,</td><td>Tobacco Oil,</td></tr> <tr> <td>Miners' Oil Stock,</td><td>Transformer Oil,</td></tr> <tr> <td>Neatsfoot Oil,</td><td>Wax, NOS,</td></tr> <tr> <td>Oil, NOS,</td><td>Wax Tailings,</td></tr> <tr> <td></td><td>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,	Paraffine Wax,	Belt Oil,	Petroleum or Petrolatum,	Compression Oil,	Preparations, including	Cordage Oil,	Cosmoline, Densoline,	Floor Oil,	Litholine, Petroleum Jelly,	Grease, Axle,	Petrolina or Vasoline,	Grease, Lubricating,	Petroleum Fatty Acid or	Grease, NOS,	Naphthenic Acid,	Harness Oil,	Putty Oil,	Leather Oil,	Soap Oil,	Lubricating Oil,	Tanners Oil,	Miners' Oil,	Tobacco Oil,	Miners' Oil Stock,	Transformer Oil,	Neatsfoot Oil,	Wax, NOS,	Oil, NOS,	Wax Tailings,		Wool Oil.	<p align="center">280</p>
Absorption Oil,	Paraffine Wax,																																
Belt Oil,	Petroleum or Petrolatum,																																
Compression Oil,	Preparations, including																																
Cordage Oil,	Cosmoline, Densoline,																																
Floor Oil,	Litholine, Petroleum Jelly,																																
Grease, Axle,	Petrolina or Vasoline,																																
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Miners' Oil Stock,	Transformer Oil,																																
Neatsfoot Oil,	Wax, NOS,																																
Oil, NOS,	Wax Tailings,																																
	Wool Oil.																																
<p> Change) Increase) Decision No. </p> <p align="center">82619</p>																																	
EFFECTIVE																																	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																																	

Correction

MINIMUM RATE TARIFF G-B

OND REVISED PAGE....29
CANCELS
FIRST REVISED PAGE.....29
AND
ORIGINAL PAGE.....29

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	RATES									
	RATE GROUPS									
	A	B	C	D	E	F	G	H		
0-5			104			9	144	124		
5-10			114			94	154	134		
10-15			114			104	17	144		
15-20			12			114	184	16		
20-25			13			124	20	174		
25-30			14			134	214	184		
30-35			15			144	23	20		
35-40			164			16	244	214		
40-45			18			17	26	224		
45-50			194			184	28	24		
50-60			214			204	31	264		
60-70			234			224	34	284		
70-80			26			244	38	31		
80-90			28			27	41	34		
90-100			30			29	44	37		
100-110			32			31	47	40		
110-120			34			33	51	43		
120-130			36			35	55	46		
130-140			39			37	58	48		
140-150			42			39	62	50		
150-160			44			41	66	53		
160-170			46			43	69	55		
170-180			48			45	72	58		
180-190			50			47	75	61		
190-200			52			49	78	63		
200-220			56			53	84	68		
220-240			61			58	90	74		
240-260			66			62	95	79		
260-280			71			67	101	84		
280-300			76			71	109	90		
300-325			80			75	118	96		
325-350			86			80	125	102		
350-375			91			85	133	110		
375-400			97			90	141	115		
400-425			103			95	148	122		
425-450			109			100	155	128		
450-475			116			105	162	135		
475-500			123			110	175	141		
For distances over 500 miles add for each mile or fraction thereof in excess of 500 miles:			84			64	84	84		

(E) Rates in Rate Groups A, B, C, D and E expire with June 30, 1974.

o Increase, Decision No.

82619

EFFECTIVE

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

Correction

ITEM	SECTION 3--SPECIAL COMMODITY RATES In cents per 100 pounds	
	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 Escondido San Diego Mission Gorge Otay Lakeside
		254 294 30 34 35 35
	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	
6410	(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.	
	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.	
	Change o Increase	Decision No. 82619
	EFFECTIVE	
	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	
	Correction	

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	RATES RATE GROUPS								
	A	B	C	D	E	F	G	H	
0-5	8½	9½	8½	9	9½	9	14½	12½	
5-10	9½	10½	9½	9½	10	9½	15½	13½	
10-15	10	11½	10½	10½	10½	10½	17	14½	
15-20	11	12	11½	11½	11½	11½	18½	16	
20-25	12	13	12½	12½	12½	12½	20	17½	
25-30	13	14	14	14	14	14	21½	18½	
30-35	14	15	15	15	15	15	23	20	
35-40	15	16	16	16	16	16	24½	21½	
40-45	16	17	17	17	17	17	26	22½	
45-50	17	18½	18	18	18	18½	28	24	
50-60	19	20½	19½	20	20	20½	31	26½	
60-70	21	22½	21½	22	22	22½	34	28½	
70-80	23	24½	23½	24	24	24½	38	31	
80-90	25	26½	25½	26	26	27	41	34	
90-100	27	28½	27½	28	28	29	44	37	
100-110	28½	30	29½	30	30	31	47	40	
110-120	30	32	31	32	32	33	51	43	
120-130	32	34	33	34	34	35	55	46	
130-140	34	36	35	36	36	37	58	48	
140-150	36	38	37	38	38	39	62	50	
150-160	38	40	39	40	40	41	66	53	
160-170	40	42	41	42	42	43	69	55	
170-180	42	44	43	44	44	45	72	58	
180-190	43	46	45	46	46	47	75	61	
190-200	45	48	47	48	48	49	78	63	
200-220	48	52	50	51	52	53	84	68	
220-240	52	56	54	55	56	58	90	74	
240-260	56	60	58	59	60	62	95	79	
260-280	60	64	62	63	64	67	101	84	
280-300	64	68	66	67	68	71	109	90	
300-325	68	73	70	72	73	75	118	96	
325-350	73	78	75	77	78	80	125	102	
350-375	78	83	79	82	83	85	133	110	
375-400	83	88	84	87	88	90	141	115	
400-425	88	93	90	92	93	95	148	122	
425-450	93	98	95	97	98	100	155	128	
450-475	98	103	100	102	103	105	162	135	
475-500	104	109	106	107	108	110	175	141	
For distances over 500 miles add for each 25 miles or fraction thereof in excess of 500 miles:	7	7½	7	7½	7½	6½	8½	8½	

o Reduction, except as noted)
o No change)

Decision No.

82619

EFFECTIVE JULY-1, 1974

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

Correction

ITEM

SECTION 3--SPECIAL COMMODITY RATES

In cents-per-100-pounds

ASPHALT, NATURAL, BY-PRODUCT OR PETROLEUM (See Note 1)

From	To (See Note 2)	Rate (Minimum Weight, 100,000 Pounds)
Group 6 (as described in Item 300)	Oceanside	254
	Escondido	294
	San Diego	30
	Mission Gorge	34
	Otay	35
	Lakeside	35

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.

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 Boyer Way in Otay.

LAKESIDE--Includes all places located within a 2-mile radius of the junction of Slaughterhouse Canyon and State Sign Route 67.

Change
Increase

Decision No.

82619

Two proposed rates
for the above item
are shown in bold
face type. The
existing rate is shown
in regular type.

EFFECTIVE

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

Correction

SECTION 3--SPECIAL COMMODITY RATES (Concluded) (In cents per 100 pounds)											ITEM
<p>PETROLEUM OIL, CRUDE, as described in Item 155250 of the Governing Classification.</p> <p>Column A rates apply for transportation when consignor's facilities do not permit loading, or consignee's facilities do not permit delivery, 24 hours per day.</p> <p>Column B rates apply only for transportation when consignor's facilities permit loading, and consignee's facilities permit delivery, 24 hours per day.</p> <p>See Item 310 for description of Crude Oil Groups.</p>											
BETWEEN		CRUDE OIL GROUPS									
		A		B		C		D		E	
AND Crude Oil Groups		Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B
A		8½	7½								
B		10	8½	8½	7½						
C		16½	12½	12½	10	8½	7½				
D		19	15	17	13	11	9	8½	7½		
E		15	11½	13	11	11½	9½	13½	10	8½	7½
F		10	8½	11	9	13	11	17	13	11	9
G		13½	11½	10	8½	9½	8½	12½	10	12½	10
H		17	13	14½	11½	11½	9	14½	11½	11½	9½
I		13½	11½	10	8½	12½	10	17	13½	15½	12½
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	Column A	Column B
F		8½	7½								
G		11½	9½	8½	7½						
H		12	10	11½	9½	8½	7½				
I		13½	11½	9½	8½	12½	10	8½	7½		
o Increase, Decision No. 82619											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

SECTION 4--VEHICLE UNIT RATES

ITEM

DAILY VEHICLE UNIT VOLUME TENDER RATES

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.

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.)

3. The rates to apply for service under this item shall be as follows, subject to Notes 1 through 17:

RATES

(Vehicle Unit Rates)

(a) The basic charge per unit of carrier's equipment shall be--\$45.00 per day

PLUS

§(b) An additional charge of \$10.15 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 \$10.15 per man, per hour, or 24.2 cents per mile, whichever produces the higher total charge. (See Minimum in Note 16)

PLUS

§(c) An additional charge per mile, as follows:

First 50 miles-----	\$5.30
Next 100 miles-----	\$5.27½
Over 150 miles-----	\$5.25

6500

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.

NOTE 2.--Daily means 24 consecutive hours.

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.

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.

NOTE 5.--Charges for time used in excess of 24 hours shall be computed as follows:

§(a) At the rate of \$11.35 per hour or fraction thereof plus 34 cents per mile until delivery of the product is completed, plus

§(b) At the rate of 49 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.

(Continued on next page)

Change) Decision No.
Increase)

82619

EFFECTIVE

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

Correction

ITEM

SECTION 4--VEHICLE UNIT RATES (Continued)

DAILY VEHICLE UNIT VOLUME TENDER RATES (Continued)

NOTE 6.--The mileage charge will apply for all miles required to exchange drivers at other than the first origin.

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.

NOTE 8.--When transportation is performed under provisions of this item, the following rules will not apply:

- | | |
|---|---|
| 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

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.

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.

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.

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.

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.

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.

(Continued on next page)

21838

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 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 \$10.15 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)	<p align="center">6500</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)								
<p>Change) Decision No. 82619</p> <p>Increase)</p> <p align="center">01232</p>									
<p align="center">EFFECTIVE</p> <p align="center">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>									

Correction

ITEM	SECTION 4--VEHICLE UNIT RATES (Continued)			
	<p 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 align="center">RATES (Vehicle Unit Rates)</p> <p>ø(a) The basic charge per unit of carrier's equipment per month shall be:</p> <table border="0"> <tr> <td data-bbox="181 891 240 917">ø310</td> <td data-bbox="425 825 1424 940"> (1) For all commodities except those moving in pressurized equipment and shipments of commodities named in Rate Group H-----ø\$650.00 (2) For commodities moving in pressurized equipment or commodities named in Rate Group H-----ø\$790.00 </td> </tr> </table> <p align="center">PLUS</p> <p>(b) 2 cents for each mile in excess of 10,000 miles per month.</p> <p align="center">PLUS</p> <p>ø(c) An additional charge of ø\$10.05 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 ø\$10.05 per man, per hour, or ø23.9 cents per mile, whichever produces the higher total charge. (See Minimum in Note 16.)</p> <p align="center">PLUS</p> <p>ø(d) An additional charge per mile, as follows:</p> <table border="0"> <tr> <td data-bbox="425 1322 1436 1400"> First 5,000 miles-----ø\$.25 (1) Next 5,000 miles-----ø\$.20 Over 10,000 miles-----ø\$.18 </td> </tr> </table> <p>(1) Minimum charge ø\$1,250.00 per unit of carrier's equipment, per month.</p> <p align="center">(Continued on next page)</p>	ø310	(1) For all commodities except those moving in pressurized equipment and shipments of commodities named in Rate Group H-----ø\$650.00 (2) For commodities moving in pressurized equipment or commodities named in Rate Group H-----ø\$790.00	First 5,000 miles-----ø\$.25 (1) Next 5,000 miles-----ø\$.20 Over 10,000 miles-----ø\$.18
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First 5,000 miles-----ø\$.25 (1) Next 5,000 miles-----ø\$.20 Over 10,000 miles-----ø\$.18				
	<p>ø Change) ø Increase) Decision No. 82619</p>			
	<p align="center">EFFECTIVE</p> <p align="center">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>			

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p align="center">MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <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 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>NOTE 2.--Month means 30 consecutive days.</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 the 30 days requested shall be computed as follows:</p> <p>(a) At the rate of \$11.35 per hour or fraction thereof plus 34 cents per mile until delivery of the product is completed, plus</p> <p>(b) At the rate of 49 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>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 align="center">(Continued on next page)</p>	<p align="center">8510</p>
<p>of Change) Increase) Decision No.</p> <p align="center">82619</p>	
<p align="center">EFFECTIVE</p>	
<p align="center">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

ITEM	SECTION 4--VEHICLE UNIT RATES (Continued)																		
	<p 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 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 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 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
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																			
	<p>02842</p> <p>1147</p>																		
	<p>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</p> <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>																		

SECTION 4--VEHICLE UNIT RATES (Continued)

ITEM

MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Concluded)

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.

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 \$10.05 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.

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.

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:

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

NOTE 18.--Rates in this item will not apply to shipments requiring spreading service or requiring delivery to mobile road mixers.

\$510

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:

(a) Basic charge per unit of equipment-----\$30.00

PLUS

(b) The additional hourly charges provided in Paragraph 3(c) of this item.

PLUS

(c) An additional charge of \$5.19 per mile, per day, per unit of carrier's equipment.

NOTE 20.--Within seven days after the start of transportation hereunder, carrier shall bill and collect a prepayment of \$4,540.00. 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.

o Change)
o Increase) Decision No.

82619

EFFECTIVE

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

Correction

ITEM

SECTION 4--VEHICLE UNIT RATES (Continued)

YEARLY VEHICLE UNIT VOLUME TENDER RATES

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.

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.

3. The rates to apply for service under this item shall be as follows, subject to Notes 1 through 21:

RATES

(Vehicle Unit Rates)

(a) The basic charge per unit of carrier's equipment per month, shall be:

(1) For all commodities except those moving in pressurized equipment and shipments of commodities named in Rate Group H-----\$540.00

(2) For commodities moving in pressurized equipment or commodities named in Rate Group H-----\$665.00

PLUS

(b) 2 cents for each mile in excess of 10,000 miles per month.

PLUS

(c) An additional charge of \$9.95 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 \$9.95 per man, per hour, or 023.7 cents per mile, whichever produces the higher total charge. (See Minimum in Note 16.)

(Continued on next page)

Change Decision No. 82619
 Increase

02858

EFFECTIVE

Correction

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

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM						
<p>YEARLY VEHICLE UNIT VOLUME TENDER RATES. (Continued)</p> <p>ø(d) An additional charge per mile, as follows:</p> <table border="0"> <tr> <td>First 5,000 miles-----</td><td>\$0.25(1)</td></tr> <tr> <td>Next 5,000 miles-----</td><td>\$0.20</td></tr> <tr> <td>Over 10,000 miles-----</td><td>\$0.18</td></tr> </table> <p>(1) Minimum charge \$1,250.00 per unit of equipment.</p> <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 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>NOTE 2.--Year means 12 consecutive months.</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 12 consecutive months shall be computed as follows:</p> <ol style="list-style-type: none"> At the rate of \$11.35 per hour or fraction thereof plus 34 cents per mile until delivery of the product is completed, plus At the rate of 49 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>NOTE 6.--The mileage charge will apply for all miles required to exchange drivers at other than the first origin.</p> <p>(Continued on next page)</p>	First 5,000 miles-----	\$0.25(1)	Next 5,000 miles-----	\$0.20	Over 10,000 miles-----	\$0.18	<p>ø520</p>
First 5,000 miles-----	\$0.25(1)						
Next 5,000 miles-----	\$0.20						
Over 10,000 miles-----	\$0.18						
<p>ø Change) ø Increase) Decision No.</p> <p style="text-align: center; font-size: 1.5em;">82619</p>							
<p>EFFECTIVE</p>							
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>							

ITEM	SECTION 4--VEHICLE UNIT RATES (Continued)
520	<p 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> <ul style="list-style-type: none"> 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 of Groups and Crude Oil Groups <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 align="center">(Continued on next page)</p>
	<p align="center">C1883</p>
	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)

UNIT
ITEM

YEARLY VEHICLE UNIT VOLUME TENDER RATES (Concluded)

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.

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.

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 \$29.95 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.

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.

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:

Per motor-----\$50.00 (Maximum \$500.00

Per pump-----\$20.00 (Maximum \$200.00
per year)

Tanks with bottom loader, per compartment-----\$16.00

Tanks with vapor recovery system, per compartment--\$4.00

NOTE 18.--Rates in this item will not apply to shipments requiring spreading service or requiring delivery to mobile road mixers.

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)

NOTE 20.--Within seven days after the start of transportation hereunder, carrier shall bill and collect a prepayment of \$4,540.00. Such prepayment shall be deducted from the total transportation charges accumulated during the final calendar month of such tender.

NOTE 21.--Unless otherwise specifically provided, all charges under yearly tender shall be assessed on a calendar month basis.

0520

Change)
Increase) Decision No.

82619

COMPLETED

TOTAL

PROVIDED

EFFECTIVE

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

Correction

ITEM

SECTION 4--VEHICLE UNIT RATES (Concluded)

WRITTEN AGREEMENT

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:

- (1) Name and address of carrier.
- (2) Name and address of shipper.
- (3) Date of engagement.
- (4) Calendar period of agreement.
- (5) Rates and other charges agreed upon.
- (6) Size and type of equipment to be used.
- (7) The agreement shall be in substantially the following form:

Date _____

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 _____

(Name of Carrier)

under the rates, charges and provisions of Items (SPECIFY ITEM REQUESTED) of said tariff, subject to the following terms:

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-----

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.

Shipper _____ By _____
 (Name in full) (Name in full)

Address _____

Confirmed: 22232

Carrier _____

By _____
 (Name in full)

Address _____

EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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