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

C. 5436 Pet. 159 lmm *

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)

Lengths of Haul - Constructive Miles									
25	50	75	100	250					
13.5% 13.3 12.9 14.3 12.9 12.7 11.5	13.9% 14.2 14.1 13.7 13.4 12.5 12.8	13.9% 14.0 13.0 13.5 13.3 13.7 12.8	14.2% 13.3 13.8 14.2 13.6 13.5 13.2	14.2% 14.3 14.1 14.6 14.3 13.9 13.9					
	25 13.5% 13.3 12.9 14.3 12.9 12.7	25 50 13.5% 13.9% 13.3 14.2 12.9 14.1 14.3 13.7 12.9 13.4 12.7 12.5 11.5 12.8	25 50 75 13.5% 13.9% 13.9% 13.3 14.2 14.0 12.9 14.1 13.0 14.3 13.7 13.5 12.9 13.4 13.3 12.7 12.5 13.7 11.5 12.8 12.8	25 50 75 100 13.5% 13.9% 13.9% 14.2% 13.3 14.2 14.0 13.3 12.9 14.1 13.0 13.8 14.3 13.7 13.5 14.2 12.9 13.4 13.3 13.6 12.7 12.5 13.7 13.5 11.5 12.8 12.8 13.2					

C. 5436 Pet. 159 lmm 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.

C. 5436 Pet. 159 lmm 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. -5C. 5436 Pet. 159 lmm 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 retes. 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 -6under 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 19th

MARCH, 1974.

Cassello (

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

A Abstani

APPENDIX A

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 6-B

FIRST REVISED PAGE 14 FIRST REVISED PAGE 15 FIRST REVISED PAGE 18 FIRST REVISED PAGE 19 FIRST REVISED PAGE 20 FIRST REVISED PAGE 21 SECOND REVISED PAGE 29 THIRD REVISED PAGE 29 FIRST REVISED PAGE 30 FIRST REVISED PAGE 31 FIRST REVISED PAGE 33 FIRST REVISED PAGE 35 FIRST REVISED PAGE 36 FIRST REVISED PAGE 37 FIRST REVISED PAGE 39 FIRST REVISED PAGE 40 FIRST REVISED PAGE 41 FIRST REVISED PAGE 43

(END OF APPENDIX A)

SECTION 1RULES (Con-	inued)	ř
COLLECT ON DELIVERY (C.O.D) SHIPMENTS	
l. (Exception to Section 12 of Item 430 ocharge for collecting and remitting the amount ochipments shall be \$3.00 per collection. (See N	C.O.D. bills collected on C.O.D., no. obtain the second of	
2. (Exception to Section 9 of Item 430 of carrier may accept executed credit card sales in in which case the carrier shall not be liable to the credit card slips.	gune validity nor for the consignor,	1
المحمد	Croups N. B. C. D. C. and C. as do	:
NOTE Such collection will also include or with provisions of Paragraph 2 herein.	dit card slips accepted in accordance	;}
to the second	The designment's leaves the letter	:
	ANCES	` i
COMPUTATION OF DIST		
Distances to be used in connection with dis shortest resulting mileage via any public highwa the method provided in the Distance Table, subje	tance rates named herein shall be the	5 S
Distances to be used in connection with dis shortest resulting mileage via any public highwa the method provided in the Distance Table, subje EXCEPTION 1.—Distances shall not be comput Bridge when the petroleum products transported h Tahrenheit or below (as determined by flash poin as used for test of burning oils).	tance rates named herein shall be the y route, computed in accordance with ct to the following exceptions: ed via the San Francisco-Oakland Bay ave a flash point of 80 degrees t from Tagliabua's open-cup tester,	9
Distances to be used in connection with dis shortest resulting mileage via any public highwa the method provided in the Distance Table, subjective EXCEPTION 1.—Distances shall not be computed bridge when the petroleum products transported here a used for test of burning oils). EXCEPTION 2.—Mileages to be used in connection shipments, other than shipments subject to I and destination within any single group describes	tance rates named herein shall be the y route, computed in accordance with of to the following exceptions: ad via the San Francisco-Oakland Bay ave a flash point of 80 degrees to from Tagliabue's open-cup tester, tion with distance rates named herein tems 220 and 230, having both origin in Item 300 shall be:	
Distances to be used in connection with dis shortest resulting mileage via any public highwa the method provided in the Distance Table, subject EXCEPTION 1.—Distances shall not be comput Bridge when the petroleum products transported here as used for test of burning oils). EXCEPTION 2.—Mileages to be used in connection shipments, other than shipments subject to I	tance rates named herein shall be the y route, computed in accordance with of to the following exceptions: ad via the San Francisco-Oakland Bay ave a flash point of 80 degrees to from Tagliabue's open-cup tester, tion with distance rates named herein tems 220 and 230, having both origin in Item 300 shall be:	2
Distances to be used in connection with disshortest resulting mileage via any public highwathe method provided in the Distance Table, subjective miles when the petroleum products transported here a used for test of burning oils). EXCEPTION 2.—Mileages to be used in connector shipments, other than shipments subject to I and destination within any single group describes.	tance rates named herein shall be the y route, computed in accordance with ct to the following exceptions: ad via the San Francisco-Oakland Bay ave a flash point of 80 degrees t from Tagliabua's open-cup tester, tion with distance rates named herein tems 220 and 230, having both origin in Item 300 shall be:	
Distances to be used in connection with disshortest resulting mileage via any public highwas the method provided in the Distance Table, subject the method provided in the Distance Table, subject the method provided in the Distance Table, subject to bridge when the petroleum products transported here as used for test of burning oils). EXCEPTION 2.—Mileages to be used in connect for shipments, other than shipments subject to find and destination within any single group described (a). Group 2—11 constructive miles. EXCEPTION 3.—Mileages to be used in connect for shipments within the Bakersfield Extended Ar	tance rates named herein shall be the y route, computed in accordance with out to the following exceptions: ad via the San Francisco-Oakland Bay ave a flash point of 80 degrees to from Tagliabue's open-cup tester, tion with distance rates named herein tems 220 and 230, having both origin in Item 300 shall be: tion with distance rates named herein the as described in the Governing.	
Distances to be used in connection with disshortest resulting mileage via any public highwas the method provided in the Distance Table, subjective miles when the petroleum products transported here as used for test of burning oils). EXCEPTION 2.—Mileages to be used in connection shipments, other than shipments subject to I and destination within any single group describes (a) Group 2—11 constructive miles (b) Group 6—11 constructive miles EXCEPTION 3.—Mileages to be used in connection within any single group describes (b) Group 6—11 constructive miles	tance rates named herein shall be the y route, computed in accordance with out to the following exceptions: ad via the San Francisco-Oakland Bay ave a flash point of 80 degrees to from Tagliabue's open-cup tester, tion with distance rates named herein tems 220 and 230, having both origin in Item 300 shall be: tion with distance rates named herein the as described in the Governing.	

A CONTREPPECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

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

ITEM

ø160

SECTION 1--RULES (Continued)....

DEMURRAGE OR DETENTION CHARGES

- gl. A charge of 053.35 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.
 - (a) Applies only in connection with transportation of commodities in Rate Groups A, B, C, D, E and P as described in Item 30.
 - (1) One hour free loading and one and one-half hours free unloading time shall be allowed.
 - (b) Applies only in connection with the transportation of commodities in Rate Group G. ECONOMICS OF NEW MONTHSON
 - (1) One and one-half hours free loading and two hours free unloading time shall be allowed. The transmission of the state of the continuous and the state of the stat
 - (c) Applies only in connection with transportation of commodities in rate Group H. See Note)
 - (1) One hour free loading time and two hours free unloading time A Common programmed to a freed specific present ones. shall be allowed.
- Applies only in connection with the spreading of commodities in Rate Group H. (See Note) in the second of the control of the second o
 - (a) A charge of \$54.80 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).
 - (1) Two hours free unloading time shall be allowed. The one of the

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.

HONG TO THE ME THE TAKE TO WE HAVE TO THE TO THE EPPECTIVE

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

SECTION, 1--RULES: (Continued) (1986)

ITEM:

ø170

LOADING AND/OR UNLOADING OF EQUIPMENT

- 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 and coupling for use in loading and/or unloading the shipment. (See Note 1) a contract to the coupling for use in loading and/or unloading the shipment.
- Provided that a specific request is made prior to dispatch of equipment from the carrier's terminal to load, the following special equipments will be provided at the charges shown :

Control of the contro

- (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 your at an extra charge of \$2.50 per length, except for the first additional length were of hose for which no additional charge shall be made. (See Note 1)
- (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. Surget special some our the otherwise more wife of

12 M. Burn & M. 1889 1. 1

- (c) Special fittings and/or nozzlesswill be furnished by carrier without extra charge, subject to such equipment being on hand and available.
- 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:
 - (a) 0510.60 per hour or fraction thereof will be assessed for driver time involved in making pickup and delivery of the extra equipment. Such time shall a bolcomputed from the time that driver is dispatched from carrier's terminal both until his return thereto.
 - 014h 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.
 - (c) Carrier will furnish shipper with an itemized record showing hours and mileage upon which charges are based.
- 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.

NOTE: 1--A; length of cargo hose(shall be not less; than 12 feet nor more than 20 feet in length. i kara 1900 kan sepal ne lahi sahi sahi menyerordan yang bigi dibi sebagai parte sahi bi digit pada. Tahun menyeror mengalah sebegai mengan sebagai sebagai terbagai pada mengalah pada sahi bi digit bi mengalah s

a designation of the contract 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. one we worm of a drow connerged na mpaninas qui est com infunt moust som un un est interestati som della buscialista.

o Change or change procession No. On the Section No. On the Section of the

A CONTRACT SECTION OF THE SECTION OF

NOTEL HARD BLOCK BARGO BY NOTE BUT OF BUT OF THE PROPERTY OF BARGO BARGO BY 1,692 Sept 548 Seeks1

ന സഹേ

EFFECTIVE

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA.

Correction

MEM	SECTION 1RULES (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
180	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.
	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
190	Commodities (As described in Item 30) Rate Groups A, B, C, D
	and E
	MIXED SHIPMENTS 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
200	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.
	EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

one directivas ment

SECTION 1 -- RULES (Continued)

ITEM:

210

ISSUANCE OF SHIPPING DOCUMENT

A shipping document (either in individual or manifest form) shall be issued by

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. Date issued.

Name of carrier. The shipping document shall show the following information: The shipping document shall show the following information:

- (b) Name of carrier.

 (c) Name and address of consignor.

 (d) Name and address of consignor.

 (e) Place or places of origin(=)

- (d) Place or places of origin(s).

 (f) Place or places of destination(s).

 (g) Place or places where diversion occurs, if any.
- Description of the shipment.
- (1) Weight of the shipment (or other factor or measurement upon which charges are based).
- Description of the carrier's equipment used (whether tank truck, tank trailer, tank somitrailer, or two connected tank vehicles).
- Kind and quantity of property returned, if any.
- Rate and charge assessed.
- Signature of carrier or his agent.
- Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.

The form of shipping document in Item 600 will be suitable and proper.

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.

إسرايل الزياة المرقباة

: EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

The sand have break bear to 1/2 to the tree that the

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

tal i to presteský a 1997

ITEM

ø220

SECTION 1 -- RULES (Continued)

SHIPMENTS STOPPED IN TRANSIT FOR WEIGHING, APPLICATION OF SEALS OR FOR PARTIAL LOADING OR UNLOADING

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.

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.

øNOTE 1.--Shipments shall be subject to an additional charge of 0513.40 for each stop in transit to apply seals or to partially load or unload, and of 055.35 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.

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.

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.

Ø Change Decision No.

82619

EFFECTIVE

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

the same remarkable to the same of

Correction (Mailton) 394

SECTION 1RULES (Continued)	ITEM:
SHIPMENTS DIVERTED	1,
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.	
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 transits shall be a computed at the mileage rate applicable from originate place, where delivery is the mark completed via each of the places of diversion. (Subject to Notes) 1/m 25 and 3) 4/10 304/15	0.7%
NOTE 1Provisions herein/contemplate that carrier's equipment/shall/be stand by awaiting diversion instructions for a period of 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.	
NOTE 2Shipments 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.	230
NOTE 3Charges for shipmonts 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.	
the second secon	
SHIPMENTS RETURNED CONSTRUCTION 3403 FOR 13	20
øl. 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 0.534.00 and further subject to a dditional charge of 0.56.90. (Subject to Notes 1, 2 and 4)	
#22. 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 0510.70. Said charge to be in addition to all other, applicable charges and subject to Note 3.	
#NOTE_1Shipments_shall_be_subject to an_additional_charge_of_0\$13.40_for_each	
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.	ø24
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.	l and a Ferrado
NOTE 4Within 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.	
Ø Change } Decision No. 82619	
EFFECTIVE	
	RNIA

TEM	SECTION 1RULES (Continued)
	SPREADING TO A COLOR
	(Applies only in connection with transportation of commodities named in Rate Group H.)
250	of. 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.
	\$2. The minimum spreading charge per load shall be 0552.45 for each load transported in connected tank vehicles, and 0545.50 per single tank vehicle.
	The second of th
}	n de la composition de la composition La composition de la
	pl. 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
	Tor First For Each Additional 30 Minutes or 15 Minutes or
}	30 Minutes or 15 Minutes or
	The second of th
	(a) For Driver, Helper or Other Employee, per Man 540 270
260	(b) For Unit of Equipment (5.26.27.27.41.41% 197) 48
	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."
	ø4. 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 0510.80 per man per hour, subject to a minimum charge of 8 hours. An additional charge of 052.80 per hour or fraction thereof shall be added to the above charge for time spent spreading.
	The state of the s
	## Change Decision No. Decision No. Decision No.
	යාගත් යමුතු යන්න වැනි වැනි මත් වැනිවැන්නේ සිවුවේ. එම් වුනව ගැනි සියා ගැනි නි ගැනින්නේ වැනි සියාගේ සියා සියාස්ත අත ගත්ත අනත් වැනි දැන්න සියා සියාස්ත සියාගේ නිවාස්ත වන වෙනුවෙන් මත් සියා සියා සියාස්ත සියාස්ත සියාස්ත සියාස්ත වෙනුවේ නියාස්ත සියා සියා වැනි වැනි සියාස්ත සියාස්ත සියාස්ත සියාස්ත සියාස්ත සියාස්ත සියාස්ත සියාස්ත සියාස්ත සිය මත්ත සියාස්ත සි
	Carried and the second of the

CPCMTON 1.	-RULES (Concluded)	
5/C140N 1-1	-nound (concaudor)	
CONNECTING TO	o mobile road mixers	
(Applies only in connection with	transportation of Asphalt or Road Oil.)	
Mygazon only an domisoulon wasi	and the second of the second o	
A charge of 05k cents per 100 po- carrier's equipment to mobile road mi	unds shall be made for service of connecting xers.	
		1
INTERNAL C	LARGO TANK CLEANING	
l. A cleaning charge as specificontaining any of the following commo	ied in paragraph 3 shall be assessed on shipments dities (See Exception):	
Absorption Oil,	Paraffine Wax,	
Delt Oil, Compression Oil,	Paraffine Wax, Petroleum or Petrolatum, Preparations, including Cosmoline, Densoline, Litholine, Petroleum Jelly.	
Cordage Oil, Floor Oil,	Cosmoline, Densoline, Litholine, Petroleum Jelly,	1
Grease, Axle,	Petrolina or Vasoline.	1
Grease, Lubricating, Grease, NOS,	Petroleum Fatty Acid or Naphthenic Acid	-
Marness Oil, Leather Oil,	Putty Oil, Soap Oil,	į
Lubricating Oil,	Tanners Oil,	
Miners' Oil, Miners' Oil Stock,	Tobacco Oil, Transformer Oil,	
Neatmfoot Oil, Oil, NOS.	Wax, NOS, Wax Tailings,	
OLLY, ROSY	Wool Oil	
2. On all other commodities a be assessed when cleaning services as	cleaning charge as specified in paragraph 3 shall re requested by the shipper.	
3. For the service of internal made for each unit of carrier's equip	l cargo tank cleaning, a charge of \$25.00 shall be pment.	
EXCEPTION Cleaning charge here is performed subsequent to transport	in provided shall not apply unless cleaning service ation of the shipment.	
ø Change) Decision No.	82619	_
	en granden. Granden i	
	·	

EFFECTIVE

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

TTEM-

10 STANTAL

MINIMUM RATE TARIFF 6-B

AND ORIGINAL PAGE

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.

section_3==distance_rates

(In Cents per 100 Pounds)

Commodities included in Rate Group I may be included in shipments of commodities included in Rate Groups A, B, C, D and E.

MILLES			RATES				
BUT NOT OVER OVER		والمتحارث والمتحارب والمتحارب والمتحارب	RATE CROUP	S F			_
OVER OVER		ВС			G	н	
	1	ស្វាមុវិធី នេះប		n			- 1
0-5		и, т.ы) — 10% г./.		9	143, 8		; }
5-10		11 mm 21		9%	154	134	- 1
10-15		5/ 11/4 50 12	• ;	105	17 184	144. 16	- {
15-20 20-25	į (13		124	20	174	. 1
·			P. D. Property	100	2 1 1100	OM .	
25-30	l			1	^ 215,^^	184	
30-35	5 34 G. 35. 038	CAN COLUMN TELLO	war of Line	and Jagger	575, 23.	,,,20	- ; }
35+40 40-45	odit (inoquang		Walter Com	15	11 245 130	215 AL	
45 - 50	}	194		184	26 28 75	224	
		•		1 -			
	tand to 🌓 temperapakan	് പെ 19 വെഡ് 21 22% വേധ ാസ	Mark the to	224			-
60+70 ⁻ 70 - 80	1	235 26		245	ىنظى 44. 38-	:284; ::: 31	- 1
20 −80 	e no Atual lan a	15000 1 356. 28 565	مدهوري بروس	27 12		5)34°	- {
		Carlo ta to Sound	e e e e e e e e e e e e e e e e e e e	,	ມະ 44 .ໆວຽ		
		32				3140 ³¹²⁸	
100-110		32		133	47 51		j
110~120 120-130		1 2 1/2 2	side while in a	35	A 37	्.43 46	-: }
130-140		30		37	58	48	- 1
140-150		42,000	Albaha Jak	39	62 K	* 10	1
Sixter 1		esere un el periodo pero	errala districti	1 (C)			. 1
150-160	and to fill and their	.,. 44 .266 46	- 7 52 C	43	ಾರ್ಡ 66 ಟ್ಟಿಚಿಕ 69 -	ゲル ンシ ウカル 55	. (
160-170 170-180 (55)		a salah sa sa 4.8 .4.90	and the second		⊝c 7.2 :700		1
180-190		50		47	75	61	· \
	354 . Je 25 m m 25	97 (2.4) 51 (5.5) 5 2 4,01		4 **	~01 78 .0 ₽		1
To a series the	Same Buch Beer	the contract of the state of th			العريمان ومواهي	1 10 400	- }
200-220	. de la de	20,000	The second	33	84 ⁶⁴ 90	74	- 1
220-240 240-260	• 1					,	- {
260-280	nam is}med i og	-/ 1	ت ت ت	5000 -67 D	101 95	RΑ	1
280-300		76	1900 - 1980 1980 - 1980	72	45 109 000	84. 90	
	12 32 July 10 10		eti boli ilnor	1	(118-1)		- 1
325-350		86	1. 1. J. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	90	1. 1.25 (2		1
350-375		91		85	133	110	- 1
	a ang laring		of Herman	1	: -141 : 010		- {
400-425			Phillips - Page 1	1) r148)///e		ĺ
425-450	}	109		100	155	128	: }
4450 4 475							
475-500	}			110	175		}
For distances over	r	123	200 July 2	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	an in the state of		
500 miles add for				} '	48 15 8 8	. •	}
each mile or	1			1			ļ
fraction theroof	in			1			- 1
excess of 500 mil	es: i	814		64	8%	814	- i

- (E) Rates in Pate Groups A, B, C, D and E expire with June 30, 1974.
- o Increase, Decision No. 82619

Correction

EFFECTIVE

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

"Correction

* # A! A *	VISED PAGE30 NCELS	ماده المحافز المينيات القافلة والقافلية والمرافز والمائل الماهية المينية المينية والمساوة المانية والميام والميام	Granyan Kanada
CASSI	, PAGIS30	Section 1 to 1	MINIMUM RATE TARIF
2M.	sr	CTION 3SPECIAL COMMODITY RATES	s ·
	The state of the s	In cents per 100 pounds	(f.) All of the second temperature of the second device between the second depth of the figure that for the second
$\overline{}$		1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	A second of the
- 1	3 C 15 L 2 A 7 M *	URAL, BY-PRODUCT OR PETROLEUM (•
1	ASPRAUL, NAL	aras, bi-krodoch or perroleom (1	See "Note 11)
			CAMPAN
Γ	the state of the second se	n teatrions of <mark>no</mark> n tapant same	· Shirther ORates
	From	(See Note 2)	(Minimum Weight, 100,000 Pounds)
r	A CONTRACTOR OF THE CONTRACTOR	and a second of the annual major of the second of the seco	which is a set which the control of
- 1	The mark of the control of the second of	Oceanside	11.11.11.11.11.11
- 1		Escondido -	255
į	(as described in	San Diego	30
- 1	Item 300):	Mission Gorge	34 (**)
		Otay ; ; Lakeside	35 0 (~c 35 0 2 ~ 0 ±
- 1		12.7	43-92
ı	· · · · · · · · · · · · · · · · · · ·		
1	NOTE T Mades In Cul	s item apply only to shipments:	91.475
- 1	(a) Tendored on one	bill of lading, which are picke	d up at a single origin and
٠ ا	delivered to a single dest	ination, at carrier's convenien	co, within a single 24-hour
- {	period; and	\mathcal{E}^{-I} .	69-13
	(b) Having destinati	on at permanent storage facilit	ies within the described
}	areas; and	\$ - 12 2 - 12	0,5 = 0.9
.0	(c) Subject to the t	provision that, when through no	fault of the carrier. deliver
	of the total quantity tend	lered is not made within the per	
1	mileage rates under Item 4	00 will apply	$\psi \in \psi \circ 0$ L
	NOTE 2As described	in the following:	्राच्या क्षेत्र
٠	4.4		The Company of the Co
1	OCEANSIDEIncludes a	all places located within the ci sphalt Company located approxima	ty limits of Oceanside, and
	intersection of State Sign	Route 78 and U.S. Interstate H	dighway 5. Ser-900
- {	Aug to a second	. • ↓	7,57-64,
}	ESCONDIDOIncludes (all places located within the ci	ty limits or Escondidor (
	SAN DIEGOIncludes a	all places located within Metrop	colitan Zones 307, 308, 309,
		oction 2-A of the Distance Table	
	two miles of the intersect	tion of Miramar Road and U.S. Hi	-gnway 395.
1		ies all places located within a	2-mile radius of the junction
	of Mission Gorge Road and		
	or management to the same	Boll Road.	\$07.#d#\$
		V 3	
		Bell Road. ()	ndius of Main Street and 65
	OTAYIncludes all pl Beyer Way in Otay.	laces located within a 2-mile ra	ndius of Main Street and 08
,	OTAYIncludes all pi Beyer Way in Otay. LAXESIDEIncludes a	laces located within a 2-mile ra	ndius of Main Street and 65
	OTAYIncludes all pl Beyer Way in Otay.	laces located within a 2-mile ra	ndius of Main Street and 05 19 19 19 19 19 19 19 19 19 19 19 19 19
	OTAYIncludes all pi Beyer Way in Otay. LAXESIDEIncludes a Slaughterhouse Canyon and	laces located within a 2-mile rall places located within a 2-mil State Sign Route 67.	ndius of Main Street and 08 1/80-000 1/80-000 le radius of the junction of 1/80-000
	OTAYIncludes all p. Beyer Way in Otay. LAXESIDEIncludes a. Slaughterhouse Canyon and	laces located within a 2-mile ra	dius of Main Street and 68 (1884) to 1884 to 1
	OTAYIncludes all pi Beyer Way in Otay. LAXESIDEIncludes a Slaughterhouse Canyon and	laces located within a 2-mile rall places located within a 2-mil State Sign Route 67.	dius of Main Street and 05 10.5-0.0 10.5-0.0 10.5-0.0 10.5-0.0 10.5-0.1 10.50-0.00 10.5-0.1
	OTAYIncludes all p. Beyer Way in Otay. LAXESIDEIncludes a. Slaughterhouse Canyon and	laces located within a 2-mile ra	dius of Main Street and 68 (1884) to 1884 to 1
	OTAYIncludes all pi Beyer Way in Otay. LAKESIDEIncludes all Slaughterhouse Canyon and Ø Change Ø Change Increase Decid	laces located within a 2-mile rate places located within a 2-mile state Sign Route 67.	dius of Main Street and 08 1/80-001 1/80-001 Le radius of the junction of 1/80-001
	OTAYIncludes all p. Beyer Way in Otay. LAXESIDEIncludes a. Slaughterhouse Canyon and	laces located within a 2-mile ra	dius of Main Street and 08 1/80-001 1/80-001 1/80-001 1/80-001 1/80-001 1/80-001 1/80-001 1/80-001 1/80-001 1/80-001 1/80-001 1/80-001
	OTAYIncludes all pi Beyer Way in Otay. LAKESIDEIncludes all Slaughterhouse Canyon and Ø Change Ø Change Increase Decid	laces located within a 2-mile rate places located within a 2-mile state Sign Route 67.	dius of Main Street and 08 1/80-001 1/80-001 Le radius of the junction of 1/80-001
h	OTAYIncludes all pi Beyer Way in Otay. LAKESIDEIncludes a Slaughterhouse Canyon and Ø Change Ø Increase Decid	ll places located within a 2-mile rate ll places located within a 2-mil State Sign Route 67.	dius of Main Street and 65 (150-400)
	OTAYIncludes all pi Beyer Way in Otay. LAKESIDEIncludes a Slaughterhouse Canyon and Ø Change Ø Increase Decid	laces located within a 2-mile range of the state of the s	dius of Main Street (and 65 (150-40)) (150-40) (
	OTAYIncludes all pi Beyer Way in Otay. LAKESIDEIncludes a Slaughterhouse Canyon and Ø Change Ø Increase Decid	laces located within a 2-mile rall places located within a 2-mil State Sign Route 67.	dius of Main Street and 65 (150-400)
	OTAYIncludes all pi Beyer Way in Otay. LAKESIDEIncludes a Slaughterhouse Canyon and Ø Change Ø Increase Decid	laces located within a 2-mile range of the state of the s	dius of Main Street (and 65 (150-40)) (150-40) (
	OTAYIncludes all pi Beyer Way in Otay. LAKESIDEIncludes a Slaughterhouse Canyon and Ø Change Ø Increase Decid	laces located within a 2-mile range of the state of the s	dius of Main Street (and 65 (150-40)) (150-40) (
	OTAYIncludes all pi Beyer Way in Otay. LAKESIDEIncludes a Slaughterhouse Canyon and Ø Change Ø Increase Decid	laces located within a 2-mile range of the state of the s	dius of Main Street (and 65 (150-40)) (150-40) (
	OTAYIncludes all pi Beyer Way in Otay. LAKESIDEIncludes a Slaughterhouse Canyon and Ø Change Ø Increase Decid	laces located within a 2-mile range of the state of the s	dius of Main Street (and 65 (150-40)) (150-40) (

"Section"3--Distance" kates" (In Cents,per, 100-Rounds) yourgest

TTEM

Rates in this item will not apply to transportation for which rates are specifically provided in other items in this section. The provided in other items in this section.

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

Group-registry to the first the first terms of the

Commodities included in Rate Group I may be included in shipments of commodities included in Rate Groups A, B, C, D and E. As worked

					RATES			:		┥
MILES BUT NOT	}—				RATE CRO					┪
OVER OVER		Α	В	C		E	o F	၀ ၆	οH	1
		81,	94	814	9	94	9	144	125	ł
0-5 5-10	1	914		95	94	10	ું કૃષ્	154	134	
10-15	i	10	0115	104	104	104	105	17	244	1
15-20		îĭ	012	114		114	115	184	16	1
20-25			013	125	124	124	124	20	174	1
25-30	· · · · · · · · · · · · · · · · · · ·	13	014	014	014	014	134.	20 215	185	1
30-35	ļ	14	015	015	015	015	145	23	20	1
35-40	,		3, 3 16 ,33			16		245.	215.	ł
40=45		16	ĩ,	īž	17	17	17	26 28	225	1
45-50	1	īž	184	18	18	18	185	28	24	ì
50-60	,].	19.	204	- i ·		20	204.,	. , , 31 ,,,	264	1.75
60-70		21	224	214	22	. 22	. 224	34	284	
70-80	· • • • •	23	244	235	24	24.	.245.	38		1
80-90	1	25	264	254	26	26	27	4.	34	ø41
90-100	1	27	285	275	r 28 j	28	29	47	37	
100-110	- {	285	30	295	30	30			40	1
110-120		30	32	31	32	32	/. 33		43	1
120-130		32	34	33.	34	34	35	55	.46	1
130-140			36	35	36		37	58	. 48	1
140-150		36	38	37	38	38	39	62	50	1
150-160/	. I .	38	40	39	. 40-	40	41	чи _с и у 66 -д	53	- 1
160-170	· ""	40	42	41	42	42	43	69	55	1
# 1 T 1 T 1	. 661	42	44	43	44	44.	. 45;	72		1
180-190			46	45	46	46-	· 4 /	., /⊅ -, (-	61	- 1
190-200			48	47	48	48	49	/8-	63	1
200-220	1	48	52	50	51	52	53	84	68	-
220-240]	52 s	56	549.00	55	56	: 58 100	y . 90mg	74	i
240-260	" '	56	60	58	59 63	60		. 9.3	,	- 1
260-280	- 1	60	64	62	63	64	67			- į
280-300	A	64	68	. 66	67	68	71,	109.	90 .	1
300-325		68	73	70	72	/ 3	/· .ɔ , y/.	1,18	, 96 ·	1
325-350	- 1	73	78	75	77	78	80	140	102	1
350-375	} .	.78	83	,	82	83	85		110	1
375-400	1	83	88	. 84	87	88	90	141,	115	1
400-425	1	88	93	90	92	93	95	148	122	
425-450	Í	93	98	95	97	98	100	155	128	-
450-475	****	98	~~~ ~ 103 }~;	(1,100). (i	102	103			~~.135~~	, } , · · ·
475-500	1	104	رر مر 109	106	107	108		₂₀₁₇ ,175 ,	141	- 1
For distances over	1				47,47, 435	W. (1909).	114	rompati 🤞	•	
500 miles add for)			•						1
each 25 miles or	1									ł
fraction thereof in	ł	_		_	71.	71.	63 .	ot-	ø.	1.
excess of 500 miles:	1	7	75	7	7ኣ	7₺	6ት	84	85.	

ô Reduction, except as noted)

Decision No. 82619

o No change

EFFECTIVE JULY-1,-1974

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA.

SAN FRANCISCO, CALIFORNIA.

FIRST REVISED PAGE: 13.30 Red arthan State Magnetic CANCEES ORTGTNAT, PAGE MINIMUM RATE TARIFF 6-B SECTION 3-SPECIAL COMMODITY RATES ITEM. -In-cents-per-100-poundsan karaman kuman menghirakan delega membanya salangganyan membanah kemelah kadalah dian beranasah a restriction to the later demand and all administration and the second of the first fill and the reserve (See Note 2) (Minimum Weight, and the state of t in the lateral medicing with a looper than the data. L. W. CHATCHEL STATE COMPRISON Occanside - Color of the Annual Control of the 254 Section 15. Group 6 Escondido 295 30 (as described in ___San_Diego_ Mission Gorge កបរ**និទ័**មក Lakeside 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 poriod; 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 CORGE--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'. LAMESIDE-Includes all places located within a 2-mile radius of the junction of Slaughterhouse Canyon and State Sign Route 67. ξυ 200 0.0000000 1.000000 ø Change) Decision No. ♦ Increaso Theo chombership well TOO WAY BUT BUT TO THE COLUMN TO USE WORLD traction in notices explain 668 30 maggare Standard Committee and the standard of the sta EFFECTIVE

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA.

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

ITEM

PETROLEUM OIL, CRUDE, as described in Item 155250 of the Governing Classification.

Column A rates apply for transportation when consignor's facilities do not permit loading, or consignee's facilities do not permit delivery, 24 hours per day.

Column B rates apply only for transportation when consignor's facilities permit loading, and consignee's facilities permit delivery, 24 hours per day.

See Item 310 for description of Crude Oil Groups.

BETWEEN			,		CRUD.	E OIL CE	ROUPS				
	Х		В	•	c		D		E		ゴ
AND Crude Oil Groups	Col A	umu B	Col A	Column Column		umn B	Column A B		Column A B		
Α	85	75									
В	10	84	84	75							}
c	165	125	125	10	814	75					
Ď	19	15	17	13	11	9	85	75			
E	15	115	13	11	115	95	134	10	84	75	04
P	10	813	11	9	13	11	17	13	11	9	
c	135	115	10	84	95	84	125	10	125	. 10	
н	17	13	145	115	115	9	143	114	114	95	
I	135	114	10	85	125	10	17	131/2	254	124	
hetween					CROD	E OIL G	ROUPS		<u> </u>		-
		F			G		н		I		
AND Crude Oil Groups		Column A	В	CO A	lumn B		Column A 1	В	Colu A	umn B	
F		85	75					- 1			
G	11	15	95	84	7 5						
н	1:	2 1	.0	115	95		85 7	75			
I	1:	35 1	1.25	95	85	l	.25 10)	813	74	

O Increase, Decision No.

82619

EFFECTIVE

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

Correction

ORIGINAL PAGE

Cart Hope

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

RATES

(Vehiclo Unit Rates)

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

ø(b) An additional charge of 0\$10.15 per man, per hour, for all time that driver or drivers are assigned to, but not actually driving the carrier's decipient. For all time that drivers are actually driving carrier's equipment, the additional charge shall be assessed at 0510.15 per man, per hour, or 024.2 cents por mile, whichever produces the higher total charge. (See Minimum in Note 16) and the state of the state of Land American

PLUS

Over 150 miles----AND THE PROPERTY OF THE PROPER

ø500

21.3

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. The consecutive he had not been some the first the 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. (e.g.m. bereid.) sed to a rock---11 0408

NOTE 4 .-- Mileagos 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:

- g(a) At the rate of 0\$11.35 per hour or fraction thereof plus 034 cents per mile until delivery of the product is completed, plus
- At the rate of 049 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)

ø Change O Increase

Docision No.

the common the block of the best of the

82619

EFFECTIVE

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN_FRANCISCO,_CALIFORNIA.

Correction

ORIGINAL PACE. .. "-MINIMUM TRATE TARTE 6-B 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 to one or napling on word represent bedering to produce 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 Acrein. Programme and the companies of the control NOTE 8 -- When transportation is performed under provisions of this item, the following rules will not applying, they weaken weakened in vages as resent off. ritionalis Itom 160 - Demurrage or Detention Charges - Pumping Chargo
- Minimum Chargo
- Issuance of Shipping Documents Item 170, Paragraph 2(b) Item 190 Item 210 Team 220 - Shipments Stopped in Transit for Weighing, Application of Soals or for Partial Loading or Unloading for Partial Loading or Unloading

Itom 230 (2000) 100 (2000) 100 (2000) 100 (2000)

Itom 240 (2000) 100 (2000) 100 (2000) 100 (2000)

Itom 280 (2000) 100 (2000) 100 (2000) 100 (2000)

Itom 300 (2000) 100 (2000) 100 (2000) 100 (2000) 100 (2000)

Itom 300 (2000) 100 (2000) 100 (2000) 100 (2000) 100 (2000)

Itom 300 (2000) 100 (2000) 100 (2000) 100 (2000) 100 (2000) 100 (2000)

Itom 300 (2000) 100 (2000) 100 (2000) 100 (2000) 100 (2000) 100 (2000)

Itom 300 (2000) 100 (20 - Description of Territorial (03,000) Group 2 description Groups and Crude Oil Groups 500 NOTE 9.4-The charge for required bridge or ferry tells, 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 loss of than three years from the date of issuance to the first of the date of issuance to the first of the firs ofrom the date of issuance conference wis to the conference is set in a set in a conference of the set in the conference of the conference 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) and the service of t NOTE 13. -- When the total loaded miles exceed the total empty miles of the Remotion tender, an additional charge of \$.05 per mile will be made for each excess loaded mile; traveled. byother carrier's legudomenter and a location of the condition of the location NOTE 14. -- No allowance shall be made to the shipper for any nonproductive or lost time except athat if the carrier's equipment is inoperable for a period exceeding four hours in any day awaiting replacement or repair, the calendar period exceeding four nours in any way awadeling four hours. A real feet the land shall be extended for any such time exceeding four hours. A real feet the land for the land feet the land fee (Continued on next page) 950 In moneyor with of 1th in any mad an illino The Constitution of the community were and the contraction of the form that the contraction is a contraction of Adversor poor and the regions and his commutative gland willy tranger areas as amore another. 11110111111 to company to the contract to EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

-34-01-

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA.

	SECTION 4VEHICLE UNIT RATES (Continued)	ITE
	DAILY VEHICLE UNIT VOLUME TENDER RATES (Concluded)	
os10	pNOTE 15In the event that a driver is unable to complete a shipment because of xcoss of hours of service and must layover enroute as required by law, a charge of .15 per hour, minimum 8 hours, will be assessed in addition to all other time that iver or drivers are assigned to operate the carrier's equipment.	
a Gr	NOTE 16.——Subject to a minimum charge based upon 20 hours for each engagement that iver or drivers are assigned to operate carrier's equipment. NOTE 17.——If at shipper's request, equipment includes bottom loading capability or s or meters, the following additional charges shall be assessed per day:	ø50
	Per Meter	
	Tanks with bottom loader, per compartment	
	(1) Minimum Charge \$4.00	
	en transfer en detar til transfer en en en en transfer transfer til en i kritiske en beskap hade en entre en e Detar en	
	ø Change } Decision No. 82619	
	A SUM TO SERVICE OF THE CONTROL OF T	
	A 11 CBA CALL TWO A REST CAR SHE WAS ARRESTED TO	
٠,.	A first transfer of the second of the sec	
		``
	with the control of t	
1 * Y		
•		
	i meneral dan periode di Articologia di Articologia di Articologia di Articologia di Articologia di Articologia Articologia	
	The state of the s	•• • •
	A CONTROL OF THE SECOND	
		<u>, </u>
	EFFECTIVE	

SAN FRANCISCO, CALIFORNIA.

TTEX SECTION 4--VEHICLE UNIT RATES (Continued) MONTHLY VEHICLE UNIT VOLUME TENDER RATES. " CAP l. 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. Light of the 19th 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.) The rates to apply for service under this item shall be as follows, subject to Notes 1 through 20: _____ very $\frac{1}{2} \left(\frac{1}{2} \right) \right) \right) \right)}{1} \right) \right)}{1} \right) \right)} \right) \right)} \right) \right) \right)} \right) \right)} \right) \right)} \right) \right) \right) \right)}$ Cambridge Commence (Commence Commence C (Vehicle Unit Rates) \$\preceq(a)\$ The basic charge per unit of carrier's equipment per month shall be: (1) For all commodities except those moving in pressurized equipment ø510 (2) For commodities moving in pressurized equipment or commodities named in Rate Group H----------PLUS (b) 2 cents for each mile in excess of 10,000 miles per month. $\phi(c)$ An additional charge of ϕ \$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 ϕ \$10.05 per man, per hour, or ϕ 23.9 cents per mile, whichever produces the higher total charge. (See Minimum in Note 16,) DY.US ø(d) An additional charge per mile, as follows: (1) Minimum charge OS1,250,000 per unit of carrier's equipment, per month. (Continued on next page) ø Change 82619 Decision No. O Increase EFFECTIVE Correction 300 300 400 400 ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,

SECTION 4VEHICLE UNIT RATES (Continued)	II
MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Continued)	
and the state of t	- [
NOTE 1Each 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.	
NOTE 2 Month means 30 consecutive days.	1
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 4Mileages applicable in connection with this item shall be actual mileages and shall include all miles operated for any purpose during the period of engagement.	
øNOTE 5 Charges for time used in excess of the 30 days requested shall be computed as follows:	ø
(a) At the rate of OSLL.35 per hour or fraction thereof plus O34 cents per mile until delivery of the product is completed, plus	
(b) At the rate of 049 conts 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.	
NOTE 6 The mileage charge will apply for all miles required to exchange drivers at other than the first origin.	
NOTE 7Carrier 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.	.
(Continued on next page)	·

82619

13 4.25

ø Change) Docision No.

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

 $(1,1,2,3) \otimes (1,2,2,3) \otimes (1,2,2,2,3) \otimes (1,2,2,2,2,3) \otimes (1,2,2,2,2,2,3) \otimes (1,2,2,2,2,2,3) \otimes (1,2,2,2,2,2,2,2) \otimes (1,2,2,2,2,2,2,2,2) \otimes (1,2,2,2,2,2,2) \otimes (1,2,2$

ITEM SECTION 4--VEHICLE UNIT RATES (Continued) MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Continued) NOTE 8 .-- When transportation is performed under provisions of this item, the following rules will not apply: Ttem 170, Paragraph 2(b) —Demurrage or Detention Charges
Ttem 190 —Minimum Charge
Ttem 210 -Shipments Stopped in Transit for Item 220 Weighing, Application of Seals or for Partial Loading or Unloading -Shipments Diverted.
-Shipments Returned Item 230 Ttom 240 -Shipments Returned -Internal Cargo Tank Cleaning (except as provided in Note 7) Ttem 300, Note 1 of -Description of Territorial Groups Group 2 description and Crude Oil Groups 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. 510 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 portod of not less than three years from the date of issuance. NOTE 111 -- The charge for collecting and remitting amounts collected on COO.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. NOTE 12. --When pumping service is performed by the carrior, 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. NOTE 13. -- When the total loaded miles exceed the total empty miles of the tender, an additional charge of 5.05 per mile will be made for each excess loaded mile traveled by the carrier's equipment. (Continued on next page)

N 114.5

THE PAGE

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

ORIGINAL-PAGE.

SECTION 4--VEHICLE UNIT RATES (Continued)

ITEM

4

:

į

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.

gNOTE 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 office of hour, minimum 8 hours, will be assessed in addition to all other time that a oslows per nour, minimum o nours, while an appropriate the carrier's equipment. Sixther we describe the 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 moters, the following additional charge shall be assessed per month:

Per meter------

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

ø510

gnore 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:

PLUS THE

- (b) The additional hourly charges provided in Paragraph 3 (c) of this item.
- (c) An additional charge of \$5.19 per mile, per day, per unit of carriers

gNOTE 20. -- Within seven days after the start of transportation hereunder, carrier shall bill and collect a prepayment of 054,540.00. 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.

ø Change 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 (Continued) DIEM YEARLY VEHICLE UNIT VOLUME TENDER RATES l. 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 ٠,٠ ; of this item. in count they were therefore this term year on! 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 tendors must commonce with the first day of a calendar month. ラルフィ The rates to apply for service under this item shall be as follows, subject to Notes; 1, through 21; 13 and recover or a trame, when a subject of regarded as form of track Some was broken in the to the first transport on the light free to and we tred six the expression RATES 1.4 N (a) The basic charge per unit of carrier's equipment per month, shall bos ø520(1) For all commodities except those moving in pressurized equipment ۽'' (2) For commodities moving in pressurized equipment or commodities pronamod in Rate Group History of the control of the Second Sec PLUS Community of the block of the decomposition of (b): 2 cents for each mile in excess of 10,000 miles per month. A state of the contract of the PLUS (c). An additional charge of 4\$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 059.95 per man, per hour, or 023.7 cents per mile, whichever produces the higher total charge. (See Minimum in Note 16.) The Bunds Japannay and Punk Turk of the Constraint on the Atlantic and Society of the 6. Change 1. The Decision Note 1. State 200 and the state of the state THE THE PROPERTY OF THE PROPERTY OF 92830 ----EFFECTIVE ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. Correction

FIRST REVISED PAGE...41
CANCELS
ORIGINAL PAGE....41

	SECTION 4VEHICLE UNIT RATES (Continued)	ITEM
	YEARLY VEHICLE UNIT VOLUME TUNDER RATES (Continued)	
	An additional charge perimile, as follows: solvens 15 s occursors - V some process of the control of the contro	
4.6	(1) Minimum-scharge OSD, 250000 per unit of equipmenting of another to those and a provent of the control of th	
thereafte that the is return of the en	1Each engagement shall commence at time of arrival of carrier's equipment and shall terminate at the expiration of the twelfth consecutive month; or or earlier if released by the shipper within such time period, provided engagement shall not be deemed to be terminated until carrier's equipment ed or charges are paid for return of carrier's equipment to the first origin gagement.	
NOTE	2Year means 12 consecutive months.	1
ment unit	3As used in this item, the term carrier's equipment also includes replaces when the original carrier's equipment furnished becomes inoperable while a service under provisions hereof.	ø520
mileages engagemen øNOTI computed	4Mileages applicable in connection with this item shall be actual and shall include all miles operated for any purpose during the period of the constant of	
(a)	The control of the co	
(b)	At the rate of 049 cents per mile for return of equipment from the site of final delivery to the first origin of the engagement, said 1970 charge to be based on actual mileage and applied regardless of 2000 whether carrier's equipment is physically returned to first origin of 2000 and of the engagement.	
NOTE	The state of the transfer of the state of th	ľ
at other	"6The mileage charge will apply for all miles required to exchange drivers than the first origin.	.
	Vice common red indicate of 112 to be selected building that (Continued on next page)	
ø- C1		- den
♦ Ir	82619	
•		

Last of the Month of the Month of Effective

Correction Issued by the Public utilities commission of the State of California.

12.22

520

ITEM SECTION 4--VEHICLE UNIT RATES (Continued)

YEARLY VEHICLE UNIT VOLUME TENDER RATES (Continued)

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, 160gs, 1905, 200 day on the second one make a Domurrage or Detention Charges (FCP)
| Item, 170gs Paragraph 2(b) each on the social appropriate Charge and the second of the social appropriate Charge and the second of th

for Weighing, ApplicationToffarso and to Soals or for Partial Loading or Universal Diverted

Item 230 — Shipments Diverted

Item 240 Tem and the second of t

Item 300, Note 1 of — Description of Territorial 10000 Groups and Crude OileGroups 4 1000 Groups and Crude OileGroups And Crude

NOTE 9.--The charge for required bridge or forry tells, special permits and described weighmaster certificates shall be assessed in addition to all other applicable rates and charges. The content of the second of

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, subject to a maximum total charge of \$25.00 per calendar month on yearly tender.

NOTE 12.--When pumping service is performed by the carrier, an additional charge of 53.00 per hour shall-be made for the first 100 hours per year PLUS an additional 51.00 per hour, or fraction thereof, for all additional hours. The minimum charge for pumping service shall be the charge for one hour.

(Continued on next page)

C MARE

PREFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE

A CONTRACTOR OF THE PROPERTY AND THE

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA.

PIRST REVISED PAGE...43
CANCELS HAMIDING
ORIGINAL PAGE

		II
YEARLY VEHICLE UNIT VOLUME TENDER RATES (Concluded)		
NOTE 13When the total loaded miles exceed the total empty miles of their additional charge of 5.05 per mile will be made for each excess loaded mile or traveled by the carrier's equipment.	tender.	
NOTE 14 No allowance shall be made to the shipper: for any conproductive of time except that if the carrier's equipment is inoperable for a period exceeding fours in any day awaiting replacement or repair, the calendar period shall che (s) for any such time exceeding four hours.	g four xtended	
gNOTE 15In the event that a driver is unable to complete anshipment became excess of hours of service and must layover enroute as required by law, a chapter or hour, minimum 8 hours, will be assessed in addition to all other time triver or drivers are assigned to operate the carrier's equipment.	use of arge of	
norg-16 Subject- to a minimum charge based upon 20 hours for each day that driver or drivers are assigned to operate carrier, sequipment, which have	4	
NOTE 17 If at shipper's request, equipment includes portom loading capab or pumps or meters, the following additional charges shall be assessed per mont	ility h:	
Per meter		ø5
Per' pump	tur (1
per year) Tanks with bottom loader, per compartment		r.,
- Commence of the state of the	,	
Tanks with vapor recovery system, por compartment = \$4.000 (6.00) constant NOTE 18. = Rates in this item will not apply to shipments requiring spreadi		
NOTE 18 Nates in this item with not apply to shipments requiring spreadi	ing :	
the total charges may be alternatively determined at the basis provided for mon	thly	- 1
tenders, plus a termination charge equal to the basic charge for one months (Sitem 510) gnoru 20Within seven days after the start of transportation hereunder, of shall bill and collect a propayment of \$34,540.00. Such prepayment shall be defined the final calendar months and transportation charges accumulated during the final calendar months.	carrier	
Item 510)	carrier educted with of	
gworth 20 Within seven days after the start of transportation hereunder, of shall bill and collect a propayment of 054,540.00. Such prepayment shall be defrom the total transportation charges, accumulated during the final calendar mon	carrier educted oth of	
gnorn 20 Within seven days after the start of transportation hereunder, c shall bill and collect, a propayment of 054,540.00. "Such prepayment shall be defrom the total transportation charges accumulated during the final calendar mon such tender. NOTE 21 Unless otherwise specifically provided, all charges under yearly	carrier educted oth of or yetender	
gworn 20within seven days after the start of transportation hereunder, of shall bill and collect a propayment of 934,540.00. Such prepayment shall be defrom the total transportation charges accumulated during the final calendar mon such tender. NOTE 21 Unless otherwise specifically provided, all charges under yearly shall be assessed on a calendar month basis.	carrier ducted hth of	
gworn 20 Within seven days after the start of transportation hereunder, of shall bill and collect a propayment of 934,540.00. Such prepayment shall be defrom the total transportation charges accumulated during the final calendar monsuch tender. NOTE 21 Unless otherwise specifically provided, all charges under yearly shall be assessed on a calendar month basis.	carrier educted hth of hth of yetender	
Short 20Within seven days after the start of transportation hereunder, of shall bill and collect a propayment of 954,540.00. Such prepayment shall be defined the total transportation charges accumulated during the final calendar monsuch tender. NOTE 21Unless otherwise specifically provided, all charges under yearly shall be assessed on a calendar month basis. & Change Decision No. 82619	carrier sducted ich of pr pritender	
gworn 20 Within seven days after the start of transportation hereunder, of shall bill and collect a propayment of 054,540.00. Such prepayment shall be defrom the total transportation charges accumulated during the final calendar mons such tender. NOTE 21 Unless otherwise specifically provided, all charges under yearly shall be assessed on a calendar month basis. 6 Change Decision No. 82619	carrier sducted ich of pr pritender	
Short 20Within seven days after the start of transportation hereunder, of shall bill and collect a propayment of 954,540.00. Such prepayment shall be defined the total transportation charges accumulated during the final calendar monsuch tender. NOTE 21Unless otherwise specifically provided, all charges under yearly shall be assessed on a calendar month basis. & Change Decision No. 82619	carrier sducted ich of pr pritender	
Swort 20Within seven days after the start of transportation hereunder, of shall bill and collect a propayment of \$54,540.00. Such prepayment shall be defined the total transportation charges accumulated during the final calendar mon such tender. NOTE 21Unless otherwise specifically provided, all charges under yearly shall be assessed on a calendar month basis. Schange Decision No. 82619	carrier sducted ich of pr pritender	
Swort 20Within seven days after the start of transportation hereunder, of shall bill and collect a propayment of \$54,540.00. Such prepayment shall be defined the total transportation charges accumulated during the final calendar mon such tender. NOTE 21Unless otherwise specifically provided, all charges under yearly shall be assessed on a calendar month basis. Schange Decision No. 82619	carrier sducted ich of pr pritender	
Swort 20Within seven days after the start of transportation hereunder, of shall bill and collect a propayment of \$54,540.00. Such prepayment shall be defined the total transportation charges accumulated during the final calendar mon such tender. NOTE 21Unless otherwise specifically provided, all charges under yearly shall be assessed on a calendar month basis. Schange Decision No. 82619	carrier sducted ich of pr pritender	
SMOTE 20Within seven days after the start of transportation hereunder, of shall bill and collect a propayment of \$54,540.00. Such prepayment shall be defined the total transportation charges accumulated during the final calendar mon such tender. NOTE 21Unless otherwise specifically provided, all charges under yearly shall be assessed on a calendar month basis. d Change	carrier sducted ich of pr pritender	
Shall bill and collect a propayment of 054,540.00. Such prepayment shall be defined the total transportation charges accumulated during the final calendar mon such tender. NOTE 21.—Unless otherwise specifically provided, all charges under yearly shall be assessed on a calendar month basis. & Change Decision No. 82619	carrier sducted ich of pr pritender	
SMOTE 20Within seven days after the start of transportation hereunder, of shall bill and collect a propayment of \$54,540.00. Such prepayment shall be defined the total transportation charges accumulated during the final calendar mon such tender. NOTE 21Unless otherwise specifically provided, all charges under yearly shall be assessed on a calendar month basis. d Change	carrier sducted ich of pr pritender	
gnoru 20within seven days after the start of transportation hereunder, c shall bill and collect a propayment of 054,540.00. Such prepayment shall be defrom the total transportation charges, accumulated during the final calendar mon such tender. NOTE 21Unless otherwise specifically provided, all charges under yearly shall be assessed on a calendar month basis. Schange Decision No. 82619	carrier educted ith of fine potender	500x

	Figure 1 Value
	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:
	Data.
	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
	Charge per unit of equipment for calendar period(to be prepaid)
	A B B L L L L L L L L L L L L L L L L L
	Additional charge per mile
1	
	The 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.
	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 rates engage 1 - 156 3 7000 makes 12 8000
	the week or month prior to the effective date of the change will be prorated in at the former rates and the remaining days in the week or month will be pro-
	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 table account 1 - 100 / 1
	the week or month prior to the effective date of the change will be prorated in the former rates and the remaining days in the week or month will be prorated at the new rates. Shipper tabes and the remaining days in the week or month will be properties. Shipper tabes and the remaining days in the week or month will be properties. (Name in full) Address Confirmed: Carrier
	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 rate and the remaining days in the week or month will be proposed at the new rates. (Name in full) Address Confirmed: Carrier By (Name in full)
	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 rate and the remaining days in the week or month will be properly and the second of the change will be properly and the second of the change will be prorated at the new rates. Shipper rate and the remaining days in the week or month will be properly and the second of the change will be prorated at the former rates and the remaining days in the week or month will be properly and the second of the change will be properly at the second of the change will be properly at the second of the change will be properly at the second of the change will be properly at the second of the second of the change will be properly at the second of the change will be properly at the second of the change will be properly at the second of the change will be properly at the second of the change will be properly at the second of the change will be properly at the second of the change will be properly at the second of the change will be properly at the second of the change will be properly at the second of the change will be properly at the second of the change will be properly at the second of the se
	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 rate and the remaining days in the week or month will be proposed at the new rates. (Name in full) Address Confirmed: Carrier By (Name in full)
	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 rate and the remaining days in the week or month will be proposed at the new rates. (Name in full) Address Confirmed: Carrier By (Name in full)
	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 rate and the remaining days in the week or month will be proposed at the new rates. (Name in full) Address Confirmed: Carrier By (Name in full)
	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 rate and the remaining days in the week or month will be proposed at the new rates. (Name in full) Address Confirmed: Carrier By (Name in full)

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