

**ORIGINAL**

Decision No. 83628

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation )  
into the rates, rules, regulations, )  
charges, allowances, and practices )  
of all common carriers and highway )  
carriers relating to the transpor- )  
tation of petroleum and petroleum )  
products in bulk (commodities for )  
which rates are provided in )  
Minimum Rate Tariff 6-B).

Case No. 5436  
Petition for Modification No. 172  
(Filed June 24, 1974;  
amended August 8, 1974)

Richard W. Smith, Attorney at Law, and Herbert W. Hughes, for California Trucking Association, petitioner.  
Don E. Keith, for Don E. Keith Petroleum;  
W. J. Willis, for Hitchcock Transportation Company; Jack W. Vogt, for C. F. Tank Lines, Inc.; William J. Collinge, for Allyn Transportation Co.; and R. A. Darville, for Sheldon Transportation Co.; respondents.  
M. J. Nicolaus, for Western Motor Tariff Bureau, Inc., interested party.  
Clyde T. Neary and William J. Tait, for the Commission staff.

O P I N I O N

Minimum Rate Tariff 6-B (MRT 6-B) contains minimum rates and rules for the transportation of bulk petroleum products in tank vehicles by petroleum contract carriers. The California Trucking Association (CTA) seeks an overall fuel and labor cost offset increase in MRT 6-B rates and charges of approximately 7-1/2 percent.

Public hearing in this matter was held before Examiner Gagnon at San Francisco on August 15, 1974. Evidence was presented by a representative of the CTA.

The rates and charges named in MRT 6-B were last generally adjusted pursuant to Decision No. 82619 dated March 19, 1974 in Case No. 5436. The present level of rates reflects labor costs in effect as of February 1, 1974. An average fuel cost of 37 cents per gallon is also reflected in the current rate level.<sup>1/</sup> CTA's Exhibit 1 shows that tank truck carriers, parties to the Western States Tank Truck Supplement of the National Master Freight Agreement, incurred a 41 cents per hour increase in the base driver wage rates as of October 1, 1974. In addition the carriers experienced further increases in related employee fringe benefits and payroll taxes. A summary of CTA's development of tank truck driver costs as of October 1, 1974 follows:

TABLE 1

	Cost Per Hour		Increases	
	February 1, 1974	October 1, 1974	Amount	Percent In Item
Base Hourly Wage	\$6.2300	\$6.6400	\$.4100	6.58%
Holiday & Funeral Allowance	.2068	.2204	.0136	6.58
Subtotal	\$6.4368	\$6.8604	\$.4236	6.58%
Expand to Include Vacation Allowance	\$6.7204	\$7.1627	\$.4423	6.58%
Workmen's Compensation	.3138	.3553	.0415	13.22
Payroll Taxes	.3972	.4126	.0154	3.88
Health, Welfare, & Pension	.7113	.8116	.1003	14.10
Total Direct Cost	\$8.1427	\$8.7422	\$.5995	7.36%

<sup>1/</sup> By Decision No. 83349 dated August 27, 1974 in Case No. 5436 charges resulting under MRT 6-B rates were made subject to a 2 percent fuel offset surcharge effective September 10, 1974 thereby reflecting a May 1974 average fuel price of 41.9 cents per gallon, including taxes.

The CTA witness updated the historical cost for fuel to reflect a weighted average fuel price of 46 cents per gallon including taxes. The witness explained that he first conducted a survey of the fuel prices paid by 15 tank truck carriers previously studied in cost offset proceedings. From such a survey weighted average fuel prices, including taxes, were determined for the months of May, June, and July 1974 as follows:

TABLE 2

<u>Month</u> <u>1974</u>	<u>Average Fuel Price</u> <u>(In Cents per Gallon)</u>
May	41.9
June	42.8
July	44.1

The CTA witness next employed the rate of increase of approximately one cent per gallon per month indicated in Table 2 hereof to produce a projected October 1974 average fuel price of 46 cents per gallon. The October 1974 fuel and labor cost increases were then integrated into the historical total cost data of record underlying the present level of MRT 6-B rates. The resulting percentage increases in such basic total cost data are:

TABLE 3

Percentage Increase in October 1, 1974 Adjusted Total Costs  
(Pet. 172) Over Like February 1, 1974 Total Cost Data

<u>Commodity</u> <u>Rate Group</u>	<u>Lengths of Haul - Constructive Miles</u>				
	<u>25</u>	<u>50</u>	<u>75</u>	<u>100</u>	<u>250</u>
A (Gasoline)					
B (Jet Fuel, Kerosene)	6.20%	7.10%	7.69%	7.69%	8.35%
C (Fuel Oil)					
D (Residual Oil)					
E (Petr. Products)	5.93	8.42	7.85	7.74	8.06
F (Crude Oil)	8.06	7.78	7.33	7.69	8.43
G (Liquefied Petr. Gas)	7.22	7.58	7.65	7.85	8.05
H (Asphalt, Road Oil)	6.49	7.48	7.78	7.95	7.79

The percentage increases in total costs shown in Table 3 were used by CTA as the basis for its proposed cost offset increase in MRT 6-B distance commodity rates. Rates predicated solely upon labor costs are proposed to be adjusted by the same percentage increase in such costs. Where rates are based upon labor and vehicle unit costs, such as in the case of volume tender rates, the average increase in such costs was employed.

The Commission's Transportation Division staff questions the propriety of CTA's efforts to update the average fuel price experienced by tank truck carriers of bulk petroleum products reflected in the current level of MRT 6-B rates from 37 cents per gallon to an October 1974 projected average fuel price of 46 cents per gallon. The staff correctly notes that information presently contained in the Commission's Data Bank indicates that a projected average fuel price considerably lower than 46 cents per gallon may reasonably be expected to be experienced by MRT 6-B carriers as of October 1974. From an actual carrier survey CTA has established that as of July 1974 the average fuel price was approximately 44 cents per gallon, including taxes. Efforts to project this average fuel price into October 1974, based on a mere three-month one cent per gallon price trend (Table 2) is highly inconclusive. This is especially true when one considers the abnormal frequency and volume of fuel price changes during the early phase of the current energy crisis and the possibility that such drastic and sudden price changes may now be subsiding. In the circumstances, CTA's cost offset rate proposal reflecting a fuel price of 46 cents per gallon should be reduced by approximately one percent. Such action would result in a cost offset adjustment in MRT 6-B rates reflecting an average fuel price of approximately 44 cents per gallon including taxes.

Findings and Conclusions

1. The minimum rates governing the transportation of bulk petroleum products in tank vehicles by petroleum contract carriers set forth in MRT 6-B were last generally adjusted pursuant to Decision No. 82619 dated March 19, 1974. The rates thus established became effective on March 30, 1974 and are predicated upon labor costs in effect as of February 1, 1974 and fuel costs reflecting an average fuel price of 37 cents per gallon, including taxes.

2. The operating costs for carriers of bulk petroleum products in tank vehicles have materially increased due to labor cost increases incurred generally as of October 1, 1974. Additionally, the average fuel price reflected in the cost data underlying the existing level of MRT 6-B rates has been shown by CTA to have increased from 37 cents per gallon to approximately 44 cents per gallon, including taxes, as of July 1974. Such increases in fuel and labor costs are not reflected in the historical cost data underlying the current level of MRT 6-B rates.

3. Petitioner's projection of the July 1974 average fuel price of 44 cents per gallon, as determined pursuant to an actual survey of carrier records, to reflect an estimated October 1974 average fuel price of 46 cents per gallon, has not been shown to be fully justified.

4. Petitioner's rate proposal, modified to reflect an average fuel price of 44 cents per gallon in lieu of 46 cents per gallon, results in minimum rates that reasonably reflect the increased costs for providing the services to which such minimum rates apply.

5. The proposed cost offset increases, when modified as suggested herein, 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.

6. 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.

The Commission concludes that Petition 172, as amended, should be granted to the extent authorized by the order herein and MRT 6-B revised accordingly. To the extent not granted herein, Petition 172 should be denied.

O R D E R

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 November 22, 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 6-1/2 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 November 22, 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. To the extent not granted herein, Petition 172, as amended, is hereby denied.

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

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 22nd  
day of OCTOBER, 1974.

William L. Sturges  
President  
William J. Quinn  
\_\_\_\_\_  
\_\_\_\_\_  
Commissioners

Abstain  
J. P. Harkin, Commissioner

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



APPENDIX A

LIST OF SUPPLEMENT AND REVISED  
PAGES TO MINIMUM RATE TARIFF 6-B

SUPPLEMENT 3  
SECOND REVISED PAGE 14  
SECOND REVISED PAGE 15  
SECOND REVISED PAGE 18  
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SECOND REVISED PAGE 21  
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(END OF APPENDIX A)

SUPPLEMENT 3  
(Cancels Supplement 2)  
(Supplement 3 Contains All Changes)

TO  
MINIMUM RATE TARIFF 6-B  
NAMING  
MINIMUM RATES AND RULES  
FOR THE  
TRANSPORTATION OF  
PETROLEUM AND PETROLEUM PRODUCTS  
(AS DESCRIBED HEREIN)  
WHEN TRANSPORTED IN BULK IN TANK TRUCKS,  
TANK TRAILERS OR TANK SEMITRAILERS  
OVER THE PUBLIC HIGHWAYS WITHIN  
THE STATE OF CALIFORNIA  
BY  
PETROLEUM CONTRACT CARRIERS

Decision No.

**83628**

EFFECTIVE

Issued by the  
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA  
State Building, Civic Center  
San Francisco, California 94102

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

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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) \$11.20 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) 15¢ 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>ø170</p>
<p>ø Change ) ø Increase ) Decision No. <b>83628</b></p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

ITEM	SECTION 1--RULES (Continued)																										
	<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>1. Except as provided in paragraph 2, rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>																										
180	<p>2. Rates or accessorial charges may be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated, provided (1) that the freight charges assessed are not less than those which would have been assessed had the rates and accessorial charges stated in this tariff been applied; and (2) that the carriers' shipping documents contain all the information necessary to compute the freight charges on the basis of the units of measurement provided in this tariff.</p>																										
	<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be the charge at the applicable rate for the minimum weights of property designated in connection with the unit or units of carrier's equipment containing the shipment, as specified below:</p>																										
190	<table><tr><th rowspan="3">COMMODITIES (As described in Item 30)</th><th colspan="3">MINIMUM WEIGHT IN POUNDS (Estimated Weight--See Item 30)</th></tr><tr><th>Tank Truck or Tank Trailer (1)</th><th>Tank Semi- trailer (2)</th><th>Two Con- nected Tank Vehicles</th></tr><tr><td></td><td></td><td></td></tr><tr><td>Rate Groups A, B, C, D and E-----</td><td>25,000</td><td>40,000</td><td>50,000</td></tr><tr><td>Rate Group F-----</td><td>25,000</td><td>40,000</td><td>47,500</td></tr><tr><td>Rate Group G-----</td><td>19,000</td><td>35,000</td><td>35,000</td></tr><tr><td>Rate Group H-----</td><td>23,250</td><td>44,000</td><td>48,000</td></tr></table> <p>(1) Including tank semitrailers having a length of less than 28 feet.</p> <p>(2) Tank semitrailers having a length of 28 feet or more.</p>	COMMODITIES (As described in Item 30)	MINIMUM WEIGHT IN POUNDS (Estimated Weight--See Item 30)			Tank Truck or Tank Trailer (1)	Tank Semi- trailer (2)	Two Con- nected Tank Vehicles				Rate Groups A, B, C, D and E-----	25,000	40,000	50,000	Rate Group F-----	25,000	40,000	47,500	Rate Group G-----	19,000	35,000	35,000	Rate Group H-----	23,250	44,000	48,000
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Rate Group H-----	23,250	44,000	48,000																								
	<p style="text-align: center;">MIXED SHIPMENTS</p> <p>1. When two or more commodities for which different rates are provided are included in the same shipment, charges shall be computed at the separate rates upon the individual weights of the different commodities determined in accordance with the provisions of Item 30. The minimum charge shall be the highest determined in accordance with the provisions of Item 190 for any of the commodities contained in the mixed shipment. In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments, such lower charge shall apply.</p>																										
200	<p>2. When property consisting of part intrastate and part interstate tonnage is tendered as a single shipment, the intrastate portion may be charged for at the rate which would be applicable on such portion were the entire quantity intrastate in character. In no event shall the aggregate charge on the intrastate and interstate portions be less than the charge herein provided for an intrastate shipment of the same combined quantity. (See Note)</p> <p>NOTE.--Applies only to volume tender shipments subject to the provisions of Items 510 and 520.</p>																										
<p style="text-align: center;">EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</p> <p style="text-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;">ISSUANCE OF SHIPPING DOCUMENT</p> <p>A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation.</p> <p>Except with respect to intercarrier transactions and as hereinafter provided, only one shipping document shall be issued for each shipment transported and the carrier shall not apportion, prorate, or otherwise divide the freight charges between or among the consignor(s), consignee(s), or any other parties. For accessorial service not included in the rate for actual transportation, the carrier shall furnish a shipping document to the consignor or consignee who requested or ordered such accessorial service. The shipping document shall show the following information:</p> <ul style="list-style-type: none"> <li>(a) Date issued.</li> <li>(b) Name of carrier.</li> <li>(c) Name and address of consignor.</li> <li>(d) Name and address of consignee or consignees.</li> <li>(e) Place or places of origin(s).</li> <li>(f) Place or places of destination(s).</li> <li>(g) Place or places where diversion occurs, if any.</li> <li>(h) Description of the shipment.</li> <li>(i) Weight of the shipment (or other factor or measurement upon which charges are based).</li> <li>(j) Description of the carrier's equipment used (whether tank truck, tank trailer, tank semitrailer, or two connected tank vehicles).</li> <li>(k) Kind and quantity of property returned, if any.</li> <li>(l) Rate and charge assessed.</li> <li>(m) Signature of carrier or his agent.</li> <li>(n) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.</li> </ul> <p>The form of shipping document in Item 600 will be suitable and proper.</p> <p>A copy of each shipping document, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for any transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p>	210
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ITEM	SECTION 1--RULES (Continued)
ø220	<p data-bbox="422 336 1229 384">SHIPMENTS STOPPED IN TRANSIT FOR WEIGHING, APPLICATION OF SEALS OR FOR PARTIAL LOADING OR UNLOADING</p> <p data-bbox="294 406 1387 541">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 data-bbox="294 559 1414 698">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 data-bbox="294 716 1394 856">NOTE 1.--Shipments shall be subject to an additional charge of ø\$13.85 for each stop in transit to apply seals or to partially load or unload, and of ø\$5.45 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 ø\$3.15 per quarter hour or fraction thereof.</p> <p data-bbox="294 873 1404 1109">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 data-bbox="294 1126 1381 1201">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 data-bbox="360 1345 948 1397">ø Change            ) ø Increase        ) Decision No.        83628</p>
	EFFECTIVE
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.



SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SHIPMENTS DIVERTED</p> <p>A. A diverted shipment is one for which either a consignee, destination, or both are changed after departure from the origin. In no event shall a return shipment be construed as a diverted shipment.</p> <p>B. Charges for shipments which, at request of consignor or consignee, or for any other reason beyond the control of the carrier, are diverted in transit shall be computed at the mileage rate applicable from origin to place where delivery is completed via each of the places of diversion. (Subject to Notes 1, 2 and 3).</p> <p>NOTE 1.--Provisions herein contemplate that carrier's equipment shall be stand by awaiting diversion instructions for a period of time in excess of one-half hour. Any such time in excess of one-half hour shall be construed to be excess unloading time and charged for at the rates provided in Item 160.</p> <p>NOTE 2.--Shipments diverted shall be subject to applicable mileage rates computed from origin to ultimate destination via place or places of diversion, whether or not the entire movement occurs within a group. Applicable mileage shall be determined from the current Distance Table. The group basing points named in Item 300 will not apply; except that in all cases wherein the first place of origin or the last place of destination is located within a group, mileage shall be computed from or to the basing point of the group in which said group is located. Two constructive miles shall be added for each point in excess of one located within a single metropolitan zone.</p> <p>NOTE 3.--Charges for shipments of Crude Oil transported under the provisions of Item 420 shall be computed at the highest rate provided to any place where diversion occurs or delivery is performed.</p>	230
<p style="text-align: center;">SHIPMENTS RETURNED</p> <p>§1. Charges upon a shipment or a portion of a shipment returned to origin shall be computed for such return on actual gallonage at one-half of the rate applicable on the outbound movement, subject to a minimum charge of \$36.20 and further subject to a flat additional charge of \$7.40. (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 \$11.40. 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 \$13.85 for each stop in transit to partially load or unload.</p> <p>NOTE 2.--Except as otherwise provided in paragraph 2, applies only on shipments or portions of shipments which have not been unloaded from carrier's equipment.</p> <p>NOTE 3.--The provisions of paragraph 2 apply only on shipments or portions thereof loaded at the destination site of the outbound shipment for return to the plant from which they were originally shipped.</p> <p>NOTE 4.--Within the meaning of this item, a return shipment shall also include a shipment which is returned to origin for any reason before it has reached its original billed destination with the charges on such a shipment being computed on the return from the actual place where the return commenced rather than from the original billed destination.</p>	§240
<p>           § Change            )            o Increase        )   Decision No.         </p> <p style="text-align: center; font-size: 1.5em;">83628</p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

ITEM	SECTION 1--RULES (Continued)												
	<p style="text-align: center;">SPREADING</p> <p>(Applies only in connection with transportation of commodities named in Rate Group H.)</p> <p>§250      §1. The service of spreading commodities named in Rate Group H shall be performed at the rate of 014 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 0\$55.85 for each load transported in connected tank vehicles, and 0\$48.45 per single tank vehicle.</p>												
	<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><tr><td></td><td colspan="2" style="text-align: center;"><u>Charge in Cents</u></td></tr><tr><td></td><td style="text-align: center;"><u>For First</u> <u>30 Minutes or</u> <u>Fraction Thereof</u></td><td style="text-align: center;"><u>For Each Additional</u> <u>15 Minutes or</u> <u>Fraction Thereof</u></td></tr><tr><td>(a) For Driver, Helper or Other Employee, per Man</td><td style="text-align: center;">0570</td><td style="text-align: center;">0 285</td></tr><tr><td>(b) For Unit of Equipment</td><td style="text-align: center;">97</td><td style="text-align: center;">48</td></tr></table> <p>§260      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 0\$11.40 per man per hour, subject to a minimum charge of 8 hours. An additional charge of 0\$3.00 per hour or fraction thereof shall be added to the above charge for time spent spreading.</p>		<u>Charge in Cents</u>			<u>For First</u> <u>30 Minutes or</u> <u>Fraction Thereof</u>	<u>For Each Additional</u> <u>15 Minutes or</u> <u>Fraction Thereof</u>	(a) For Driver, Helper or Other Employee, per Man	0570	0 285	(b) For Unit of Equipment	97	48
	<u>Charge in Cents</u>												
	<u>For First</u> <u>30 Minutes or</u> <u>Fraction Thereof</u>	<u>For Each Additional</u> <u>15 Minutes or</u> <u>Fraction Thereof</u>											
(a) For Driver, Helper or Other Employee, per Man	0570	0 285											
(b) For Unit of Equipment	97	48											
	<div>0 Change ) 0 Increase )      Decision No.      83628</div>												
	EFFECTIVE												
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.												

SECTION 1--RULES (Concluded)	ITEM		
<p style="text-align: center;">CONNECTING TO MOBILE ROAD MIXERS</p> <p>(Applies only in connection with transportation of Asphalt or Road Oil.)</p> <p>A charge of 05½ cents per 100 pounds shall be made for service of connecting carrier's equipment to mobile road mixers.</p>	270		
<p style="text-align: center;">INTERNAL CARGO TANK CLEANING</p> <p>1. A cleaning charge as specified in paragraph 3 shall be assessed on shipments containing any of the following commodities (See Exception):</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top;"> Absorption Oil,  Belt Oil,  Compression Oil,  Cordage Oil,  Floor Oil,  Grease, Axle,  Grease, Lubricating,  Grease, NOS,  Harness Oil,  Leather Oil,  Lubricating Oil,  Miners' Oil,  Miners' Oil Stock,  Neatsfoot Oil,  Oil, NOS, </td><td style="vertical-align: top;"> Paraffine Wax,  Petroleum or Petrolatum,  Preparations, including  Cosmoline, Densoline,  Litholine, Petroleum Jelly,  Petrolina or Vaseline,  Petroleum Fatty Acid or  Naphthenic Acid,  Putty Oil,  Soap Oil,  Tanners Oil,  Tobacco Oil,  Transformer Oil,  Wax, NOS,  Wax Tailings,  Wool Oil. </td></tr> </table> <p>2. On all other commodities a cleaning charge as specified in paragraph 3 shall be assessed when cleaning services are requested by the shipper.</p> <p>3. For the service of internal cargo tank cleaning, a charge of \$25.00 shall be made for each unit of carrier's equipment.</p> <p>EXCEPTION--Cleaning charge herein provided shall not apply unless cleaning service is performed subsequent to transportation of the shipment.</p>	Absorption Oil, Belt Oil, Compression Oil, Cordage Oil, Floor Oil, Grease, Axle, Grease, Lubricating, Grease, NOS, Harness Oil, Leather Oil, Lubricating Oil, Miners' Oil, Miners' Oil Stock, Neatsfoot Oil, Oil, NOS,	Paraffine Wax, Petroleum or Petrolatum, Preparations, including Cosmoline, Densoline, Litholine, Petroleum Jelly, Petrolina or Vaseline, Petroleum Fatty Acid or Naphthenic Acid, Putty Oil, Soap Oil, Tanners Oil, Tobacco Oil, Transformer Oil, Wax, NOS, Wax Tailings, Wool Oil.	280
Absorption Oil, Belt Oil, Compression Oil, Cordage Oil, Floor Oil, Grease, Axle, Grease, Lubricating, Grease, NOS, Harness Oil, Leather Oil, Lubricating Oil, Miners' Oil, Miners' Oil Stock, Neatsfoot Oil, Oil, NOS,	Paraffine Wax, Petroleum or Petrolatum, Preparations, including Cosmoline, Densoline, Litholine, Petroleum Jelly, Petrolina or Vaseline, Petroleum Fatty Acid or Naphthenic Acid, Putty Oil, Soap Oil, Tanners Oil, Tobacco Oil, Transformer Oil, Wax, NOS, Wax Tailings, Wool Oil.		
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div> <p>ø Change        )</p> <p>o Increase     )</p> </div> <div> <p>Decision No.        83628</p> </div> </div>			
EFFECTIVE			
<div style="display: flex; justify-content: space-between;"> <div>Correction</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</div> </div>			

SECTION 3--DISTANCE RATES (In Cents per 100 Pounds)						ITEM
<p>Rates in this item will not apply to transportation for which rates are specifically provided in other items in this section.</p> <p>See Item 30 for description of commodities named in Rate Groups.</p> <p>See Item 150 for application of rates between places within the same Territorial Group.</p> <p>Commodities included in Rate Group I may be included in shipments of commodities included in Rate Groups A, B, C, D and E.</p>						
MILES OVER	BUT NOT OVER	RATES				
		RATE GROUPS				
		A B C	D E	F	G	H
0-5		10½	11	9½	15½	13½
5-10		11½	12	10½	16½	14½
10-15		12½	12½	11½	18	15½
15-20		13	13½	12½	19½	16½
20-25		14½	15	13½	21½	18½
25-30		15½	16	14½	23	19½
30-35		17	17½	15½	24½	21
35-40		18½	19	17	26	23
40-45		20	20½	18½	27½	24½
45-50		21½	21½	20	29½	25½
50-60		23½	24	22	33	28
60-70		25	26	24	36	31
70-80		27	28	26	40	33
80-90		29½	31	28½	44	36
90-100		32	33	31	47	40
100-110		35	36	33	50	43
110-120		37	39	36	54	46
120-130		39	41	38	58	49
130-140		41	43	40	62	51
140-150		44	45	42	65	54
150-160		47	48	44	69	56
160-170		50	50	46	73	58
170-180		52	53	48	76	62
180-190		54	55	50	80	65
190-200		56	58	52	83	68
200-220		59	62	56	90	72
220-240		63	67	61	96	78
240-260		68	72	66	101	83
260-280		74	77	71	108	89
280-300		79	83	76	117	96
300-325		84	89	81	126	103
325-350		90	95	86	134	110
350-375		96	101	91	142	117
375-400		102	108	96	149	123
400-425		108	113	101	157	130
425-450		115	119	107	165	137
450-475		122	126	112	173	144
475-500		129	133	118	182	150
For distances over 500 miles add for each 25 miles or fraction thereof in excess of 500 miles:		9	9	7	9½	9½
<p>o Increase, Decision No. <b>83628</b></p>						0400
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		
4410	ASPHALT, NATURAL, BY-PRODUCT OR PETROLEUM (See Note 1)		
	From	To (See Note 2)	oRates (Minimum Weight, 100,000 Pounds)
	Group 6 (as described in Item 300)	Oceanside	29½
		Escondido	35
		San Diego	39
		Mission Gorge	40
		Otay	41
		Lakeside	41
	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 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.			
<div>o Change            ) o Increase        )    Decision No.        83628</div>			
EFFECTIVE			
Correction			

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		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		9	8								
B		10½	9	9	8						
C		17½	13½	13½	10½	9	8				
D		20½	16	18	14	12	9½	9	8		
E		16	12½	14	12	12½	10	14½	10½	9	8
F		10½	9	12	9½	14	12	18	13	12	9½
G		14½	12½	10½	9	10	9	13½	10½	13½	10½
H		18	14	15½	12½	12½	9½	15½	12½	12½	10
I		14½	12½	10½	9	13½	10½	18	14½	16½	13½
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		9	8								
G		12½	10	9	8						
H		13	10½	12½	10	9	8				
I		14½	12½	10	9	13½	10½	9	8		
◊ Increase, except as noted ) ○ No change ) Decision No.											83628
EFFECTIVE											
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											

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

ø(b) An additional charge of ø\$10.90 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 ø\$10.90 per man, per hour, or ø26 cents per mile, whichever produces the higher total charge. (See Minimum in Note 16)

PLUS

ø(c) An additional charge Δ in cents per mile, as follows:

First 50 miles-----	ø33
Next 100 miles-----	ø30
Over 150 miles-----	ø27½

ø500

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:

ø(a) At the rate of ø\$12.10 per hour or fraction thereof plus ø37 cents per mile until delivery of the product is completed, plus

ø(b) At the rate of ø51 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 )  
ø Increase )  
Δ Change, neither increase )  
nor reduction )

Decision No.

83628

EFFECTIVE

Correction

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

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)
	EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE
	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.



MINIMUM RATE TARIFF 6-B

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p style="text-align: center;">DAILY VEHICLE UNIT VOLUME TENDER RATES (Concluded)</p> <p>NOTE 15.--In the event that a driver is unable to complete a shipment because of an excess of hours of service and must layover enroute as required by law, a charge of \$10.90 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> <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> <p>(1) Minimum charge \$4.00</p>	\$500
<p>Change )          Increase ) Decision No. <b>83628</b></p>	
EFFECTIVE	
<p style="text-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 style="text-align: center;">MONTHLY VEHICLE UNIT VOLUME TENDER RATES</p> <p>1. The rates in this item will apply for the transportation of all commodities as described in Item 30, from any origin to any destination located within 250 miles of the first origin when performed subject to and in accordance with the provisions of this item.</p> <p>2. The provisions of this item apply only when, prior to the transportation of the property, the shipper has requested verbally or in writing that the transportation be performed under the provisions of this item and charges are prepaid; provided, that if requested verbally, the shipper shall place a confirming written request in the United States mail the same day as verbally requested. (For form of agreement, see Item 530.)</p> <p>3. The rates to apply for service under this item shall be as follows, subject to Notes 1 through 20:</p> <p style="text-align: center;">RATES (Vehicle Unit Rates)</p> <p>(a) The basic charge per unit of carrier's equipment per month shall be:</p> <p style="margin-left: 40px;">(1) For all commodities except those moving in pressurized equipment and shipments of commodities named in Rate Group H-----\$650.00</p> <p style="margin-left: 40px;">(2) For commodities moving in pressurized equipment or commodities named in Rate Group H-----\$790.00</p> <p style="text-align: center;">PLUS</p> <p>ø510 (b) 2 cents for each mile in excess of 10,000 miles per month.</p> <p style="text-align: center;">PLUS</p> <p>ø(c) An additional charge of ø\$10.80 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\$10.80 per man, per hour, or ø25.7 cents per mile, whichever produces the higher total charge. (See Minimum in Note 16.)</p> <p style="text-align: center;">PLUS</p> <p>ø(d) An additional charge Δ in cents per mile, as follows:</p> <p style="margin-left: 40px;">First 5,000 miles-----ø27½ (1)</p> <p style="margin-left: 40px;">Next 5,000 miles-----ø23</p> <p style="margin-left: 40px;">Over 10,000 miles-----ø21</p> <p style="margin-left: 40px;">(1) Minimum charge ø\$1,385.00 per unit of carrier's equipment, per month.</p> <p style="text-align: center;">(Continued on next page)</p>
	<p>ø Change )          ø Increase )          Δ Change, neither increase ) Decision No. <span style="float: right;">83628</span>          nor reduction )</p>
	EFFECTIVE
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

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 \$12.00 per hour or fraction thereof plus 37 cents per mile until delivery of the product is completed, plus</p> <p>(b) At the rate of 51 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">\$510</p>
<p>           Change            )            Increase        ) Decision No.         </p> <p align="center"><b>83628</b></p>	
EFFECTIVE	
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

MINIMUM RATE TARIFF 0-1

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:

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

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.

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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 monthly tender.

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.

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.

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SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p align="center">MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Concluded)</p> <p>NOTE 14.--No allowance shall be made to the shipper for any nonproductive or lost time except that if the carrier's equipment is inoperable for a period exceeding four hours in any day awaiting replacement or repair, the calendar period shall be extended for any such time exceeding four hours.</p> <p>NOTE 15.--In the event that a driver is unable to complete a shipment because of an excess of hours of service and must layover enroute as required by law, a charge of \$10.80 per hour, minimum 8 hours, will be assessed in addition to all other time that a driver or drivers are assigned to operate the carrier's equipment.</p> <p>NOTE 16.--Subject to a minimum charge based upon 20 hours for each day that a driver or drivers are assigned to operate carrier's equipment.</p> <p>NOTE 17.--If at shipper's request, equipment includes bottom loading capability or pumps or meters, the following additional charge shall be assessed per month:</p> <p>Per meter-----\$50.00 Per pump-----\$20.00 Tanks with bottom loader, per compartment-----\$16.00 Tanks with vapor recovery system, per compartment-----\$ 4.00</p> <p>NOTE 18.--Rates in this item will not apply to shipments requiring spreading service or requiring delivery to mobile road mixers.</p> <p>NOTE 19.--In the event a monthly tender expires prior to the last day of a calendar month and the shipper elects to start a yearly tender with the same unit of carrier's equipment on the first day of the succeeding month, the monthly tender shall be extended upon payment of the following charges per day:</p> <p>(a) Basic charge per unit of equipment-----\$30.00</p> <p align="center">PLUS</p> <p>(b) The additional hourly charges provided in Paragraph 3(c) of this item.</p> <p align="center">PLUS</p> <p>(c) An additional charge of 22 cents per mile, per day, per unit of carrier's equipment.</p> <p>NOTE 20.--Within seven days after the start of transportation hereunder, carrier shall bill and collect a prepayment of \$4,800.00. Such prepayment shall be deducted from the total transportation charges accumulated during such tender provided, however, that if the same shipper elects to use the same unit of carrier's equipment for a subsequent monthly tender beginning within 24 hours, such prepayment shall not be deducted and shall be considered the required prepayment for said subsequent tender.</p>	<p align="center">\$510</p>
<p>Change ) Increase ) Decision No.</p> <p align="center">83628</p>	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

ITEM	SECTION 4--VEHICLE UNIT RATES (Continued)
Ø520	<p style="text-align: center;">YEARLY VEHICLE UNIT VOLUME TENDER RATES</p> <p>1. The rates in this item will apply for the transportation of all commodities as described in Item 30, from any origin to any destination located within 250 miles of the first origin when performed subject to and in accordance with the provisions of this item.</p> <p>2. The provisions of this item apply only when, prior to the transportation of the property, the shipper has requested verbally or in writing that the transportation be performed under the provisions of this item and charges are prepaid; provided, that if requested verbally, the shipper shall place a confirming written request in the United States mail the same day as verbally requested. (For form of agreement, see Item 530.) Agreements for yearly tenders must commence with the first day of a calendar month.</p> <p>Ø3. The rates to apply for service under this item shall be as follows, subject to Notes 1 through 21:</p> <p style="text-align: center;">RATES</p> <p style="text-align: center;">(Vehicle Unit Rates)</p> <p>(a) The basic charge per unit of carrier's equipment per month, shall be:</p> <p>(1) For all commodities except those moving in pressurized equipment and shipments of commodities named in Rate Group H-----\$540.00</p> <p>(2) For commodities moving in pressurized equipment or commodities named in Rate Group H-----\$665.00</p> <p style="text-align: center;">PLUS</p> <p>(b) 2 cents for each mile in excess of 10,000 miles per month.</p> <p style="text-align: center;">PLUS</p> <p>(c) An additional charge of Ø\$10.70 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 Ø\$10.70 per man, per hour, or Ø25½ cents per mile, whichever produces the higher total charge. (See Minimum in Note 16.)</p> <p style="text-align: center;">(Continued on next page)</p>
	<p>Ø Change        )          Ø Increase    ) Decision No. <span style="float: right; font-size: 1.2em;">83628</span></p>
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<p>Correction</p> <p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,          SAN FRANCISCO, CALIFORNIA.</p>	

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p style="text-align: center;">YEARLY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p>ø(d) An additional charge Δin cents per mile, as follows:</p> <p>First 5,000 miles-----ø27½ (1)  Next 5,000 miles-----ø23  Over 10,000 miles-----ø21</p> <p>(1) Minimum charge ø\$1,385.00 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>øNOTE 5.--Charges for time used in excess of 12 consecutive months shall be computed as follows:</p> <p>(a) At the rate of ø\$12.00 per hour or fraction thereof plus ø37 cents per mile until delivery of the product is completed, plus</p> <p>(b) At the rate of ø51 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 style="text-align: center;">(Continued on next page)</p>	ø520
<p>ø Change )  ø Increase )  Δ Change, neither increase ) Decision No.  nor reduction )</p> <p style="text-align: right; font-size: 1.5em;">83628</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> <p>Correction</p>	

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 160	- Damurrage 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)
520	Item 300, Note 1 of Group 2 description	- Description of Territorial Groups and Crude Oil Groups
	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, 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 \$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.	
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SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p align="center">YEARLY VEHICLE UNIT VOLUME TENDER RATES (Concluded)</p> <p>NOTE 13.--When the total loaded miles exceed the total empty miles of the tender, an additional charge of \$.05 per mile will be made for each excess loaded mile traveled by the carrier's equipment.</p> <p>NOTE 14.--No allowance shall be made to the shipper for any nonproductive or lost time except that if the carrier's equipment is inoperable for a period exceeding four hours in any day awaiting replacement or repair, the calendar period shall be extended for any such time exceeding four hours.</p> <p>NOTE 15.--In the event that a driver is unable to complete a shipment because of an excess of hours of service and must layover enroute as required by law, a charge of \$10.70 per hour, minimum 8 hours, will be assessed in addition to all other time that a driver or drivers are assigned to operate the carrier's equipment.</p> <p>NOTE 16.--Subject to a minimum charge based upon 20 hours for each day that a driver or drivers are assigned to operate carrier's equipment.</p> <p>NOTE 17.--If at shipper's request, equipment includes bottom loading capability or pumps or meters, the following additional charges shall be assessed per month:</p> <p>Per meter-----\$50.00 (Maximum \$500.00 per year)</p> <p>Per pump-----\$20.00 (Maximum \$200.00 per year)</p> <p>Tanks with bottom loader, per compartment-----\$16.00</p> <p>Tanks with vapor recovery system, per compartment--\$ 4.00</p> <p>NOTE 18.--Rates in this item will not apply to shipments requiring spreading service or requiring delivery to mobile road mixers.</p> <p>NOTE 19.--In the event that a yearly tender is terminated prior to completion, the total charges may be alternatively determined at the basis provided for monthly tenders, plus a termination charge equal to the basic charge for one month. (See Item 510)</p> <p>NOTE 20.--Within seven days after the start of transportation hereunder, carrier shall bill and collect a prepayment of \$4,880.00. Such prepayment shall be deducted from the total transportation charges accumulated during the final calendar month of such tender.</p> <p>NOTE 21.--Unless otherwise specifically provided, all charges under yearly tender shall be assessed on a calendar month basis.</p>	<p align="center">Ø520</p>
<p>Change ) Increase ) Decision No.</p> <p align="center"><b>83628</b></p>	
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, Correction	SAN FRANCISCO, CALIFORNIA.

ITEM	SECTION 4--VEHICLE UNIT RATES (Concluded)
530	<p style="text-align: center;">WRITTEN AGREEMENT</p> <p>Prior to the transportation of any commodities as described in Item 30 under the provisions of Items 500, 510, or 520, the shipper must enter into a written or verbal agreement with the carrier. The agreement shall contain the following information:</p> <ol style="list-style-type: none"> <li>(1) Name and address of carrier.</li> <li>(2) Name and address of shipper.</li> <li>(3) Date of engagement.</li> <li>(4) Calendar period of agreement.</li> <li>(5) Rates and other charges agreed upon.</li> <li>(6) Size and type of equipment to be used.</li> <li>(7) The agreement shall be in substantially the following form:</li> </ol> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p style="text-align: right;">Date _____</p> <p>In accordance with the provisions of Items 500, 510 and 520 of Minimum Rate Tariff 6-B, I hereby request to have Petroleum and Petroleum Products as described in Item 30 of said tariff, transported by _____</p> <p style="text-align: center;">(Name of Carrier)</p> <p>under the rates, charges and provisions of Items (SPECIFY ITEM REQUESTED) of said tariff, subject to the following terms:</p> <p> Date of engagement-----  Calendar period of agreement-----  Capacity of unit of equipment-----  Identification of equipment-----  Charge per unit of equipment for calendar period-----  ----- (to be prepaid)  Additional charge per hour-----  Additional charge per mile-----  Excess charge per hour-----  Excess charge per mile-----  Charge for additional service----- </p> <p>In the event that a change is made in the minimum rates, the portion of the week or month prior to the effective date of the change will be prorated at the former rates and the remaining days in the week or month will be prorated at the new rates.</p> <div style="display: flex; justify-content: space-between;"> <div> Shipper _____                      (Name in full) </div> <div> By _____                      (Name in full) </div> </div> <div style="margin-top: 10px;"> Address _____  Confirmed: _____  Carrier _____  By _____                      (Name in full)  Address _____ </div> </div>
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