

Decision No. 83803**ORIGINAL**

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. 174  
(Filed July 19, 1974;  
amended July 26, 1974  
and October 25, 1974)

O P I N I O N

Minimum Rate Tariff 6-B (MRT 6-B) governs the highway transportation of bulk petroleum products in tank vehicles by petroleum contract carriers. By this petition, as amended, the California Trucking Association requests that the existing provisions of MRT 6-B be adjusted as follows:

1. Increase present accessorial charge for excess transit time from \$3.15 to \$3.45 per quarter hour. The proposed charge is the same as the demurrage or detention charge provided in Item 160 of the tariff.
2. Establish an accessorial charge of \$3.95 per unit of carrier's equipment when vapor recovery and/or bottom loading equipment is requested by shipper or required by law.
3. Revise Group 6 Mileage Basing Point (MZ247) to include the Valvoline Oil Corporation.

Petitioner states that all proposed tariff changes have been discussed with both interested shippers and carriers and have been the subject of public docketing. While both increases and decreases in freight charges are produced by the proposed tariff changes, petitioner states the net effect upon carrier revenues will be insignificant. The proposed tariff changes are intended to clarify the

present provisions of MRT 6-B, to provide more certain interpretation, and to respond to changing circumstances.

The petition states that transporters of bulk petroleum products are undergoing more operational changes than other segments of the transportation industry primarily due to efforts to protect the environment. Efforts to minimize emission of vapors into the atmosphere during loading require the addition of special equipment to recover those vapors. Additionally, oil companies are now required to produce new products, such as unleaded gasoline, to reduce emission of smog-producing chemicals into the air. These new products require special handling to reduce their contamination by other products.

The Commission finds that petitioner's proposed tariff changes have been shown to be just and reasonable. It is concluded that Petition 174, as amended, should be granted. A public hearing is not necessary.

#### 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 January 10, 1975, 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. 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 January 10, 1975; 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.

7. Common carriers, in establishing and maintaining the rates authorized by this order, are authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and

schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

8. 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.

Date at San Francisco, California, this 10<sup>th</sup> day of DECEMBER, 1974.

Vernon L. Steegen  
President  
William J. ...  
Thomas A. ...  
...  
Robert E. Merland  
Commissioners

C. 5436 (Pet. 174)

APPENDIX A

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83803	
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;">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
EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

ITEM	SECTION 1--RULES (Continued)
4220	<p data-bbox="442 355 1262 404">SHIPMENTS STOPPED IN TRANSIT FOR WEIGHING, APPLICATION OF SEALS OR FOR PARTIAL LOADING OR UNLOADING</p> <p data-bbox="310 428 1419 580">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="310 600 1445 740">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 percent 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="310 760 1419 899">NOTE 1.--Shipments shall be subject to an additional charge of \$13.85 for each stop in transit to apply seals or to partially load or unload, and of \$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 \$3.45 per quarter hour or fraction thereof.</p> <p data-bbox="310 919 1430 1142">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="310 1161 1405 1233">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="376 1290 738 1332">Change ) Increase ) Decision No.</p> <p data-bbox="844 1327 984 1371">83803</p>
	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 5¢ 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.		
<p style="text-align: center;">VAPOR RECOVERY AND/OR BOTTOM LOADING EQUIPMENT</p> <p>A charge of \$3.25 per unit of carrier's equipment shall be assessed for vapor recovery and/or bottom loading equipment when such equipment is requested by the shipper or required by law.</p>	*0290		
<div style="display: flex; justify-content: space-between; align-items: center;"> <div>           * Addition            * Increase         </div> <div>           ) Decision No.         </div> <div style="font-size: 24pt; font-weight: bold;">83803</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 2--DESCRIPTIONS OF TERRITORIAL GROUPS AND CRUDE OIL GROUPS	ITEM
<p style="text-align: center;">GROUP 2--MILEAGE BASING POINT--PINOLE</p> <p>Beginning at the point where the Contra Costa-Alameda County boundary line meets San Francisco Bay, easterly along said boundary line to Eastshore Freeway (U.S. Highway 40--Interstate Highway 80), northerly and easterly on Eastshore Freeway and U.S. Highway 40--Interstate Highway 80 to State Highway 4, easterly on State Highway 4 to Solano Way, northwesterly on Solano Way and its prolongation to Suisun Bay, westerly, northerly, southerly and easterly along the shorelines of Suisun Bay, Carquinez Strait, San Pablo Bay and San Francisco Bay to point of beginning; and the facilities of Exxon Company, U.S.A. located at Benicia (See Note 1).</p> <p>NOTE 1.--Shipments moving between the facilities of Exxon Company, U.S.A. at Benicia on the one hand, and, on the other, points in California in and South of Marin, Contra Costa, San Joaquin, Calaveras and Alpine Counties, shall be subject to an additional charge of \$3.00 per unit of carrier's equipment utilized in transporting the shipment.</p> <p style="text-align: center;">GROUP 6--MILEAGE BASING POINT (MZ 247)</p> <p>Group 6 consists of that area included within the following Metropolitan Zones as described in Section 2-A of the Distance Table: 232, 240, 241, 242, 243, 247, 248, 249, 250, 251, 252; the plants of the Powerine Oil Company, located at 12354 Lakeland Road, Santa Fe Springs (MZ 237); the Valvoline Oil Corporation located at 9520 John Street, Santa Fe Springs (MZ 237); and the Gulf Oil Corporation, located at 13539 East Foster Road, Santa Fe Springs (MZ 244).</p>	<p style="text-align: center;">ø300</p>
<p>ø Change )          * Addition ) Decision No. <b>83803</b>          Δ Change neither increase )          nor reduction )</p>	
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	
Correction	



MINIMUM RATE TARIFF 6-R

SECTION 4--VEHICLE UNIT RATES	ITEM						
<p style="text-align: center;">DAILY VEHICLE UNIT VOLUME TENDER RATES</p> <p>1. The rates in this item will apply for the transportation of all commodities except those named in Rate Group II, as described in Item 30, and those commodities requiring pressurized equipment from any origin to any destination located within 250 miles of the first place of origin when performed subject to and in accordance with the provisions of this item.</p> <p>2. The provisions of this item apply only when, prior to the transportation of the property, the shipper has requested verbally or in writing that the transportation be performed under the provisions of this item and charges are prepaid; provided, that if requested verbally, the shipper shall place a confirming written request in the United States mail the same day as verbally requested. (For form of agreement, see Item 530.)</p> <p>3. The rates to apply for service under this item shall be as follows, subject to Notes 1 through 17:</p> <p style="text-align: center;">RATES (Vehicle Unit Rates)</p> <p>(a) The basic charge per unit of carrier's equipment shall be--\$45.00 per day PLUS</p> <p>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)</p> <p style="text-align: center;">PLUS</p> <p>ø(c) An additional charge Δ in cents per mile, as follows:</p> <table><tr><td>First 50 miles-----</td><td>ø33</td></tr><tr><td>Next 100 miles-----</td><td>ø30</td></tr><tr><td>OVER 150 miles-----</td><td>ø27½</td></tr></table> <p>NOTE 1.--Each engagement shall commence at time of arrival of carrier's equipment at origin and shall terminate at the expiration of the twenty-fourth consecutive hour thereafter or earlier if released by the shipper within such time period, provided that the engagement shall not be deemed to be terminated until carrier's equipment is returned or charges are paid for return of carrier's equipment to the first origin of the engagement.</p> <p>NOTE 2.--Daily means 24 consecutive hours.</p> <p>NOTE 3.--As used in this item, the term carrier's equipment also includes replacement units when the original carrier's equipment furnished becomes inoperable while engaged in service under provisions hereof.</p> <p>NOTE 4.--Mileages applicable in connection with this item shall be actual mileages and shall include all miles operated for any purpose during the period of engagement.</p> <p>NOTE 5.--Charges for time used in excess of 24 hours shall be computed as follows:</p> <p>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</p> <p>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.</p> <p style="text-align: center;">(Continued on next page)</p>	First 50 miles-----	ø33	Next 100 miles-----	ø30	OVER 150 miles-----	ø27½	ø500
First 50 miles-----	ø33						
Next 100 miles-----	ø30						
OVER 150 miles-----	ø27½						
<p>ø Change ) ø Increase ) Δ Change, neither increase ) Decision No. 83628 nor reduction )</p> <p>(1) Reprinted account revision on reverse side of page.</p>							
EFFECTIVE NOVEMBER 22, 1974							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							

Correction 33

ITEM	SECTION 4--VEHICLE UNIT RATES (Continued)																				
	<p style="text-align: center;">DAILY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p>NOTE 6.--The mileage charge will apply for all miles required to exchange drivers at other than the first origin.</p> <p>NOTE 7.--Carrier will provide internal cargo tank cleaning if requested by the shipper during any volume tender period, subject to additional charges provided in Item 280 for the cleaning of each unit of carrier's equipment. In addition to such charges, carriers will also assess the applicable mileage and hourly charges set forth herein.</p> <p>NOTE 8.--When transportation is performed under provisions of this item, the following rules will not apply:</p> <table border="0"> <tr> <td>Item 160</td><td>- Demurrage or Detention Charges</td></tr> <tr> <td>Item 170, Paragraph 2(b)</td><td>- Pumping Charge</td></tr> <tr> <td>Item 190</td><td>- Minimum Charge</td></tr> <tr> <td>Item 210</td><td>- Issuance of Shipping Documents</td></tr> <tr> <td>Item 220</td><td>- Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading</td></tr> <tr> <td>Item 230</td><td>- Shipments Diverted</td></tr> <tr> <td>Item 240</td><td>- Shipments Returned</td></tr> <tr> <td>Item 280</td><td>- Internal Cargo Tank Cleaning (except as provided in Note 7)</td></tr> <tr> <td>*Item 290</td><td>- Vapor Recovery and/or Bottom Loading Equipment</td></tr> <tr> <td>Item 300, Note 1 of Group 2 description</td><td>- Description of Territorial Groups and Crude Oil Groups</td></tr> </table> <p>NOTE 9.--The charge for required bridge or ferry tolls, special permits and weighmaster certificates shall be assessed in addition to all other applicable rates and charges.</p> <p>NOTE 10.--A freight bill as set forth in Item 610 shall be issued by the carrier to the shipper for each engagement for transportation. The freight bill shall be retained and preserved by the issuing carrier for a period of not less than three years from the date of issuance.</p> <p>NOTE 11.--The charge for collecting and remitting amounts collected on C.O.D. shipments transported under provisions of this item shall be \$3.00 per collection.</p> <p>NOTE 12.--When pumping service is performed by the carrier, an additional charge of \$3.00 per hour shall be made for the first two hours PLUS an additional \$1.00 per hour, or fraction thereof, for all additional hours. The minimum charge for pumping service shall be the charge for one hour.</p> <p>NOTE 13.--When the total loaded miles exceed the total empty miles of the tender, an additional charge of 5 cents per mile will be made for each excess loaded mile traveled by the carrier's equipment.</p> <p>NOTE 14.--No allowance shall be made to the shipper for any nonproductive or lost time except that if the carrier's equipment is inoperable for a period exceeding four hours in any day awaiting replacement or repair, the calendar period shall be extended for any such time exceeding four hours.</p> <p style="text-align: center;">(Continued on next page)</p>	Item 160	- Demurrage or Detention Charges	Item 170, Paragraph 2(b)	- Pumping Charge	Item 190	- Minimum Charge	Item 210	- Issuance of Shipping Documents	Item 220	- Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading	Item 230	- Shipments Diverted	Item 240	- Shipments Returned	Item 280	- Internal Cargo Tank Cleaning (except as provided in Note 7)	*Item 290	- Vapor Recovery and/or Bottom Loading Equipment	Item 300, Note 1 of Group 2 description	- Description of Territorial Groups and Crude Oil Groups
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Item 300, Note 1 of Group 2 description	- Description of Territorial Groups and Crude Oil Groups																				
	<p>           § Change        )            * Addition     ) Decision No. <b>83803</b> </p>																				
	EFFECTIVE																				
Correction	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 data-bbox="396 355 1065 377">MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p data-bbox="206 420 1313 549">NOTE 1.--Each engagement shall commence at time of arrival of carrier's equipment at origin and shall terminate at the expiration of the thirtieth consecutive day thereafter or earlier if released by the shipper within such time period, provided that the engagement shall not be deemed to be terminated until carrier's equipment is returned or charges are paid for return of carrier's equipment to the first origin of the engagement.</p> <p data-bbox="264 571 792 592">NOTE 2.--Month means 30 consecutive days.</p> <p data-bbox="206 614 1321 679">NOTE 3.--As used in this item, the term carrier's equipment also includes replacement units when the original carrier's equipment furnished becomes inoperable while engaged in service under provisions hereof.</p> <p data-bbox="206 700 1263 765">NOTE 4.--Mileages applicable in connection with this item shall be actual mileages and shall include all miles operated for any purpose during the period of engagement.</p> <p data-bbox="206 786 1222 851">NOTE 5.--Charges for time used in excess of the 30 days requested shall be computed as follows:</p> <p data-bbox="264 862 1247 916">(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 data-bbox="264 927 1247 1024">(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 data-bbox="206 1034 1313 1088">NOTE 6.--The mileage charge will apply for all miles required to exchange drivers at other than the first origin.</p> <p data-bbox="206 1099 1280 1218">NOTE 7.--Carrier will provide internal cargo tank cleaning if requested by the shipper during any volume tender period, subject to additional charges provided in Item 280 for the cleaning of each unit of carrier's equipment. In addition to such charges, carriers will also assess the applicable mileage and hourly charges set forth herein.</p> <p data-bbox="578 1261 883 1282">(Continued on next page)</p>	<p data-bbox="1379 873 1428 894">6510</p>
<p data-bbox="264 1325 710 1369">Change ) Increase ) Decision No. 83628</p> <p data-bbox="264 1379 966 1401">(1) Reprinted account revision on reverse side of page.</p>	
EFFECTIVE November 22, 1974	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction 36

ITEM	SECTION 4--VEHICLE UNIT RATES (Continued)																				
	<p style="text-align: center;">MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p>NOTE 8.--When transportation is performed under provisions of this item, the following rules will not apply:</p> <table><tr><td>Item 160</td><td>-Demurrage or Detention Charges</td></tr><tr><td>Item 170, Paragraph 2(b)</td><td>-Pumping Charge</td></tr><tr><td>Item 190</td><td>-Minimum Charge</td></tr><tr><td>Item 210</td><td>-Issuance of Shipping Documents</td></tr><tr><td>Item 220</td><td>-Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading</td></tr><tr><td>Item 230</td><td>-Shipments Diverted</td></tr><tr><td>Item 240</td><td>-Shipments Returned</td></tr><tr><td>Item 280</td><td>-Internal Cargo Tank Cleaning (except as provided in Note 7)</td></tr><tr><td>*Item 290</td><td>-Vapor Recovery and/or Bottom Loading Equipment</td></tr><tr><td>Item 300, Note 1 of Group 2 description</td><td>-Description of Territorial Groups and Crude Oil Groups</td></tr></table> <p>NOTE 9.--The charge for required bridge or ferry tolls, special permits and weigh-master certificates shall be assessed in addition to all other applicable rates and charges.</p> <p>NOTE 10.--A freight bill as set forth in Item 610 shall be issued by the carrier to the shipper for each engagement for transportation. The freight bill shall be retained and preserved by the issuing carrier for a period of not less than three years from the date of issuance.</p> <p>NOTE 11.--The charge for collecting and remitting amounts collected on C.O.D. shipments transported under provisions of this item shall be \$3.00 per collection, subject to a maximum total charge of \$25.00 per monthly tender.</p> <p>NOTE 12.--When pumping service is performed by the carrier, and additional charge of \$3.00 per hour shall be made for the first ten hours PLUS an additional \$1.00 per hour, or fraction thereof, for all additional hours. The minimum charge for pumping service shall be the charge for one hour.</p> <p>NOTE 13.--When the total loaded miles exceed the total empty miles of the tender, an additional charge of 5 cents per mile will be made for each excess loaded mile traveled by the carrier's equipment.</p> <p style="text-align: center;">(Continued on next page)</p>	Item 160	-Demurrage or Detention Charges	Item 170, Paragraph 2(b)	-Pumping Charge	Item 190	-Minimum Charge	Item 210	-Issuance of Shipping Documents	Item 220	-Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading	Item 230	-Shipments Diverted	Item 240	-Shipments Returned	Item 280	-Internal Cargo Tank Cleaning (except as provided in Note 7)	*Item 290	-Vapor Recovery and/or Bottom Loading Equipment	Item 300, Note 1 of Group 2 description	-Description of Territorial Groups and Crude Oil Groups
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SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p style="text-align: center;">YEARLY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p>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. 83628  nor reduction )</p> <p>(1) Reprinted account revision on reverse side of page.</p>	
EFFECTIVE NOVEMBER 22, 1974	
<div style="display: flex; justify-content: space-between;"> <span>Correction 39</span> <span>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</span> </div>	



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	<p style="text-align: center;">YEARLY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p>NOTE 7.--Carrier will provide internal cargo tank cleaning if requested by the shipper during any volume tender period, subject to additional charges provided in Item 280 for the cleaning of each unit of carrier's equipment. In addition to such charges, carriers will also assess the applicable mileage and hourly charges set forth herein.</p> <p>NOTE 8.--When transportation is performed under provisions of this item, the following rules will not apply:</p> <table border="0"> <tbody> <tr> <td>Item 160</td><td>- Demurrage or Detention Charges</td></tr> <tr> <td>Item 170, Paragraph 2(b)</td><td>- Pumping Charge</td></tr> <tr> <td>Item 190</td><td>- Minimum Charge</td></tr> <tr> <td>Item 210</td><td>- Issuance of Shipping Documents</td></tr> <tr> <td>Item 220</td><td>- Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading</td></tr> <tr> <td>Item 230</td><td>- Shipments Diverted</td></tr> <tr> <td>Item 240</td><td>- Shipments Returned</td></tr> <tr> <td>Item 280</td><td>- Internal Cargo Tank Cleaning (except as provided in Note 7)</td></tr> <tr> <td>*Item 290</td><td>- Vapor Recovery and/or Bottom Loading Equipment</td></tr> <tr> <td>Item 300, Note 1 of Group 2 description</td><td>- Description of Territorial Groups and Crude Oil Groups</td></tr> </tbody> </table> <p>NOTE 9.--The charge for required bridge or ferry tolls, special permits and weighmaster certificates shall be assessed in addition to all other applicable rates and charges.</p> <p>NOTE 10.--A freight bill as set forth in Item 610 shall be issued by the carrier to the shipper for each engagement for transportation. The freight bill shall be retained and preserved by the issuing carrier for a period of not less than three years from the date of issuance.</p> <p>NOTE 11.--The charge for collecting and remitting amounts collected on C.O.D. shipments transported under provisions of this item shall be \$3.00 per collection, subject to a maximum total charge of \$25.00 per calendar month on yearly tender.</p> <p>NOTE 12.--When pumping service is performed by the carrier, an additional charge of \$3.00 per hour shall be made for the first 100 hours per year PLUS an additional \$1.00 per hour, or fraction thereof, for all additional hours. The minimum charge for pumping service shall be the charge for one hour.</p> <p style="text-align: center;">(Continued on next page)</p>	Item 160	- 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 290	- Vapor Recovery and/or Bottom Loading Equipment	Item 300, Note 1 of Group 2 description	- Description of Territorial Groups and Crude Oil Groups
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