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Decision No. 85417

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation  
for the purpose of considering and  
determining minimum rates for  
transportation of petroleum and  
petroleum products in bulk, in tank  
truck equipment statewide as provided  
in Minimum Rate Tariff 6-B and the  
revisions or reissues thereof.

Case No. 5436  
Order Setting Hearing 186  
(Filed February 19, 1975)

SUPPLEMENTAL OPINION AND ORDER

Decision No. 85416, entered today in Case No. 5432 (Pet. 795) et al., found that the general definitions for the terms "point", "place", and "site" contained in Item 110, Sections 3(a), (b), and (c) of the National Motor Freight Classification should not govern the application of Minimum Rate Tariffs 1-B, 2, 6-B, 9-B, and 19. The decision also provided that Minimum Rate Tariff 6-B should be amended by separate order. In addition, to correct a mathematical error that appears in Note 20 of Second Revised Page 39 of MRT 6-B per Decision No. 83628 dated October 20, 1974 (C. 5436, Pet. 172) said page is being revised accordingly.

IT IS ORDERED that:

1. Minimum Rate Tariff 6-B (Appendix A of Decision No. 82350, as amended) is further amended by incorporating therein, to become effective March 6, 1976, the revised pages set forth in Appendix A attached hereto and by this reference made a part hereof.
2. Tariff publications 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 tenth

day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

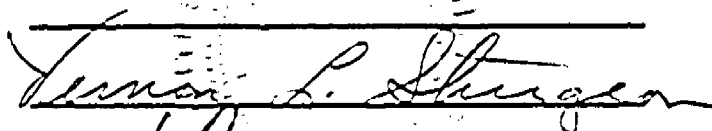
3. Common carriers, in establishing and maintaining the rates authorized by this order, are authorized to depart from the provisions of Section 461.5 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding 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.

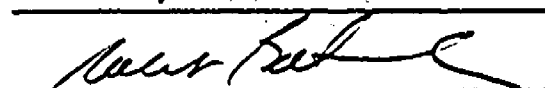
4. In all other respects Decision No. 82350, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 3rd  
day of FEBRUARY, 1976.

  
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President

  
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Commissioner

  
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Commissioners

Commissioner William Symons, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

LIST OF REVISED PAGES  
TO MINIMUM RATE TARIFF 6-B

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(END OF APPENDIX A LIST)

SECTION 1--RULES	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS</p> <p>CARRIER means a petroleum contract carrier as defined in the Highway Carriers' Act.</p> <p>CARRIER'S EQUIPMENT means any tank motor truck or other self-propelled highway vehicle, tank trailer or tank semi-trailer, or any combination of such highway vehicles, operated by the carrier.</p> <p>CARRIER'S TERMINAL means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>COMMON CARRIER RATE means any intrastate rate of any common carrier by land, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment.</p> <p>DANGEROUS ARTICLES TARIFF means Hazardous Materials Tariff 111-A, California Public Utilities Commission 11, of American Trucking Associations, Incorporated, Agent.</p> <p>DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignor, consignee or other party.</p> <p>DISTANCE TABLE means Distance Table 7 issued by the Public Utilities Commission.</p> <p>GOVERNING CLASSIFICATION means National Motor Freight Classification NMF 100 B.</p> <p>HOLIDAYS mean New Year's Day (January 1), Washington's Birthday (the third Monday in February), Memorial Day (the last Monday in May), Fourth of July, Labor Day (the first Monday in September), Thanksgiving Day, the day after Thanksgiving, December 24 and Christmas Day (December 25). When holiday falls on Sunday, the following Monday shall be considered as a holiday.</p> <p>INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>LOADING TIME means that time which commences when carrier's equipment arrives at point of origin or at the time specified by the shipper, whichever is later, and terminates when carrier's equipment is released for departure from point of origin.</p> <p style="text-align: center;">(Continued on next page)</p>	<p>§10</p>
<p>§ Change, Decision No. <b>85417</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>	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded)</p> <p>MOBILE ROAD MIXER means contractor's or road making equipment that is equipped and being used in mobile service for the picking up of raw materials along a road or proposed road, mixing them with petroleum products as described herein and dumped behind said moving road mixer. The carrier's equipment is attached to the mobile unit and proceeds with said unit in its road mixing service. The moving road mixer may either pump over the load or the carrier's equipment may pump over the load as the case may be. When carrier's equipment pumps the load, pumping charges as provided in paragraph (2) (b) of Item 170 apply in addition to the rates as otherwise provided herein.</p> <p>POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p>POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor into the custody of the carrier for transportation. All points within a single industrial plant or shipping area of one consignor shall be considered as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p>RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from rail cars. It also includes truck loading facilities of plants or industries located at such a rail loading or unloading point.</p> <p>RATE means the figure stated in cents, dollars and cents, or fractions thereof, including the charge and, also, the minimum weight and rules governing, and the accessorial charges applying in connection therewith to be used in computing the charge on property transported.</p> <p>SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, but not necessarily in an identical type of equipment.</p> <p>STEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally.</p> <p>UNLOADING TIME means that time which commences when carrier's equipment arrives at point of destination and terminates when carrier's equipment is released for departure from point of destination. It also includes time spent weighing, sampling and/or the process of sampling.</p>	§10
<p>Change, Decision No. <span style="float: right;">85417</span></p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">APPLICATION OF TARIFF--GENERAL</p> <p>1. Rates provided in this tariff apply for the transportation of commodities described in Item 30, in bulk, between points in the State of California by petroleum contract carriers. Except as otherwise provided in individual items, rates in this tariff include the services of the driver only. Loading and unloading include connecting and disconnecting piping and other services incidental thereto except those services for which rates or charges are provided in individual items. For rates for the transportation of petroleum and petroleum products, other than as provided in this tariff, see Minimum Rate Tariff 2.</p> <p>2. Rates and rules named in this tariff shall not apply to transportation by independent-contractor subhaulers when such transportation is performed for other carriers. This exception shall not be construed to exempt from the tariff provisions carriers for whom the independent-contractor subhaulers are performing transportation service.</p> <p>3. Rates in this tariff do not apply to the transportation of:</p> <p>ø(a) Disaster Supplies, i.e., those commodities which are allocated to provide relief during a state of extreme emergency or state of disaster; and those commodities which are transported for a civil defense or disaster organization established and functioning in accordance with the California Disaster Act to ultimate point of storage or use prior to or during a state of disaster or state of extreme emergency.</p> <p>(b) Property of the United States or property transported under an agreement whereby the United States contracted for the carrier's services.</p> <p>(c) Property transported for a displaced person when the cost thereof is borne by a public entity as provided in Section 7262 of the Government Code.</p>	<p style="text-align: center;">ø20</p>
<p style="text-align: center;">APPLICATION OF GOVERNING PUBLICATIONS</p> <p>1. This tariff is governed to the extent shown herein by:</p> <p>ø(a) The Governing Classification, except that the classes and minimum weight factors have no application herein and this tariff is subject to the following rules (items) only thereof.</p> <p>110, Sections 1, **, **, **, 3(d), 4, 4(a), 4(b), 5, 6(a), 6(b), 6(c), 7, 7(a), 7(b), 7(c), 7(d), 8, 8(a), 8(b), 9, 10, 14, 15; 112; 381; 428; 430, Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11(a), 11(b), 13 and 14; 455; 520; 535; 540; 565; 580; 595; 685; 689; 765; 770, Section 2; 780, Section 2; 810; 845; 300100 through 300155.</p> <p>(b) The Dangerous Articles Tariff (California Regulations).</p> <p>(c) The Distance Table.</p> <p>2. Where the provisions or conditions provided in the governing publications described in paragraphs 1(a) and (c) hereof are in conflict with those provided in this tariff, the provisions of this tariff will apply. Except as otherwise specifically provided in this tariff, where the provisions of the Dangerous Articles Tariff are in conflict with the provisions set forth in this tariff or the otherwise governing publications referred to in paragraphs 1(a) and (c) hereof, the provisions of the Dangerous Articles Tariff will apply.</p>	<p style="text-align: center;">ø25</p>
<p>ø Change ) ** Eliminated ) Decision No. <b>85417</b></p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	
Correction	

SECTION 1--RULES (Continued)			ITEM
(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)			
APPLICATION OF TARIFF--COMMODITIES			
Rates in this tariff apply on Petroleum and Petroleum Products, including Compounded Oils or Greases having a Petroleum Base, and Items, as described below.			
Charges shall be assessed on the actual gross weight loaded.			
EXCEPTION--Charges shall be assessed on the weight per gross gallon loaded for shipments of commodities with weights per gallon provided below.			
<u>RATE GROUP</u>	<u>POUNDS PER GROSS GALLON LOADED</u>	<u>COMMODITY</u>	
A	6.2	Gasoline (155250)	
B	6.5	Jet Turbine Fuel (155250) Kerosene (155250)	
C	7.2	Distillate Fuel Oil, not suitable for illuminating purposes (155250) (See Note)	30
D	8.3	Residual Fuel Oil (155250) (See Note) Gas Oil (155250)	
E	-	Petroleum Products (except commodities named in rate groups A, B, C, D or F of this item), as described under the heading Petroleum Products group of the Governing Classification Petroleum Cumene (155400) Petroleum Nitroxyline (155420) Petroleum Toluene (155440) Petroleum Xylidine (155460) Petroleum Xylol (155480)	
F	7.3	Crude Oil (155250)	
(Continued on next page)			
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Correction			

SECTION 1--RULES (Continued)			ITEM
(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)			
APPLICATION OF TARIFF--COMMODITIES (Concluded)			
<u>RATE GROUP</u>	<u>POUNDS PER GROSS GALLON LOADED</u>	<u>COMMODITY</u>	
G	4.4	Liquefied Petroleum Gas (86140)	
H	-	Asphalt, as described under the heading Asphalt Group (15200 through 15440), Petroleum Tar (145230) and Road Oil.	
I	-	Credit Card Slips and checks which have been used for the purchase of petroleum products and related services or sup- plies, in packages weighing 5 pounds or less, when released by the shipper to value not exceeding 10¢ per pound.	30
NOTE: The term "Fuel Oil" as used in this item does not include petroleum products having a flash point below 110 degrees Fahrenheit (Tagliabue closed cup) or which have 95 percent distillation points below 464 degrees Fahrenheit.			
The weight of commodities which are returned shall be as specified above for the same commodities when loaded.			
APPLICATION OF TARIFF--TERRITORIAL GROUPS			
Rates from, to or between all points in the groups described in Item 300, but not between points in the same group, shall be the rates in Section 3 of this tariff applicable from, to or between the mileage basing points designated in connection with the groups. (See Item 150.)			
Rates from or to Chevron Asphalt Company facilities located at 4525 San Leandro Street, Oakland, California, shall be the rates in Section 3 of this tariff applicable from or to Pinole, California.			
Unless otherwise specified, where streets, railway lines, rights of way, and water courses are used in Item 300 to define boundaries, the center line of such streets, railway lines, rights of way and water courses will constitute the boundary lines.			40
The term "street" as used above will be synonymous with "avenue", "boulevard", "drive", "lane", "terrace", "road", or other designation thereof.			
Where the term "shore line" or "ocean" is employed as a boundary line, such line shall be construed to embrace any pier or wharf extending into the adjacent body of water.			
Where the written description of a group conflicts with the map description of that same group, the written description will govern.			
No Change on this page, Decision No. <b>85417</b>			
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Correction			



SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</p> <p>Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected when such services are performed, regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.</p>	50
<p style="text-align: center;">ALLOWANCE FOR DELIVERY AFTER HOURS</p> <p>Subject to the provisions of Note 1, shipments of commodities contained in Rate Group H will be subject to rates of 90% of the mileage rates otherwise applicable for transportation when such shipments are ordered before 4:00 p.m. and are loaded, transported and delivered to bulk storage facilities all within the following periods of time:</p> <p>(a) Between 4:00 p.m. and 2:00 a.m. Monday through Friday.</p> <p>(b) Between 4:00 p.m. Friday and 2:00 a.m. the following Monday.</p> <p>NOTE 1.--The provisions of this rule are applicable only on shipments consigned to points of destinations located within 100 constructive miles of the point of origin or of the Group Basing Point whichever is applicable.</p>	870
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Rates of common carriers by land may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation than results from the application of the rates herein provided. (See Notes 1, 2, 3, 4 and 5)</p> <p>NOTE 1.--When the common carrier rate used is subject to a minimum weight different than the minimum weight determined in accordance with the provisions of Item 190, the lesser minimum weight may be observed.</p> <p>NOTE 2.--When the common carrier rate used is based upon a weight per gallon different than that provided in Item 30, such different weight shall be observed.</p> <p>NOTE 3.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> <p>NOTE 4.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item. When the rail carload rate is subject to a specified minimum weight, subject to the condition that if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any.</p> <p>NOTE 5.--When rail switching charges are applicable in connection with line-haul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.</p>	80
<p>Change, Decision No. <b>85417</b></p>	
EFFECTIVE	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with rates of common carriers by land for the same transportation as follows:</p> <p>§(a) When point of origin is located beyond railhead or carrier's terminal and point of destination is located at railhead or carrier's terminal add to the common carrier rate applying from any (1) team track, (2) carrier's terminal or (3) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to point of destination the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from point of origin to any such team track, carrier's terminal or private railhead, from which the common carrier rate used applies. (See Notes 1, 2, 3 and 4)</p> <p>§(b) When point of origin is located at railhead or carrier's terminal and point of destination is located beyond railhead or carrier's terminal, add to the common carrier rate applying from point of origin to any (1) team track, (2) carrier's terminal or (3) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from any such team track, carrier's terminal or private railhead to which the common carrier rate used applies to point of destination. (See Notes 1, 2, 3 and 4)</p> <p>§(c) When both point of origin and point of destination are located beyond railhead or carrier's terminal, add to the common carrier rate applying between any railhead or carrier's terminal the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from point of origin to any (1) team track, (2) carrier's terminal or (3) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, from which the common carrier rate used applies, plus the rate provided in this tariff, applicable to the weight of the entire shipment, for the distance from any (1) team track, (2) carrier's terminal or (3) private railhead which is owned or leased by the party who contracts with the carrier for the performance of the transportation service, to which the common carrier rate used applies to point of destination. (See Notes 1, 2, 3 and 4)</p> <p>§NOTE 1.--If the route from point of origin to railhead, or from railhead to point of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 5 miles or less, or rates established by the Commission for transportation within that city, whichever is the lower, shall apply from point of origin to railhead or from railhead to point of destination as the case may be.</p> <p>NOTE 2.--When the common carrier rate used is subject to a minimum weight different than the minimum weight determined in accordance with the provisions of Item 190, the lesser minimum weight may be observed in connection with such common carrier rate.</p> <p>NOTE 3.--When the common carrier rate used is based upon a weight per gallon different than that provided in Item 30, such different weight shall be observed in connection with such common carrier rate.</p> <p>NOTE 4.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p>	<p>§90</p>
<p>§ Change, Decision No. <b>85417</b></p>	
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

## MINIMUM RATE TARIFF 6-B

SECTION 1--RULES (Continued)	ITEM
<p align="center">APPLICATION OF COMBINATIONS OF RATES PROVIDED IN THIS TARIFF</p> <p>In the event any combination of rates provided in this tariff produces a lower aggregate charge for the same transportation than is produced by a one-factor through rate, such combination of rates shall be applied.</p>	100
<p align="center">COLLECTION OF CHARGES</p> <p>1. Except as otherwise provided in this item, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>2. Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period not to exceed 7 days, excluding Sundays and legal holidays. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall begin from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the debtor on or before the date of delivery, the credit period shall begin from the first 12 o'clock midnight following the presentation of the freight bill.</p> <p>3. Where the carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>4. Freight bills for all transportation and accessorial charges shall be presented to the debtors within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.</p> <p>5. Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>6. The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>7. When the shipper has elected to use the monthly or yearly provisions of Items 510 or 520 in this tariff carrier shall bill and collect a prepayment as provided in Note 20 of Item 510 and Note 20 of Item 520.</p>	120
<p>No change on this page, Decision No. <b>85417</b></p>	
EFFECTIVE	
<p align="center">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

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 point of origin and point of 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>	p150
<p>Change, Decision No. <b>85417</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>	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">DEMURRAGE OR DETENTION CHARGES</p> <p>1. A charge of \$3.45 for each one-quarter hour, or fraction thereof, shall be assessed for the time carrier's equipment is detained through no fault of the carrier to complete loading or unloading in excess of the free time specified in paragraphs (a), (b) or (c). Provisions of this item will not apply at places of transit. For applicable detention charges at places of transit see Item 220.</p> <p>(a) Applies only in connection with transportation of commodities in Rate Groups A, B, C, D, E and F as described in Item 30.</p> <p>(1) One hour free loading and one and one-half hours free unloading time shall be allowed.</p> <p>(b) Applies only in connection with the transportation of commodities in Rate Group G.</p> <p>(1) One and one-half hours free loading and two hours free unloading time shall be allowed.</p> <p>(c) Applies only in connection with transportation of commodities in Rate Group H. (See Note)</p> <p>(1) One hour free loading time and two hours free unloading time shall be allowed.</p> <p>2. Applies only in connection with the spreading of commodities in Rate Group H. (See Note)</p> <p>(a) A charge of \$5.00 for each one-quarter hour, or fraction thereof, shall be assessed for the time carrier's equipment is detained through no fault of the carrier to complete spreading in excess of the free time specified in paragraph (1).</p> <p>(1) Two hours free unloading time shall be allowed.</p> <p>NOTE.--When shipper or consignee orders load to be delivered at a specifically designated time and carrier has its equipment at point of destination at designated time, free time will commence at the time designated for delivery.</p>	<p>ø160</p>
<p>ø Change, Decision No. <b>85417</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>	

## MINIMUM RATE TARIFF 5-B

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>ø(e) Point or points of origin.</li> <li>ø(f) Point or points of destination.</li> <li>ø(g) Point or points 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>	ø210
<p>ø Change, Decision No. <span style="font-size: 1.2em; font-weight: bold;">85417</span></p>	
EFFECTIVE	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

SECTION 1--RULES (Continued)	ITEM
<p>SHIPMENTS STOPPED IN TRANSIT FOR WEIGHING, APPLICATION OF SEALS OR FOR PARTIAL LOADING OR UNLOADING</p> <p>Charges for shipments which, at request of consignor or consignee, or for any other reason beyond the control of the carrier, are stopped in transit for weighing, application of seals, or for partial loading or unloading shall be computed at the mileage rate applicable from point of origin to final point of destination via each of the points where weighing (either loaded or empty), application of seals, or partial loading or unloading is performed. (See Exception.) Subject to Notes 1, 2 and 3.</p> <p>EXCEPTION--Where charges are based on a mileage greater than 50 constructive miles and/or when a geographical order of pickup or delivery is specified by the shipper or consignee which results in a higher through mileage than that incurred via the shortest mileage route, such charge shall be computed on 50 percent of the mileage applicable from point of origin to return thereto via each of the points where weighing, (either loaded or empty) application of seals, or partial loading or unloading is performed.</p> <p>NOTE 1.--Shipments shall be subject to an additional charge of \$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 point of origin or point of destination. Time in excess of one hour at the transit point shall be charged at the rate of \$3.45 per quarter hour or fraction thereof.</p> <p>NOTE 2.--Shipments stopped in transit for weighing, application of seals, or for partial loading or unloading shall be subject to applicable mileage rates computed from point of origin to ultimate point of destination via point or points 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 point of origin or the last point of destination is located within a group, mileage shall be computed from or to the basing point of the group in which said point is located. Two constructive miles shall be added for each point in excess of one located within a single metropolitan zone.</p> <p>NOTE 3.--Charges for shipments of Crude Oil transported under the provisions of Item 420 shall be computed at the highest rate provided to any point where diversion occurs or delivery is performed.</p>	6220
<p>Change, Decision No. <b>85417</b></p>	
EFFECTIVE	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SHIPMENTS DIVERTED</p> <p>§A. A diverted shipment is one for which either a consignee, point of destination, or both are changed after departure from the point of 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 point of origin to point where delivery is completed via each of the points 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 point of origin to ultimate point of destination via point or points 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 point of origin or the last point 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 point where diversion occurs or delivery is performed.</p>	<p style="text-align: center;">§230</p>
<p style="text-align: center;">SHIPMENTS RETURNED</p> <p>§1. Charges upon a shipment or a portion of a shipment returned to point of 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 point 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 point of 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 point where the return commenced rather than from the original billed destination.</p>	<p style="text-align: center;">§240</p>
<p>§ Change, Decision No. <b>85417</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>	



SECTION 1--RULES (Continued)		ITEM												
SPREADING														
(Applies only in connection with transportation of commodities named in Rate Group H.)		250												
1. The service of spreading commodities named in Rate Group H shall be performed at the rate of 14 cents per 100 pounds, computed on the basis of the weight spread. This rate includes only services of a driver of carrier's equipment. Charges for extra labor shall be computed under the provisions of Item 260.														
2. The minimum spreading charge per load shall be \$55.85 for each load transported in connected tank vehicles, and \$48.45 per single tank vehicle.														
ACCESSORIAL SERVICES														
1. When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as follows:														
	<table><tr><td></td><td colspan="2">Charge in Cents</td></tr><tr><td></td><td>For First</td><td>For Each Additional</td></tr><tr><td></td><td>30 Minutes or</td><td>15 Minutes or</td></tr><tr><td></td><td>Fraction Thereof</td><td>Fraction Thereof</td></tr></table>		Charge in Cents			For First	For Each Additional		30 Minutes or	15 Minutes or		Fraction Thereof	Fraction Thereof	
	Charge in Cents													
	For First	For Each Additional												
	30 Minutes or	15 Minutes or												
	Fraction Thereof	Fraction Thereof												
(a) For Driver, Helper or Other Employee, per Man	570	285												
(b) For Unit of Equipment	97	48	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.														
3. When in response to shipper's request carrier supplies special equipment, accessories, or accessorial services not otherwise specified in this tariff, in connection with transportation which is performed subject to the rates named in this tariff, a reasonable charge therefor shall be made by the carrier against the shipper. In no event shall the charge be less than the cost of such equipment and/or service.														
4. Extra labor furnished in connection with the transportation of commodities named in Rate Group H, other than driver of carrier's equipment, shall be charged for at the rate of \$11.40 per man per hour, subject to a minimum charge of 8 hours. An additional charge of \$3.00 per hour or fraction thereof shall be added to the above charge for time spent spreading.														
No Change on this page, Decision No.		85417												
EFFECTIVE														
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.														
Correction														

SECTION 3---DISTANCE RATES (In Cents per 100 Pounds)							ITEM
<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		RATES					
OVER	BUT NOT OVER	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	
No change on this page, Decision No. 85417							400
EFFECTIVE							
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Correction							

SECTION 3--SPECIAL COMMODITY RATES In cents per 100 pounds			ITEM
ASPHALT, NATURAL, BY-PRODUCT OR PETROLEUM (See Note 1)			
From	To (See Note 2)	Rates (Minimum Weight, 100,000 Pounds)	
Group 6 (as described in Item 300)	Oceanside	29½	
	Escondido	35	
	San Diego	39	
	Mission Gorge	40	
	Otay	41	
	Lakeside	41	
<p>NOTE 1.--Rates in this item apply only to shipments:</p> <p>ø(a) Tendered on one bill of lading, which are picked up at a single point of origin and delivered to a single point of destination, at carrier's convenience, within a single 24-hour period; and</p> <p>ø(b) Having point of destination at permanent storage facilities within the described areas; and</p> <p>(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.</p> <p>NOTE 2.--As described in the following:</p> <p>øOCEANSIDE--Includes all points and 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.</p> <p>øESCONDIDO--Includes all points and places located within the city limits of Escondido.</p> <p>øSAN DIEGO--Includes all points and places located within Metropolitan Zones 307, 308, 309, and 310 as described in Section 2-A of the Distance Table and includes points and places within two miles of the intersection of Miramar Road and U.S. Highway 395.</p> <p>øMISSION GORGE--Includes all points and places located within a 2-mile radius of the junction of Mission Gorge Road and Bell Road.</p> <p>øOTAY--Includes all points and places located within a 2-mile radius of Main Street and Beyer Way in Otay.</p> <p>øLAKESIDE--Includes all points and places located within a 2-mile radius of the junction of Slaughterhouse Canyon and State Sign Route 67.</p>			ø410
ø Change, Decision No. 85417			
EFFECTIVE			
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		

SECTION 4--VEHICLE UNIT RATES	ITEM						
<p style="text-align: center;">DAILY VEHICLE UNIT VOLUME TENDER RATES</p> <p>§1. The rates in this item will apply for the transportation of all commodities except those named in Rate Group H, as described in Item 30, and those commodities requiring pressurized equipment from any origin points to any points of destination located within 250 miles of the first point 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>(b) An additional charge of \$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 \$10.90 per man, per hour, or 26 cents per mile, whichever produces the higher total charge. (See Minimum in Note 16)</p> <p style="text-align: center;">PLUS</p> <p>(c) An additional charge in cents per mile, as follows:</p> <table border="0"> <tr> <td>First 50 miles-----</td><td>33</td></tr> <tr> <td>Next 100 miles-----</td><td>30</td></tr> <tr> <td>Over 150 miles-----</td><td>27½</td></tr> </table> <p>§NOTE 1.--Each engagement shall commence at time of arrival of carrier's equipment at point of 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 point of origin of the engagement.</p> <p>NOTE 2.--Daily means 24 consecutive hours.</p> <p>NOTE 3.--As used in this item, the term carrier's equipment also includes replacement units when the original carrier's equipment furnished becomes inoperable while engaged in service under provisions hereof.</p> <p>NOTE 4.--Mileages applicable in connection with this item shall be actual mileages and shall include all miles operated for any purpose during the period of engagement.</p> <p>NOTE 5.--Charges for time used in excess of 24 hours shall be computed as follows:</p> <p>(a) At the rate of \$12.10 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 point of final delivery to the first point of 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 point of origin of the engagement.</p> <p style="text-align: center;">(Continued on next page)</p>	First 50 miles-----	33	Next 100 miles-----	30	Over 150 miles-----	27½	<p style="text-align: center;">§500</p>
First 50 miles-----	33						
Next 100 miles-----	30						
Over 150 miles-----	27½						
<p>§ Change, Decision No. <b>85417</b></p>							
EFFECTIVE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							
Correction							

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM																				
<p style="text-align: center;">DAILY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p>NOTE 6.--The mileage charge will apply for all miles required to exchange drivers at other than the first point of 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	#500
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																				
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<p>Change, Decision No. <b>85417</b></p>																					
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Correction																					

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p data-bbox="414 340 1050 366">DAILY VEHICLE UNIT VOLUME TENDER RATES (Concluded)</p> <p data-bbox="208 383 1311 476">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 data-bbox="208 495 1323 541">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 data-bbox="208 560 1323 605">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 data-bbox="270 625 1331 717">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 data-bbox="274 735 579 761">(1) Minimum charge \$4.00</p>	500
<p data-bbox="270 881 728 907">No change on this page, Decision No.</p> <p data-bbox="797 862 935 907">85417</p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	
Correction	

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p style="text-align: center;">MONTHLY VEHICLE UNIT VOLUME TENDER RATES</p> <p>1. The rates in this item will apply for the transportation of all commodities as described in Item 30, from any origin point to any points of destination located within 250 miles of the first point 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 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>(1) For all commodities except those moving in pressurized equipment and shipments of commodities named in Rate Group H-----\$650.00</p> <p>(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>(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 \$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 \$10.80 per man, per hour, or 25.7 cents per mile, whichever produces the higher total charge. (See Minimum in Note 16.)</p> <p style="text-align: center;">PLUS</p> <p>(d) An additional charge in cents per mile, as follows:</p> <p>First 5,000 miles-----27¢ (1) Next 5,000 miles-----23 Over 10,000 miles-----21</p> <p>(1) Minimum charge \$1,385.00 per unit of carrier's equipment, per month.</p> <p style="text-align: center;">(Continued on next page)</p>	<p>6510</p>
<p>Change, Decision No. <b>85417</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>	

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 point of 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 point of 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 point of final delivery to the first point of 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 point of 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 point of 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">ø510</p>
<p>ø Change, Decision No. <b>85417</b></p>	
EFFECTIVE	
<p align="center">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	



SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM																				
<p align="center">MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p>NOTE 8.--When transportation is performed under provisions of this item, the following rules will not apply:</p> <table border="0"> <tr> <td>Item 160</td><td>- Demurrage or Detention Charges</td></tr> <tr> <td>Item 170, Paragraph 2(b)</td><td>- Pumping Charge</td></tr> <tr> <td>Item 190</td><td>- Minimum Charge</td></tr> <tr> <td>Item 210</td><td>- Issuance of Shipping Documents</td></tr> <tr> <td>Item 220</td><td>- Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading</td></tr> <tr> <td>Item 230</td><td>- Shipments Diverted</td></tr> <tr> <td>Item 240</td><td>- Shipments Returned</td></tr> <tr> <td>Item 280</td><td>- Internal Cargo Tank Cleaning (except as provided in Note 7)</td></tr> <tr> <td>Item 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 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	510
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Correction

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 \$4,880.00. 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>	510
<p>No Change on this page, Decision No. <b>85417</b></p>	
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p style="text-align: center;">YEARLY VEHICLE UNIT VOLUME TENDER RATES</p> <p>ø1. The rates in this item will apply for the transportation of all commodities as described in Item 30, from any origin points to any points of destination located within 250 miles of the first point 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.) Agreements for yearly tenders must commence with the first day of a calendar month.</p> <p>3. The rates to apply for service under this item shall be as follows, subject to Notes 1 through 21:</p> <p style="text-align: center;">RATES (Vehicle Unit Rates)</p> <p>(a) The basic charge per unit of carrier's equipment per month, shall be:</p> <p style="margin-left: 40px;">(1) For all commodities except those moving in pressurized equipment and shipments of commodities named in Rate Group H-----\$540.00</p> <p style="margin-left: 40px;">(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 \$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 \$10.70 per man, per hour, or 25½ 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>	ø520
<p>ø Change, Decision No. <span style="float: right;">85417</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 data-bbox="398 362 1050 388">YEARLY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p data-bbox="261 429 976 454">(d) An additional charge in cents per mile, as follows:</p> <table data-bbox="320 472 1075 541"> <tr> <td>First 5,000 miles-----</td><td>27½ (1)</td></tr> <tr> <td>Next 5,000 miles-----</td><td>23</td></tr> <tr> <td>Over 10,000 miles-----</td><td>21</td></tr> </table> <p data-bbox="327 558 987 584">(1) Minimum charge \$1,385.00 per unit of equipment.</p> <p data-bbox="194 627 1339 761">NOTE 1.--Each engagement shall commence at time of arrival of carrier's equipment at point of 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 point of origin of the engagement.</p> <p data-bbox="257 780 794 806">NOTE 2.--Year means 12 consecutive months.</p> <p data-bbox="194 825 1311 892">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="194 911 1248 978">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="194 998 1207 1043">NOTE 5.--Charges for time used in excess of 12 consecutive months shall be computed as follows:</p> <p data-bbox="257 1062 1262 1108">(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="257 1127 1285 1215">(b) At the rate of 51 cents per mile for return of equipment from the point of final delivery to the first point of 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 point of origin of the engagement.</p> <p data-bbox="194 1235 1298 1280">NOTE 6.--The mileage charge will apply for all miles required to exchange drivers at other than the first point of origin.</p> <p data-bbox="571 1321 868 1347">(Continued on next page)</p>	First 5,000 miles-----	27½ (1)	Next 5,000 miles-----	23	Over 10,000 miles-----	21	<p data-bbox="1376 868 1427 894">ø520</p>
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<p data-bbox="541 1920 1427 1966">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p data-bbox="194 1961 323 1987">Correction</p>							

SECTION 4--VEHICLE UNIT RATES (Continued)		ITEM																				
YEARLY VEHICLE UNIT VOLUME TENDER RATES (Continued)																						
<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><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, 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>(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	520
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Correction																						

SECTION 5--FORMS OF SHIPPING DOCUMENTS		ITEM
<b>SHIPPING ORDER AND FREIGHT BILL</b>		
Permit No. _____ Date _____ Bill No. _____		
Name of Carrier _____ <div style="text-align: center; font-size: small;">(Must be same as shown on permit.)</div>		
Point of Origin _____ Point of Destination _____		
Consignor _____ Consignee _____		
Street Address _____ Street Address _____		
City _____ City _____		
Note:--Show each place where diversion occurs or partial delivery is performed, and names and addresses of each consignee when more than one.		
Number of Gallons	Weight Per Gallon	Description of Commodities
Type of Equipment Used <input type="checkbox"/> Tank Truck <input type="checkbox"/> Tank Trailer <input type="checkbox"/> Tank semitrailer <input type="checkbox"/> Two connected tank vehicles		Other Charges (Show each charge separately and what it represents.)  <div style="text-align: center; border: 1px solid black; padding: 5px; margin: 5px 0;">Prepaid</div> <div style="text-align: center; border: 1px solid black; padding: 5px;">Total to Collect</div>
Shipper _____ By _____ <div style="text-align: right; font-size: small;">(Show name in full.)</div>		
Received by carrier in good condition, except as noted: _____ _____		
By _____ <div style="text-align: right; font-size: small;">(Show name in full.)</div>		
Received by Consignee in good condition, except as noted: _____ _____		
By _____ Date _____ <div style="text-align: right; font-size: small;">(Show name in full.)</div>		
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		

Change, Decision No. 85417

Correction

SECTION 3--FORMS OF SHIPPING DOCUMENTS (Concluded)		ITEM																		
<b>FREIGHT BILL FOR VEHICLE UNIT RATES FOR TRANSPORTATION OF PETROLEUM AND PETROLEUM PRODUCTS AS DESCRIBED IN ITEM 30 OF MINIMUM RATE TARIFF 6-B</b>																				
<div style="display: flex; justify-content: space-between;"><div>Name of Carrier _____ <small>(Name of Carrier Must Be Same as Shown on Permit)</small></div><div>Bill No. _____</div></div> <div style="text-align: right; margin-top: 10px;">Permit No. _____</div> <div style="margin-top: 10px;">Name of Shipper _____</div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"><div>Street Address _____</div><div>City _____</div></div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"><div>Date of Agreement _____</div><div>Calendar Period of Engagement _____</div></div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"><div>Unit(s) of Equipment Used _____ <small>(Identify)</small></div><div>Capacity _____ <small>(Gallons)</small></div></div> <div style="margin-top: 5px;">Time Engagement Commenced(1) _____</div> <div style="margin-top: 5px;">Time Engagement Expired(2) _____</div> <div style="margin-top: 10px;">Less Deduction _____</div> <div style="margin-top: 5px;">Net Time _____</div>		610																		
<table style="width: 100%; border-collapse: collapse;"><thead><tr><th style="text-align: left; width: 45%;">Charges:</th><th style="text-align: center; width: 15%;">Rate</th><th style="text-align: center; width: 40%;">Charge</th></tr></thead><tbody><tr><td>Number of Units of Equipment Used</td><td style="text-align: center;">_____</td><td style="text-align: center;">_____</td></tr><tr><td>Number of Hours</td><td style="text-align: center;">_____</td><td style="text-align: center;">_____</td></tr><tr><td>Excess Hours</td><td style="text-align: center;">_____</td><td style="text-align: center;">_____</td></tr><tr><td>Additional Charges(3)</td><td style="text-align: center;">_____</td><td style="text-align: center;">_____</td></tr><tr><td>Total Charges</td><td></td><td style="text-align: center;">_____</td></tr></tbody></table> <div style="margin-top: 10px;"><small>(1) Time equipment arrives at first origin. (2) Time equipment returns to first origin. (3) Show each charge separately and what it represents.</small></div> <div style="margin-top: 10px;">Certification of Data: Shipper _____ Carrier _____ By _____ By _____</div>			Charges:	Rate	Charge	Number of Units of Equipment Used	_____	_____	Number of Hours	_____	_____	Excess Hours	_____	_____	Additional Charges(3)	_____	_____	Total Charges		_____
Charges:	Rate	Charge																		
Number of Units of Equipment Used	_____	_____																		
Number of Hours	_____	_____																		
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Additional Charges(3)	_____	_____																		
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END OF TARIFF																				
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