

Decision No. 87173**ORIGINAL**

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  
Petition for Modification No. 194  
(Filed July 16, 1975; amended  
July 2 and August 4, 1976)

Order Setting Hearing 170  
(Filed June 5, 1974)

(Appearances are shown in Appendix A.)

### THIRD INTERIM OPINION

By this petition, as amended, California Trucking Association (CTA) seeks increases in the minimum rates named in Minimum Rate Tariff 6-B (MRT 6-B). Interim increases, pending hearing, were granted by Decision No. 85061 dated October 31, 1975 and Decision No. 86511 dated October 13, 1976, as modified by Decision No. 86570 dated October 26, 1976. On December 31, 1976 CTA filed a motion seeking further interim increases pending final disposition of this matter.

Hearings were held on December 2, 3, and 22, 1976 for CTA to present evidence in support of its amended Petition 194. Further hearings were held February 1 through 4 and March 8 through 10, 1977 wherein the staff and the Attorney General presented evidence and recommendations on the need for an alternative to our existing minimum rate program.

The Attorney General requested, and the presiding examiner issued, subpoenas for depositions of nine petroleum carriers. The nine carriers the Attorney General wished to depose were the selected carriers that CTA used in compiling a results of

operations summary at existing rates. Certain carriers filed motions to quash those subpoenas, which the presiding examiner denied with an Examiner's Ruling. Miles Tank Lines and Edwin S. Acker filed a joint "appeal" of the Examiner's Ruling, and on March 9, 1977 we issued Decision No. 87070 which affirmed the Examiner's Ruling. On March 18, 1977 CTA filed a petition for rehearing of that decision; we have not reached a decision at this time on the merits of CTA's petition for rehearing.

The Issue of Further Rate Relief

At the hearing on March 9, 1977 the staff, through a statement of counsel, recommended that we grant certain increases in MRT 6-B. The amount of increase recommended by the staff, with the exception of one item, would grant CTA the relief it sought. The staff recommended no increase in the distance and commodity rates in Section 3 of MRT 6-B. CTA proposed to increase that surcharge from the present 8 percent to 14 percent. CTA presented a rebuttal witness following the staff's recommendation. The CTA witness testified that since July 1976, the date of the last cost information put into the record, there have been and will be additional increases to indirect labor expense. The increase in indirect labor expense will amount to more than a one percent increase in the overall cost of labor to the carriers. We conclude that CTA's request for offset relief for the distance and commodity rates in Section 3 is reasonable.

CTA proposed a new tariff provision which would establish special distance volume incentive rates on an experimental basis. These rates are designed to meet the needs of shippers who have insufficient traffic to enable a commitment to present monthly and yearly volume tender provisions, but who have enough traffic to make a lesser but firm dollar commitment for such periods. CTA asserts that its proposal is designed to meet changing needs of shippers and to assist in stemming further shifts of traffic to proprietary carriage. There was no objection to CTA's proposal.

We find that CTA's proposal is reasonable, for we too are concerned about the shift of traffic from the for-hire industry to proprietary carriage. Such shifts could erode the strength of the for-hire industry, and we have consistently found that maintaining a vigorous and healthy for-hire trucking industry is in the public interest.

As the record now stands it might appear that some petroleum carriers are, or will be, in serious financial difficulty if they continue to operate at the present minimum rates. Along with testimony, CTA presented Exhibit No. 5 as an indication of the earnings difficulties of petroleum carriers. However, it was developed through cross-examination and by testimony from the staff's Finance and Accounts Division witness that CTA's exhibit was not based on results that fully reflect allocations of expenses between interstate operations, nonutility operations, and the intrastate petroleum carriage subject to MRT 6-B rates. The Attorney General has indicated a desire to explore the expense allocations of the nine petroleum carriers who presented data enabling CTA to compile Exhibit No. 5. In view of our Decision No. 87070, which denied a purported "appeal" of the Examiner's Ruling on the motions to quash, the Attorney General may now proceed with discovery. We are making this an interim decision, and holding the record open, pending possible further evidence from the Attorney General upon completion of discovery. However, we can say now that in future proceedings we expect to see a more sophisticated breakdown of expenses and revenues to help us fully assess whether our MRT 6-B rates are the cause of carrier earnings problems. We will expect the staff and the highway carrier industry to undertake an exploration of means by which more detailed and useful information may be gathered and made available. Any further presentation by the Attorney General following the taking of depositions may be useful in identifying deficiencies in our present carrier record keeping and reporting requirements.

Proposals for Alternative Regulatory Programs

In Decision No. 85081 dated October 31, 1976, in this proceeding we stated that we wanted the record developed on certain issues that would enable us to evaluate possible alternatives to our present regulatory program. CTA presented evidence on the issues outlined in Decision No. 85081. The Attorney General presented the testimony of three witnesses and the staff proposed a plan whereby petroleum contract carriers would file contracts.

As recently announced in Decision No. 87047 dated March 9, 1977 dismissing Case No. 9963, we intend to continue our inquiry regarding regulatory change in a forthcoming order setting hearing. We will incorporate into the record of that OSH the evidence produced in this proceeding. We are anticipating active and constructive participation by all parties concerned with the highway carrier industry and our regulation so that we may have a fully developed record to consider before deciding what, if any, changes should be made to our current regulatory program.

The Commission staff presented the details of a freight bill sample for 1974 contained in the Commission's Data Bank. That sample served as a basis for determining the revenue impact of the changes in constructive mileages in DT 8 as compared with DT 7. The revenue impact indicated is a reduction of .8 percent. It was the view of the staff witness that no consideration should be given to the revenue reduction in the rate proposal.

Findings

1. The existing level of rates named in MRT 6-B was established by Decision No. 86511 dated October 13, 1976, as amended by Decision No. 86570 dated October 26, 1976.

2. Highway carriers operating under MRT 6-B have incurred since July 1976 and will incur by May 1, 1977 increases in almost all categories of expenses. These increases are not totally reflected in the current level of minimum rates.

3. The staff recommends that rates in MRT 6-B be increased with the exception of Section 3. The CTA recommends that Section 3 rates also be increased. We shall adopt the recommendation of CTA for the purposes of this decision.

4. The relief found justified herein will provide carriers the opportunity to earn approximately \$3.03 million in additional revenue on a yearly basis.

5. The new tariff item proposed by CTA covering volume tender service is reasonable and should be adopted.

6. The changes in rates and charges established in the order which follows are just, reasonable, and nondiscriminatory minimum rates and charges for the transportation services governed thereby.

7. The adoption of DT 6 to govern the provisions of MRT 6-B will result in just, reasonable, and nondiscriminatory constructive mileage rates for the transportation of petroleum and petroleum products when transported in bulk in tank trucks, tank trailers, or tank semitrailers.

8. To the extent that the provisions of MRT 6-B have been found to constitute reasonable minimum rates and rules for common carriers defined in the Public Utilities Code, those provisions as hereinafter adjusted will be reasonable minimum rate provisions for those carriers.

9. Since the carriers have already incurred or will incur on May 1, 1977 the cost increases to be offset by the rate increases herein, we will make this order effective on the date signed.

Conclusions

1. Petition for Modification No. 194 in Case No. 5436 should be granted to the extent provided in the order herein and MRT 6-B amended accordingly.

2. Common carriers should be authorized to depart from the long- and short-haul provisions of Section 461.5 of the Public Utilities Code and the Commission's tariff circular requirements only to the extent necessary to publish the tariff adjustments ordered herein.

3. Distance Table 3 should be made applicable to MRT 6-B in lieu of Distance Table 7.

4. The effective date of this order should be the date on which it is signed because there is an immediate need for rate relief.

THIRD INTERIM ORDER

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 April 29, 1977, the supplement, original, and revised pages contained in Appendix B attached hereto and by this reference 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 resulting in increases 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 shall be made effective not earlier than April 29, 1977, on not less than ten days' notice to the Commission and to the public; such tariff publications as are required shall be made effective on April 29, 1977; as to increases which are authorized but not required, the authority shall expire unless exercised within sixty days after the effective date of this order; and tariff publications resulting in reductions 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.

7. Common carriers are authorized to depart from the Commission's General Order No. 80-A requirements only to the extent necessary in establishing the changes authorized by this order.

8. 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.



9. Order Setting Hearing No. 170 in Case No. 5436 is concluded and hearings on Petition No. 194 in Case No. 5436 are continued to a date to be set.

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

The effective date of this order is the date hereof.

Dated at Sacramento, California, this 5th day of APRIL, 1977.

*I dissent.*  
 This decision explicitly ignores the only proper basis for minimum rate increases - a careful examination, in hearing, of the cost basis for ascertaining true minimum rates. Facts developed in the hearing on the questionable cost allocations have not been taken into account in any way in the increase.  
*Leonard Ross*  
 Commissioner

*Robert Betman*  
 President  
*William Sproun, Jr.*  
*Leonard Thompson*  
*Robert W. Truitt*  
 Commissioners

APPENDIX A

LIST OF APPEARANCES

Petitioner: Richard W. Smith, Attorney at Law, and H. W. Hughes, for California Trucking Association.

Respondents: Ted Grace, for Hercules Oil Company; Russell, Schureman, Fritze & Hancock, by R. Y. Schureman, Attorney at Law, and Cleo Evans, for Evans Tank Line, Inc.; A. J. Eyraud, for Asbury Transportation Company; Robert Hildreth, for Acme Transportation Inc.; Jack W. Vogt, for CF Tank Lines, Inc.; Arvel G. Batchelor, for Allyn Transportation Company; W. J. Willis, for Hitchcock Transportation Company; Edwin S. Acker, for Miles Tank Lines, Inc.; Donald B. Dixon, for Cantlay-Tanzola Transportation; Richard N. Cooledge, for Pacific Intermountain Express Company; Danny L. Danforth, for Miles & Sons Trucking Service, Inc.; Handler, Baker & Greene, by Marvin Handler, Attorney at Law, and Leonard O. Robinson, for Fredericksen Tank Lines, Inc.; Handler, Baker & Greene, by Marvin Handler, Attorney at Law, for Diamond Tank Lines, Sheldon Oil Company, and Telfer Tank Lines, Inc.; and Russell, Schureman, Fritze & Hancock, by R. Y. Schureman, Attorney at Law, for Oilfield Trucking Company.

Protestant: J. W. Bohannon, for Mobil Oil Corporation.

Interested Parties: A. A. Wright and Don Waksdale, for Standard Oil Company of California; W. E. Rodgers, for Douglas Oil Company of California; Glen R. Baker, for Union Oil Company of California; Robert A. Kormel, for Pacific Gas and Electric Company; Robert E. Jesinger, Attorney at Law, for Teamsters Public Affairs Council, Western Conference of Teamsters and its affiliated Local Unions; Parlier, Milliken, Kohlmeier, Clark & O'Hara, by R. Kent Warner, Attorney at Law, and R. S. Greitz, for Western Motor Tariff Bureau, Inc.; Charles Kagay, Deputy Attorney General, for Office of the Attorney General; Asa Button, for Spreckels Sugar Division - Amstar Corporation; Jess J. Butcher, for California Manufacturers Association; Frank Spellman, for himself; and Donald Geddes, for IMSCO.

Commission Staff: James Squeri, Attorney at Law, for the Commission staff.

APPENDIX B

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

SUPPLEMENT	9		
SIXTH	REVISED	PAGE	5
THIRD	REVISED	PAGE	13
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FIRST	REVISED	PAGE	16
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(END OF APPENDIX B)

SUPPLEMENT 9  
(Cancels Supplement 8)  
(Supplement 9 Contains All Changes)

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

Decision No.

**87173**

EFFECTIVE

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

SECTION 1--RULES	ITEM
<p data-bbox="645 398 1004 421">DEFINITION OF TECHNICAL TERMS</p> <p data-bbox="372 443 1402 465">CARRIER means a petroleum contract carrier as defined in the Highway Carriers' Act.</p> <p data-bbox="309 488 1390 546">CARRIER'S EQUIPMENT means any tank motor truck or other self-propelled highway vehicle, tank trailer or tank semitrailer, or any combination of such highway vehicles, operated by the carrier.</p> <p data-bbox="309 568 1351 613">CARRIER'S TERMINAL means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p data-bbox="309 636 1351 694">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 data-bbox="372 716 1099 739">DANGEROUS ARTICLES TARIFF means Hazardous Materials Tariff.</p> <p data-bbox="309 761 1311 806">DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignor, consignee or other party.</p> <p data-bbox="360 828 1362 851">DISTANCE TABLE means Distance Table 8 issued by the Public Utilities Commission.</p> <p data-bbox="309 873 1368 931">COVERING CLASSIFICATION means National Motor Freight Classification NMF 100-D, including supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.</p> <p data-bbox="309 954 1339 999">HAZARDOUS MATERIALS TARIFF means Hazardous Materials Tariff 111-B, Cal PUC 12, of American Trucking Associations, Incorporated, Agent.</p> <p data-bbox="309 1021 1390 1124">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 data-bbox="309 1146 1368 1236">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 data-bbox="309 1258 1407 1326">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 data-bbox="672 1361 963 1384">(Continued on next page)</p>	670
<p data-bbox="372 1451 645 1473">Change, Decision No.</p> <p data-bbox="741 1509 884 1554">87173</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;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <p>1. (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>2. (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 \$3.50 per collection. (See Note)</p> <p>3. (Exception to Section 14 of Item 430 of the Governing Classification). Carrier will, upon written request from the consignor, change the status of a C.O.D. shipment (except as prohibited by Section 1 of Item 430 of the Governing Classification) by increasing, reducing, or cancelling the amount of the C.O.D., subject to the following provisions: (1) The request must be received by the delivering carrier in time to accomplish the change requested prior to effecting delivery of the shipment. (2) A charge of \$5.00 per shipment will be made for increasing, reducing, or cancelling the C.O.D. amount. Such charge will be in addition to the C.O.D. collection fee, if any, and must be guaranteed by the consignor in writing.</p> <p>NOTE.--Such collection will also include credit card slips accepted in accordance with provisions of Paragraph 1 herein.</p>	4130
<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 consignee, or (b) along the shortest legal route available to the carrier in accordance with the method provided in the Distance Table.</p>	150
<div> <div> Change Increase </div> <div> Decision No. </div> </div>	87173
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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;">DEMURRAGE OR DETENTION CHARGES</p> <p>1. A charge of \$3.85 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 \$5.90 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>	2160
<p style="text-align: center;">HANDLING OF LOSS OR DAMAGE CLAIMS</p> <p>Claims for loss or damage shall be governed by the provisions of General Order No. 139.</p>	165
<p>o Increase, Decision No. <b>87173</b></p>	
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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;">LOADING AND/OR UNLOADING OF EQUIPMENT</p> <p>1. The rates and charges contained in this tariff include the furnishing by carrier, without extra charge, a maximum of one length of cargo hose equipped with coupling for use in loading and/or unloading the shipment. (See Note 1)</p> <p>2. Provided that a specific request is made prior to dispatch of equipment from the carrier's terminal to load, the following special equipment will be provided at the charges shown:</p> <p>(a) Except as provided in paragraph 3, no more than 5 lengths of cargo hose in addition to that provided in accordance with paragraph 1 will be furnished at an extra charge of \$2.50 per length, except for the first additional length of hose for which no additional charge shall be made. (See Note 1)</p> <p>(b) Except for the service of spreading as provided for in Item 250, rates provided in this tariff do not include pumping service when rendered with carrier's equipment. When pumping service is performed by the carrier, a charge of \$10.00 shall be assessed for each pumping service. In no event shall more than one charge be assessed in connection with a single shipment.</p> <p>(c) Special fittings and/or nozzles will be furnished by carrier without extra charge, subject to such equipment being on hand and available.</p> <p>3. In the event that carrier is not notified of the need for special equipment as provided in paragraph 2 prior to dispatch of equipment from its terminal to load or in the event that shipper requests a total of more than 6 lengths of hose (See Note 2) the extra equipment provided for in paragraph 2 will be furnished at the charges provided for therein plus the following additional charges for pickup and delivery of the extra equipment:</p> <p>(a) \$12.75 per hour or fraction thereof will be assessed for driver time involved in making pickup and delivery of the extra equipment. Such time shall be computed from the time that driver is dispatched from carrier's terminal until his return thereto.</p> <p>(b) 17½ cents per mile will be assessed for actual vehicle mileage traveled in effecting pickup and delivery of the extra equipment provided for in paragraph 2. Said mileage shall include but not be limited to, all mileages traveled to and from carrier's terminal.</p> <p>(c) Carrier will furnish shipper with an itemized record showing hours and mileage upon which charges are based.</p> <p>4. In no event shall any provisions of this item be construed to supersede or to be in lieu of provisions otherwise specifically provided for in this tariff.</p> <p>NOTE 1.--A length of cargo hose shall be not less than 12 feet nor more than 20 feet in length.</p> <p>NOTE 2.--The furnishing by carrier of more than 6 lengths of cargo hose shall be subject to such extra hose being on hand and available.</p>	<p>170</p>
<p>Change ) Increase ) Decision No.</p>	<p>87173</p>
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction



SECTION 1--RULES (Continued)			ITEM																							
<p align="center"><b>UNITS OF MEASUREMENT TO BE OBSERVED</b></p> <p>1. Except as provided in paragraph 2, rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p> <p>2. Rates or accessorial charges may be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated, provided (1) that the freight charges assessed are not less than those which would have been assessed had the rates and accessorial charges stated in this tariff been applied; and (2) that the carriers' shipping documents contain all the information necessary to compute the freight charges on the basis of the units of measurement provided in this tariff.</p>			180																							
<p align="center"><b>MINIMUM CHARGE</b></p> <p>The minimum charge per shipment shall be the charge at the applicable rate for the minimum weights of property designated in connection with the unit or units of carrier's equipment containing the shipment, as specified below:</p> <table border="1"> <thead> <tr> <th rowspan="2">COMMODITIES (As described in Item 30)</th><th colspan="3">MINIMUM WEIGHT IN POUNDS (Estimated Weight--See Item 30)</th></tr> <tr> <th>Tank Truck or Tank Trailer (1)</th><th>Tank Semi- trailer (2)</th><th>Two Con- nected Tank Vehicles</th></tr> </thead> <tbody> <tr> <td>Rate Groups A, B, C, D and E-----</td><td>25,000</td><td>40,000</td><td>50,000</td></tr> <tr> <td>Rate Group F-----</td><td>25,000</td><td>40,000</td><td>47,500</td></tr> <tr> <td>Rate Group G-----</td><td>19,000</td><td>35,000</td><td>35,000</td></tr> <tr> <td>Rate Group H-----</td><td>23,250</td><td>44,000</td><td>48,000</td></tr> </tbody> </table> <p>(1) Including tank semitrailers having a length of less than 28 feet.</p> <p>(2) Tank semitrailers having a length of 28 feet or more.</p>			COMMODITIES (As described in Item 30)	MINIMUM WEIGHT IN POUNDS (Estimated Weight--See Item 30)			Tank Truck or Tank Trailer (1)	Tank Semi- trailer (2)	Two Con- nected Tank Vehicles	Rate Groups A, B, C, D and E-----	25,000	40,000	50,000	Rate Group F-----	25,000	40,000	47,500	Rate Group G-----	19,000	35,000	35,000	Rate Group H-----	23,250	44,000	48,000	190
COMMODITIES (As described in Item 30)	MINIMUM WEIGHT IN POUNDS (Estimated Weight--See Item 30)																									
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Rate Group G-----	19,000	35,000	35,000																							
Rate Group H-----	23,250	44,000	48,000																							
<p align="center"><b>MIXED SHIPMENTS</b></p> <p>1. When two or more commodities for which different rates are provided are included in the same shipment, charges shall be computed at the separate rates upon the individual weights of the different commodities determined in accordance with the provisions of Item 30. The minimum charge shall be the highest determined in accordance with the provisions of Item 190 for any of the commodities contained in the mixed shipment. In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments, such lower charge shall apply.</p> <p>2. When property consisting of part intrastate and part interstate tonnage is tendered as a single shipment, the intrastate portion may be charged for at the rate which would be applicable on such portion were the entire quantity intrastate in character. In no event shall the aggregate charge on the intrastate and interstate portions be less than the charge herein provided for an intrastate shipment of the same combined quantity. (See Note)</p> <p>NOTE.--Applies only to volume tender shipments subject to the provisions of Items 510 and 520.</p>			200																							
No change on this page, Decision No.			87173																							
EFFECTIVE																										
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																									

SECTION 1--RULES (Continued)	ITEM
<p align="center"><b>SHIPMENTS STOPPED IN TRANSIT FOR WEIGHING, APPLICATION OF SEALS OR FOR PARTIAL LOADING OR UNLOADING</b></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><b>EXCEPTION</b>--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><b>NOTE 1.</b>--Shipments shall be subject to an additional charge of \$15.40 for each stop in transit to apply seals or to partially load or unload, and of \$3.85 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 \$3.85 per quarter hour or fraction thereof.</p> <p><b>NOTE 2.</b>--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><b>NOTE 3.</b>--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>	0220
<p>◊ Increase, Decision No.</p> <p align="center"><b>87173</b></p>	
<b>EFFECTIVE</b>	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SHIPMENTS DIVERTED</p> <p>A. A diverted shipment is one for which either a consignee, 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>	230
<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 \$41.40 and further subject to a flat additional charge of \$8.45. (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 \$13.05. 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 \$15.40 for each stop in transit to partially load or unload.</p> <p>NOTE 2.--Except as otherwise provided in paragraph 2, applies only on shipments or portions of shipments which have not been unloaded from carrier's equipment.</p> <p>NOTE 3.--The provisions of paragraph 2 apply only on shipments or portions thereof loaded at the destination 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>	0240
<p>o Increase, Decision No. <span style="float: right;">87173</span></p>	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES (Continued)		ITEM											
<p style="text-align: center;"><b>SPREADING</b></p> <p>(Applies only in connection with transportation of commodities named in Rate Group H.)</p> <p>1. The service of spreading commodities named in Rate Group H shall be performed at the rate of 16 cents per 100 pounds, computed on the basis of the weight spread. This rate includes only services of a driver of carrier's equipment. Charges for extra labor shall be computed under the provisions of Item 260.</p> <p>2. The minimum spreading charge per load shall be \$63.20 for each load transported in connected tank vehicles, and \$55.45 per single tank vehicle.</p>		0250											
<p style="text-align: center;"><b>ACCESSORIAL SERVICES</b></p> <p>1. When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as follows:</p> <table> <tr> <th rowspan="2"></th><th colspan="2">Charge in Cents</th></tr> <tr> <th>For First 30 Minutes or Fraction Thereof</th><th>For Each Additional 15 Minutes or Fraction Thereof</th></tr> <tr> <td>(a) For Driver, Helper or Other Employee, per Man</td><td>650</td><td>325</td></tr> <tr> <td>(b) For Unit of Equipment</td><td>100</td><td>50</td></tr> </table> <p>2. The charge for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.</p> <p>3. When in response to shipper's request carrier supplies special equipment, accessories, or accessorial services not otherwise specified in this tariff, in connection with transportation which is performed subject to the rates named in this tariff, a reasonable charge therefor shall be made by the carrier against the shipper. In no event shall the charge be less than the cost of such equipment and/or service.</p> <p>4. Extra labor furnished in connection with the transportation of commodities named in Rate Group H, other than driver of carrier's equipment, shall be charged for at the rate of \$12.95 per man per hour, subject to a minimum charge of 8 hours. An additional charge of \$3.45 per hour or fraction thereof shall be added to the above charge for time spent spreading.</p>			Charge in Cents		For First 30 Minutes or Fraction Thereof	For Each Additional 15 Minutes or Fraction Thereof	(a) For Driver, Helper or Other Employee, per Man	650	325	(b) For Unit of Equipment	100	50	0260
	Charge in Cents												
	For First 30 Minutes or Fraction Thereof	For Each Additional 15 Minutes or Fraction Thereof											
(a) For Driver, Helper or Other Employee, per Man	650	325											
(b) For Unit of Equipment	100	50											
<p>o Increase, Decision No. <b>87173</b></p>													
		EFFECTIVE											
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.												

SECTION 1--RULES (Concluded)	ITEM																																
<p align="center"><b>CONNECTING TO MOBILE ROAD MIXERS</b></p> <p>(Applies only in connection with transportation of Asphalt or Road Oil.)</p> <p>A charge of 6½ cents per 100 pounds shall be made for service of connecting carrier's equipment to mobile road mixers.</p>	0270																																
<p align="center"><b>INTERNAL CARGO TANK CLEANING</b></p> <p>1. A cleaning charge as specified in paragraph 3 shall be assessed on shipments containing any of the following commodities (See Exception):</p> <table border="0"> <tr> <td>Absorption Oil,</td><td>Paraffine Wax,</td></tr> <tr> <td>Belt Oil,</td><td>Petroleum or Petrolatum,</td></tr> <tr> <td>Compression Oil,</td><td>Preparations, including</td></tr> <tr> <td>Cordage Oil,</td><td>Cosmoline, Densoline,</td></tr> <tr> <td>Floor Oil,</td><td>Litholine, Petroleum Jelly,</td></tr> <tr> <td>Grease, Axle,</td><td>Petrolina or Vaseline,</td></tr> <tr> <td>Grease, Lubricating,</td><td>Petroleum Fatty Acid or</td></tr> <tr> <td>Grease, NOS,</td><td>Naphthenic Acid,</td></tr> <tr> <td>Harness Oil,</td><td>Putty Oil,</td></tr> <tr> <td>Leather Oil,</td><td>Soap Oil,</td></tr> <tr> <td>Lubricating Oil,</td><td>Tanners Oil,</td></tr> <tr> <td>Miners' Oil,</td><td>Tobacco Oil,</td></tr> <tr> <td>Miners' Oil Stock,</td><td>Transformer Oil,</td></tr> <tr> <td>Neatafoot Oil,</td><td>Wax, NOS,</td></tr> <tr> <td>Oil, NOS,</td><td>Wax Tailings,</td></tr> <tr> <td></td><td>Wool Oil.</td></tr> </table> <p>2. On all other commodities a cleaning charge as specified in paragraph 3 shall be assessed when cleaning services are requested by the shipper.</p> <p>3. For the service of internal cargo tank cleaning, a charge of \$26.25 shall be made for each unit of carrier's equipment.</p> <p>EXCEPTION--Cleaning charge herein provided shall not apply unless cleaning service is performed subsequent to transportation of the shipment.</p>	Absorption Oil,	Paraffine Wax,	Belt Oil,	Petroleum or Petrolatum,	Compression Oil,	Preparations, including	Cordage Oil,	Cosmoline, Densoline,	Floor Oil,	Litholine, Petroleum Jelly,	Grease, Axle,	Petrolina or Vaseline,	Grease, Lubricating,	Petroleum Fatty Acid or	Grease, NOS,	Naphthenic Acid,	Harness Oil,	Putty Oil,	Leather Oil,	Soap Oil,	Lubricating Oil,	Tanners Oil,	Miners' Oil,	Tobacco Oil,	Miners' Oil Stock,	Transformer Oil,	Neatafoot Oil,	Wax, NOS,	Oil, NOS,	Wax Tailings,		Wool Oil.	0280
Absorption Oil,	Paraffine Wax,																																
Belt Oil,	Petroleum or Petrolatum,																																
Compression Oil,	Preparations, including																																
Cordage Oil,	Cosmoline, Densoline,																																
Floor Oil,	Litholine, Petroleum Jelly,																																
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Miners' Oil Stock,	Transformer Oil,																																
Neatafoot Oil,	Wax, NOS,																																
Oil, NOS,	Wax Tailings,																																
	Wool Oil.																																
<p align="center"><b>VAPOR RECOVERY AND/OR BOTTOM LOADING EQUIPMENT</b></p> <p>A charge of \$3.95 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>	290																																
<p>◊ Increase )          &amp; Change, neither increase ) Decision No.            nor reduction )</p>	87173																																
<b>EFFECTIVE</b>																																	
<p align="center">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>																																	

SECTION 3--DISTANCE RATES (In Cents per 100 Pounds)							ITEM
<p>Rates in this item will not apply to transportation for which rates are specifically provided in other items in this section.</p> <p>See Item 30 for description of commodities named in Rate Groups.</p> <p>See Item 150 for application of rates between places within the same Territorial Group.</p> <p>Commodities included in Rate Group I may be included in shipments of commodities included in Rate Groups A, B, C, D and E.</p>							
MILES OVER	BUT NOT OVER	RATES RATE GROUPS					
		A B C	D E	F	G	H	
0	5	12	12½	11	17½	15½	0400
5	10	13	13½	12	19	16½	
10	15	14	14	13	20½	17½	
15	20	15	15½	14	22	19	
20	25	16½	17	15½	24½	21	
25	30	17½	18	16½	26	22	
30	35	19½	20	17½	28	24	
35	40	21	21½	19½	29½	26	
40	45	23	23½	21	31	28	
45	50	24½	24½	23	34	29	
50	60	27	27½	25	38	32	
60	70	28½	29½	27½	41	35	
70	80	31	32	29½	46	38	
80	90	34	35	32	50	41	
90	100	36	38	35	54	46	
100	110	40	41	38	57	49	
110	120	42	44	41	62	52	
120	130	44	47	43	66	56	
130	140	47	49	46	71	58	
140	150	50	51	48	74	62	
150	160	54	55	50	79	64	
160	170	57	57	52	83	66	
170	180	59	60	55	87	71	
180	190	62	63	57	91	74	
190	200	64	66	59	95	78	
200	220	67	71	64	103	82	
220	240	72	76	70	109	89	
240	260	78	82	75	115	95	
260	280	84	88	81	123	101	
280	300	90	95	87	133	109	
300	325	96	101	92	144	117	
325	350	103	108	98	153	125	
350	375	109	115	104	162	133	
375	400	116	123	109	170	140	
400	425	123	129	115	179	148	
425	450	131	136	122	188	156	
450	475	139	144	128	197	164	
475	500	147	152	135	207	171	
For distances over 500 miles add for each 25 miles or fraction thereof in excess of 500 miles:		09	09	07	09½	09½	
◊ Increase, except as noted ) ◊ No change ) Decision No.							87173
EFFECTIVE							
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							

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	33	
	Escondido	39	
	San Diego	43	
	Mission Gorge	44	
	Otay	45	
	Lakeside	45	
<p>NOTE 1.--Rates in item apply only to shipments:</p> <p>(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>(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>OCEANSIDE--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>ESCONDIDO--Includes all points and places located within the city limits of Escondido.</p> <p>SAN 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>MISSION GORGE--Includes all points and places located within a 2-mile radius of the junction of Mission Gorge Road and Bell Road.</p> <p>OTAY--Includes all points and places located within a 2-mile radius of Main Street and Beyer Way in Otay.</p> <p>LAKESIDE--Includes all points and places located within a 2-mile radius of the junction of Slaughterhouse Canyon and State Sign Route 67.</p>			0410
<p>o Increase, Decision No.</p> <p style="text-align: center;">87173</p>			
EFFECTIVE			
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>			
Correction			

## MINIMUM RATE TARIFF G-B

SECTION 3--SPECIAL COMMODITY RATES (Concluded) (In cents per 100 pounds)											ITEM
PETROLEUM OIL, CRUDE, as described in Item 155250 of the Governing Classification.											0420
Column A rates apply for transportation when consignor's facilities do not permit loading, or consignee's facilities do not permit delivery, 24 hours per day.											
Column B rates apply only for transportation when consignor's facilities permit loading, and consignee's facilities permit delivery, 24 hours per day.											
See Item 310 for description of Crude Oil Groups.											
BETWEEN		CRUDE OIL GROUPS									
		A		B		C		D		E	
AND Crude Oil Groups		Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B
A		10½	9								
B		12	10½	10½	9						
C		20	15½	15½	12	10½	9				
D		23½	18	20½	16	13½	11	10½	9		
E		18	14	16	13½	14	11½	16½	12	10½	9
F		12	10½	13½	11	16	13½	20½	15	13½	11
G		16½	14	12	10½	11½	10½	15½	12	15½	12
H		20½	16	17½	14	14	11	17½	14	14	11½
I		16½	14	12	10½	15½	12	20½	16½	19	15½
BETWEEN		CRUDE OIL GROUPS									
		F		G		H		I			
AND Crude Oil Groups		Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B
F		10½	9								
G		14	11½	10½	9						
H		15	12	14	11½	10½	9				
I		16½	14	11½	10½	15½	12	10½	9		
♦ Increase, Decision No.											
87173											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											



SECTION 4--VEHICLE UNIT RATES	ITEM						
<p style="text-align: center;"><b>DAILY VEHICLE UNIT VOLUME TENDER RATES</b></p> <p>1. The rates in this item will apply for the transportation of all commodities except those named in Rate Group X, 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;"><b>RATES</b> (Vehicle Unit Rates)</p> <p>(a) The basic charge per unit of carrier's equipment shall be--\$50.00 per day PLUS</p> <p>(b) An additional charge of \$12.65 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 \$12.65 per man, per hour, or 29½ 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>36</td></tr> <tr> <td>Next 100 miles-----</td><td>33</td></tr> <tr> <td>Over 150 miles-----</td><td>31</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 \$13.85 per hour or fraction thereof plus 40 cents per mile until delivery of the product is completed, plus</p> <p>(b) At the rate of 55 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-----	36	Next 100 miles-----	33	Over 150 miles-----	31	0500
First 50 miles-----	36						
Next 100 miles-----	33						
Over 150 miles-----	31						
<p>◊ Increase, Decision No. <b>87173</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
DAILY VEHICLE UNIT VOLUME TENDER RATES (Continued)		
NOTE 6.--The mileage charge will apply for all miles required to exchange drivers at other than the first point of origin.		
NOTE 7.--Carrier will provide internal cargo tank cleaning if requested by the shipper during any volume tender period, subject to additional charges provided in Item 280 for the cleaning of each unit of carrier's equipment. In addition to such charges, carriers will also assess the applicable mileage and hourly charges set forth herein.		
NOTE 8.--When transportation is performed under provisions of this item, the following rules will not apply:		
Item 160	- Demurrage or Detention Charges	
Item 170, Paragraph 2(b)	- Pumping Charge	
Item 190	- Minimum Charge	
Item 210	- Issuance of Shipping Documents	
Item 220	- Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading	
Item 230	- Shipments Diverted	
Item 240	- Shipments Returned	
Item 280	- Internal Cargo Tank Cleaning (except as provided in Note 7)	
Item 290	- Vapor Recovery and/or Bottom Loading Equipment	
Item 300, Note 1 of Group 2 description	- Description of Territorial Groups and Crude Oil Groups	
NOTE 9.--The charge for required bridge or ferry tolls, special permits and weighmaster certificates shall be assessed in addition to all other applicable rates and charges.		\$500
NOTE 10.--A freight bill as set forth in Item 610 shall be issued by the carrier to the shipper for each engagement for transportation. The freight bill shall be retained and preserved by the issuing carrier for a period of not less than three years from the date of issuance.		
NOTE 11.--The charge for collecting and remitting amounts collected on C.O.D. shipments transported under provisions of this item shall be \$53.50 per collection.		
NOTE 12.--When pumping service is performed by the carrier, an additional charge of \$53.20 per hour shall be made for the first two hours PLUS an additional \$51.05 per hour, or fraction thereof, for all additional hours. The minimum charge for pumping service shall be the charge for one hour.		
NOTE 13.--When the total loaded miles exceed the total empty miles of the tender, an additional charge of 45¢ cents per mile will be made for each excess loaded mile traveled by the carrier's equipment.		
NOTE 14.--No allowance shall be made to the shipper for any nonproductive or lost time except that if the carrier's equipment is inoperable for a period exceeding four hours in any day awaiting replacement or repair, the calendar period shall be extended for any such time exceeding four hours.		
(Continued on next page)		
ø Change ) o Increase ) Δ Change, neither increase ) nor reduction )	Decision No.	87173
EFFECTIVE		
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Correction		

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM								
<p align="center">DAILY VEHICLE UNIT VOLUME TENDER RATES (Concluded)</p> <p>NOTE 15.--In the event that a driver is unable to complete a shipment because of an excess of hours of service and must layover enroute as required by law, a charge of \$12.65 per hour, minimum 8 hours, will be assessed in addition to all other time that a driver or drivers are assigned to operate the carrier's equipment.</p> <p>NOTE 16.--Subject to a minimum charge based upon 20 hours for each engagement that a driver or drivers are assigned to operate carrier's equipment.</p> <p>NOTE 17.--If at shipper's request, equipment includes bottom loading capability or pumps or meters, the following additional charges shall be assessed per day:</p> <table border="0"> <tr> <td>Per Meter-----</td><td>\$2.70</td></tr> <tr> <td>Per Pump-----</td><td>\$1.10</td></tr> <tr> <td>Tanks with bottom loader, per compartment-----</td><td>\$1.20 (1)</td></tr> <tr> <td>Tanks with vapor recovery system, per compartment-----</td><td>\$1.10 (1)</td></tr> </table> <p>(1) Minimum charge \$4.30</p>	Per Meter-----	\$2.70	Per Pump-----	\$1.10	Tanks with bottom loader, per compartment-----	\$1.20 (1)	Tanks with vapor recovery system, per compartment-----	\$1.10 (1)	0500
Per Meter-----	\$2.70								
Per Pump-----	\$1.10								
Tanks with bottom loader, per compartment-----	\$1.20 (1)								
Tanks with vapor recovery system, per compartment-----	\$1.10 (1)								
<p>o Increase, Decision No. <b>87173</b></p>									
EFFECTIVE									
<p align="center">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>									
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 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 330.)</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-----\$700.00</p> <p>(2) For commodities moving in pressurized equipment or commodities named in Rate Group H-----\$840.00</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 \$12.55 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 \$12.55 per man, per hour, or 29 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-----31 (1) Next 5,000 miles-----26½ Over 10,000 miles-----24½</p> <p>(1) Minimum charge \$1,550.00 per unit of carrier's equipment, per month.</p> <p style="text-align: center;">(Continued on next page)</p>	0510
<p>o Increase, Decision No. <span style="font-size: 1.5em; font-weight: bold;">87173</span></p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

SECTION 4--VEHICLE UNIT RATES (Continued)		ITEM
MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Continued)		
NOTE 8.--When transportation is performed under provisions of this item, the following rules will not apply:		
Item 160	- Demurrage or Detention Charges	
Item 170, Paragraph 2(b)	- Pumping Charge	
Item 190	- Minimum Charge	
Item 210	- Issuance of Shipping Documents	
Item 220	- Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading	
Item 230	- Shipments Diverted	
Item 240	- Shipments Returned	
Item 280	- Internal Cargo Tank Cleaning (except as provided in Note 7)	
Item 290	- Vapor Recovery and/or Bottom Loading Equipment	
Item 300, Note 1 of Group 2 description	- Description of Territorial Groups and Crude Oil Groups	
NOTE 9.--The charge for required bridge or ferry tolls, special permits and weighmaster certificates shall be assessed in addition to all other applicable rates and charges.		\$510
NOTE 10.--A freight bill as set forth in Item 610 shall be issued by the carrier to the shipper for each engagement for transportation. The freight bill shall be retained and preserved by the issuing carrier for a period of not less than three years from the date of issuance.		
NOTE 11.--The charge for collecting and remitting amounts collected on C.O.D. shipments transported under provisions of this item shall be \$3.50 per collection, subject to a maximum total charge of \$25.00 per monthly tender.		
NOTE 12.--When pumping service is performed by the carrier, an additional charge of \$3.20 per hour shall be made for the first ten hours PLUS an additional \$1.10 per hour, or fraction thereof, for all additional hours. The minimum charge for pumping service shall be the charge for one hour.		
NOTE 13.--When the total loaded miles exceed the total empty miles of the tender, an additional charge of 45¢ cents per mile will be made for each excess loaded mile traveled by the carrier's equipment.		
(Continued on next page)		
Change ) Increase ) Change, neither increase ) nor reduction )	Decision No.	87173
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		
Correction		

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p align="center"><b>MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Concluded)</b></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 \$12.55 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 motors, the following additional charge shall be assessed per month:</p> <p>Per meter-----\$45.00  Per pump-----\$18.20  Tanks with bottom loader, per compartment-----\$17.10  Tanks with vapor recovery system, per compartment-----\$ 4.30</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 .24 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>	<p align="center">#510</p>
<p>           o Change )            o Increase )            A Change, neither increase ) Decision No.              nor reduction )         </p>	<p align="center"><b>87173</b></p>
EFFECTIVE	
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p style="text-align: center;">YEARLY VEHICLE UNIT VOLUME TENDER RATES</p> <p>1. The rates in this item will apply for the transportation of all commodities as described in Item 30, from any origin 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</p> <p style="text-align: center;">(Vehicle Unit Rates)</p> <p>(a) The basic charge per unit of carrier's equipment per month, shall be:</p> <p>(1) For all commodities except those moving in pressurized equipment and shipments of commodities named in Rate Group H-----\$575.00</p> <p>(2) For commodities moving in pressurized equipment or commodities named in Rate Group H-----\$705.00</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 \$12.45 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 \$12.45 per man, per hour, or 29 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>	5520
<p>o Increase, Decision No.</p> <p style="text-align: center; font-size: 2em;">87173</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;">YEARLY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p>(d) An additional charge in cents per mile, as follows:</p> <p>First 5,000 miles-----31 (1) Next 5,000 miles-----26½ Over 10,000 miles-----24½</p> <p>(1) Minimum charge \$1,550.00 per unit of equipment.</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 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. Except as provided under Note 14, upon expiration of the twelfth consecutive month of the tender, a unit under load may be unloaded; however, no new loading of carrier's equipment will be permitted. Charges set forth in paragraphs 3(c) and 3(d) shall be assessed for time used in excess of 12 months, except that minimum charge provisions in circle reference 1 of 3(d) and Note 16 of this item, will not be applicable.</p> <p>NOTE 2.--Year means 12 consecutive months.</p> <p>NOTE 3.--As used in this item, the term carrier's equipment also includes replacement units when the original carrier's equipment furnished becomes inoperable while engaged in service under provisions hereof.</p> <p>NOTE 4.--Mileages applicable in connection with this item shall be actual mileages and shall include all miles operated for any purpose during the period of engagement.</p> <p>NOTE 6.--The mileage charge will apply for all miles required to exchange drivers at other than the first point of origin.</p> <p style="text-align: center;">(Continued on next page)</p>	0520
<p>♦ Increase, Decision No. <b>87173</b></p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction



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's 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 \$3.50 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 \$3.20 per hour shall be made for the first 100 hours per year PLUS an additional \$1.10 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
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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																					
<p>o Change o Increase Δ Change, neither increase nor reduction</p>	<p>) ) ) Decision No. )</p>	<p>87173</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 align="center">YEARLY VEHICLE UNIT VOLUME TENDER RATES (Concluded)</p> <p>NOTE 13.--When the total loaded miles exceed the total empty miles of the tender, an additional charge of 45¢ 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>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 \$12.45 per hour, minimum 8 hours, will be assessed in addition to all other time that a driver or drivers are assigned to operate the carrier's equipment.</p> <p>NOTE 16.--Subject to a minimum charge based upon 20 hours for each day that a driver or drivers are assigned to operate carrier's equipment.</p> <p>NOTE 17.--If at shipper's request, equipment includes bottom loading capability or pumps or meters, the following additional charges shall be assessed per month:</p> <p>Per meter-----\$45.00</p> <p>Per pump-----\$18.20</p> <p>Tanks with bottom loader, per compartment-----\$17.10</p> <p>Tanks with vapor recovery system, per compartment-\$ 4.30</p> <p>NOTE 18.--Rates in this item will not apply to shipments requiring spreading service or requiring delivery to mobile road mixers.</p> <p>NOTE 19.--In the event that a yearly tender is terminated prior to completion, the total charges may be alternatively determined at the basis provided for monthly tenders, plus a termination charge equal to the basic charge for one month. (See Item 510)</p> <p>NOTE 20.--Within seven days after the start of transportation hereunder, carrier shall bill and collect a prepayment of \$4,880.00. Such prepayment shall be deducted from the total transportation charges accumulated during the final calendar month of such tender.</p> <p>NOTE 21.--Unless otherwise specifically provided, all charges under yearly tender shall be assessed on a calendar month basis.</p>	<p align="center">520</p>
<p> <input type="checkbox"/> Change )  <input type="checkbox"/> Increase )  <input type="checkbox"/> Change, neither increase )                            nor reduction )       </p>	<p>Decision No. <b>87173</b></p>
EFFECTIVE	
<p align="center">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

MINIMUM RATE TARIFF 6-B

SECTION 4--VEHICLE UNIT RATES (Continued)												ITEM	
SPECIAL MONTHLY VEHICLE UNIT VOLUME TENDER RATES												Δ(E) 523	
(1) The rates provided in this item apply only when transportation is performed subject to and in accordance with the provisions of this item, and apply when carrier's unit(s) of equipment is (are) used to transport commodities as described in Rate Groups A, B, C or I of Item 30, from one or more of the following points: Chico, Sacramento or Stockton to points in California located within 250 miles of these origins.													
(2) The provisions of this item apply only when prior to the transportation of the property the consignor has requested verbally or in writing that transportation be performed under the provisions of this item and has elected a special monthly volume tender and charges are prepaid; provided that if requested verbally, the consignor shall place a confirming written request in the United States mail the same day as verbally requested. (For form of agreement see Item 530.)													
(3) Rates for transportation will be based upon the minimum gallonage tendered by the consignor during the monthly volume tender period and will be determined as follows:													
RATES IN CENTS PER GALLON PER SHIPMENTS FOR RATE GROUPS SHOWN (Subject to Notes 1 through 5)													
MINIMUM GALLONAGE PER EACH MONTHLY VOLUME TENDER PERIOD													
GALLONS	750,000 to 999,999	1,000,000 to 1,499,999	1,500,000 to 1,749,999	1,750,000 to 1,999,999	2,000,000 to 2,499,999	2,500,000 and Over							
MILES	Rate Group	Rate Group	Rate Group	Rate Group	Rate Group	Rate Group							
But Not Over	A B C	A B C	A B C	A B C	A B C	A B C							
0 15	.67 .77	.65 .76	.64 .74	.61 .71	.60 .70	.58 .67							
15 20	.69 .84	.68 .81	.66 .79	.63 .76	.63 .75	.60 .72							
20 25	.77 .93	.76 .90	.74 .88	.71 .85	.70 .84	.67 .80							
25 30	.82 .99	.81 .96	.79 .94	.75 .90	.74 .89	.71 .85							
30 35	.90 1.08	.88 1.05	.86 1.03	.83 .99	.82 .97	.78 .93							
35 40	.98 1.17	.96 1.14	.94 1.11	.90 1.07	.89 1.06	.85 1.01							
40 45	1.08 1.28	1.04 1.24	1.01 1.22	.97 1.17	.96 1.15	.92 1.14							
45 50	1.16 1.34	1.13 1.31	1.10 1.28	1.06 1.23	1.04 1.21	1.03 1.19							
50 60	1.26 1.50	1.23 1.46	1.20 1.42	1.15 1.37	1.14 1.35	1.12 1.33							
60 70	1.34 1.63	1.31 1.59	1.28 1.55	1.23 1.48	1.21 1.46	1.19 1.44							
70 80	1.45 1.75	1.40 1.71	1.38 1.67	1.33 1.60	1.31 1.58	1.29 1.56							
80 90	1.59 1.99	1.55 1.95	1.50 1.93	1.45 1.92	1.43 1.87	1.41 1.84							
90 100	1.77 2.11	1.74 2.08	1.71 2.05	1.66 2.04	1.66 1.99	1.64 1.96							
100 110	1.93 2.30	1.90 2.26	1.87 2.23	1.86 2.22	1.82 2.17	1.79 2.14							
110 120	2.04 2.49	2.00 2.45	1.98 2.42	1.97 2.40	1.92 2.34	1.89 2.31							
120 130	2.15 2.63	2.11 2.58	2.08 2.55	2.07 2.54	2.02 2.46	1.99 2.43							
130 140	2.26 2.82	2.22 2.76	2.19 2.66	2.18 2.62	2.12 2.59	2.10 2.56							
140 150	2.48 2.95	2.42 2.88	2.34 2.78	2.31 2.75	2.28 2.71	2.25 2.68							
150 160	2.66 3.15	2.60 3.07	2.49 2.96	2.46 2.93	2.43 2.89	2.40 2.85							
160 170	2.83 3.28	2.76 3.20	2.66 3.09	2.62 3.05	2.60 3.01	2.54 2.97							
170 180	2.92 3.47	2.87 3.39	2.77 3.27	2.73 3.23	2.70 3.19	2.66 3.15							
180 190	3.05 3.65	2.98 3.52	2.87 3.35	2.84 3.26	2.80 3.25	2.77 3.22							
190 200	3.12 3.85	3.09 3.72	2.94 3.54	2.87 3.44	2.85 3.42	2.83 3.40							
200 225	3.29 4.11	3.25 3.97	3.10 3.78	3.02 3.69	3.00 3.66	2.98 3.64							
225 250	3.80 4.44	3.75 4.29	3.57 4.08	3.47 3.98	3.45 3.96	3.43 3.93							
The provisions of this item will not apply if the gallonage transported is less than 750,000 gallons.													
* Includes transportation of commodities described in Rate Group I.													
(Continued on next page)													
(E) Expires with July 31, 1977													
Δ Change, neither increase nor reduction, Decision No. 87173													
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;">SPECIAL MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Concluded)</p> <p>NOTE 1.--In the application of rates provided in this item, shippers and consignees must have their premises available to carriers to permit loading and unloading in a manner that will allow carrier to maintain a twenty-four- (24) hour-a-day schedule.</p> <p>NOTE 2.--As used in this item a "special monthly volume tender" shall mean 720 consecutive hours; except that when the tender commences on the 1st day of a calendar month, the tender will cover the full calendar month.</p> <p>NOTE 3.--Carrier is not obligated to assign more than one (1) unit of carrier's equipment to haul the total gallonage tendered; it is not required that the unit furnished be equipped with meters or pumps. When shipment requires that carrier furnish pumps or meters, it shall be rated under the provisions of Item 400 of this tariff.</p> <p>NOTE 4.--All shipments must be tendered and loaded within the monthly volume tender period. A shipment loaded but not delivered within the monthly volume tender period will be completed and charged under the provisions of this item.</p> <p>NOTE 5.--Mileage applicable in connection with this item shall be computed in accordance with Item 150.</p> <p>NOTE 6.--(a) A charge of \$3.90 for each one-quarter (1/4) 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 Paragraph (b).</p> <p style="padding-left: 40px;">(b) A total of two hours free time will be allowed to complete loading and unloading each shipment.</p> <p>NOTE 7.--When transportation is performed under the provisions of this item, the following provisions will not apply:</p> <p style="padding-left: 40px;">Item 100 -- Application of Combination of Rates Item 160 -- Demurrage or Detention Charges Item 210 -- Issuance of Shipping Documents Item 290 -- Vapor Recovery and/or Bottom Loading Equipment</p> <p>NOTE 8.--Within 7 days after the start of transportation hereunder, carrier shall bill and collect a prepayment of \$10,000. Such payment will be deducted from the total transportation charges accumulated during such tender provided, however, that if the same consignor elects to use the same carrier for a subsequent special monthly tender period beginning within 24 hours, such prepayment shall not be deducted and shall be considered the required prepayment for said subsequent tender. A final billing will be submitted at the end of the monthly volume tender period.</p>	<p style="text-align: center;">0 (E) 523</p>
<p>(E) Expires with July 31, 1977</p> <p>o Increase, Decision No. <span style="font-size: 1.2em; font-weight: bold;">87173</span></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

## SPECIAL MONTHLY VEHICLE UNIT RATES

- (1) The rates provided in this item apply only when transportation is performed subject to and in accordance with the provisions of this item, and apply when carrier's unit(s) of equipment is (are) used to transport commodities as described in Rate Groups A, B, C, or I of Item 30, from one or more of the following points: Colton, Imperial, Miland or San Diego to points in California located within 250 miles of these origins.
- (2) The provisions of this item apply only when prior to the transportation of the property the consignor has requested verbally or in writing that transportation be performed under the provisions of this item and has elected a 30-day tender. In the event the request is made verbally, the consignor shall place a confirming written request in the United States mail the same day that the verbal request is made. (For form of agreement, see Item 530).
- (3) All applicable rates and charges must be paid by the consignor and shall be applied, subject to Notes 1 through 12, as follows:

MILES		Rates In Cents Per Gallon Per Shipment ①			MILES		Rates In Cents Per Gallon Per Shipment ①		
Over	But Not Over	Rate Group			Over	But Not Over	Rate Group		
		A	B	C			A	B	C
0	5	0.26	0.28	0.31	100	110	1.54	1.62	1.79
5	10	0.31	0.33	0.36	110	120	1.67	1.75	1.93
10	15	0.36	0.38	0.42	120	130	1.79	1.87	2.07
15	20	0.43	0.45	.51	130	140	1.91	2.01	2.22
20	25	0.47	.51	.56	140	150	2.04	2.13	2.36
25	30	.55	.57	.63	150	160	2.16	2.26	2.50
30	35	.61	.64	.71	160	170	2.28	2.39	2.66
35	40	.67	.71	.78	170	180	2.41	2.53	2.80
40	45	.74	.77	.85	180	190	2.54	2.67	2.95
45	50	.83	.84	.93	190	200	2.67	2.79	3.09
50	60	.90	.95	1.05	200	210	2.79	2.93	3.23
60	70	1.04	1.09	1.20	210	220	2.92	3.05	3.38
70	80	1.16	1.21	1.34	220	230	3.04	3.18	3.52
80	90	1.28	1.35	1.49	230	240	3.16	3.31	3.68
90	100	1.41	1.47	1.64	240	250	3.29	3.44	3.82

A525

① Includes transportation of commodities described in Rate Group I.

NOTE 1.--In the application of rates provided in this item, shippers and consignees must have their premises available to carriers to permit loading and unloading in an order that will allow carrier to maintain a twenty-four (24) hour a day schedule.

NOTE 2.--As used in this item a "30-day tender" shall mean 720 consecutive hours.

(Continued on next page)

A Change, neither increase nor )  
reduction, except as noted ) Decision No.  
o No change )

87173

EFFECTIVE

Correction

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

## SECTION 4--VEHICLE UNIT RATES (Continued)

ITEM

## SPECIAL MONTHLY VEHICLE UNIT RATES (Continued)

NOTE 3.--Carrier is not obligated to assign more than one unit of carrier's equipment to haul the total gallonage tendered, such unit of carrier's equipment to contain no meters or pumps (See Note 4).

NOTE 4.--Shipments which require pumps or meters will be accepted and shall be rated under the provisions of Item 400 of this tariff. The charges of such shipments may be used to make up the minimum charge requirement of this item.

NOTE 5.--All shipments must be tendered and loaded within the 720 consecutive hour period. A shipment loaded but not delivered within the 720 hour consecutive period will be completed and charged under the provisions of this item.

NOTE 6.--Mileage applicable in connection with this item shall be computed in accordance with Item 150.

NOTE 7.--(a) A charge of \$3.90 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 Paragraph (b).

(b) A total of one hour free time will be allowed to complete loading and unloading each shipment.

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

- Item 160 - Demurrage or Detention Charges
- Item 190 - Minimum Charge, except when transported subject to Item 400 pursuant to provisions of Note 4.
- Item 210 - Issuance of Shipping Documents
- Item 290 - Vapor Recovery and/or Bottom Loading Equipment

NOTE 9.--When the total empty miles (determined in accordance with Note 6) exceed the total loaded miles of the tender, an additional charge of 070 cents per mile will be made for each excess empty mile traveled by the carrier's equipment.

NOTE 10.--The minimum charges shall be assessed upon unit's carrying capacity, as follows:

Commodities (As described in Item 30) Rate Group	Minimum Gallons Per Unit of Carrier's Equipment
A	8700
B	8300
C	7500

Subject to legal carrying capacity of carrier's unit of equipment.

NOTE 11.--Rates provided in this item are subject to a minimum charge of \$25,400.00 per thirty-day tender.

NOTE 12.--Within seven days after the start of transportation hereunder, carrier shall bill and submit charges for the first week, and each seven days thereafter for the next two consecutive weeks. A final billing will be submitted at the end of the thirty-day tender.

☐ Change )  
 ☐ Increase ) Decision No.  
 ☐ Change, neither increase )  
 nor reduction )

87173

EFFECTIVE

Correction

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

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM				
<p style="text-align: center;"><b>DISTANCE VOLUME INCENTIVE RATES</b></p> <p>1. The provisions of this item apply only when transportation is performed subject to and in accordance with the provisions of this item, and apply when carrier's unit(s) of equipment is (are) used to transport commodities as described in Rate Groups A, B, C or I of Item 30 from points of origin located within 60 miles of the first point of origin of the tender to points of destination located within 250 miles of the first point of origin.</p> <p>2. The provisions of this item apply only when prior to the transportation of the property, the consignor has elected the use of either Monthly or Yearly Volume Incentive Rates and has requested verbally or in writing that transportation be performed under the provisions of this item. In the event that the request is made verbally, the consignor shall place a confirming written request in the United States mail the same day that the verbal request is made. (For form of agreement, see Item 530.)</p> <p>3. All applicable rates and charges must be paid by the consignor and shall be applied, subject to Notes 1 through 6, as follows:</p> <ul style="list-style-type: none"> <li>a) When a Monthly Incentive Rate Agreement has been designated, the applicable rate shall be 95% of the Distance Rates for Rate Groups A, B, C as set forth in Item 400, and shall include transportation of commodities described in Rate Group I.</li> <li>b) When a Yearly Incentive Rate Agreement has been designated, the applicable rate shall be 90% of the Distance Rates for Rate Groups A, B, C as set forth in Item 400, and shall include transportation of commodities described in Rate Group I.</li> </ul> <p>NOTE 1.--In the application of rates provided in this item, shippers must place dispatch orders by 4:30 P.M. on the day prior to the day of delivery; and shippers and consignees must have their premises available to carriers to permit loading and unloading in an order that will allow carrier to maintain a twenty-four (24) hour a day schedule.</p> <p>NOTE 2.--As used in this item, Monthly Incentive Rates shall mean rates based upon 720 consecutive hours; except that when the incentive period commences on the 1st day of a calendar month, the incentive rate provisions will cover the full calendar month. As used in this item, Yearly Incentive Rates shall mean rates based upon 12 consecutive months (8760 consecutive hours). In those years when a calendar month has 29 days it shall mean 8784 consecutive hours.</p> <p>NOTE 3.--Carrier is not obligated to assign more than one unit of carrier's equipment to haul the total gallonage tendered, such unit of carrier's equipment to contain no meters or pumps.</p> <p>NOTE 4.--All shipments transported under the Monthly Incentive Agreement must be tendered and loaded within the monthly incentive period. A shipment loaded but not delivered within the monthly incentive period will be completed and charged under the provisions of this item.</p> <p>All shipments transported under a Yearly Incentive Agreement must be tendered and loaded within the yearly incentive period. A shipment loaded but not delivered within the yearly incentive period will be completed and charged under the provisions of this item.</p> <p>NOTE 5.--When transportation is performed under the provisions of this item, all rules, accessorial services and additional charges provided elsewhere in this tariff shall apply.</p> <p>NOTE 6.--Rates in this item are subject to the following minimum charges:</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td>Monthly Incentive Agreement</td><td>\$ 8,500</td></tr> <tr> <td>Yearly Incentive Agreement</td><td>\$90,000</td></tr> </table>	Monthly Incentive Agreement	\$ 8,500	Yearly Incentive Agreement	\$90,000	<p>*06 (E) 529</p>
Monthly Incentive Agreement	\$ 8,500				
Yearly Incentive Agreement	\$90,000				
<p>(1) Item 530 transferred to Original Page 44-J.</p> <p>(E) Expires with April 30, 1978.</p> <p>* Addition ) o Increase ) Decision No. <b>87173</b> o Reduction )</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 (Concluded)

ITEM

## WRITTEN AGREEMENT

Prior to the transportation of any commodities as described in Item 30 under the provisions of Items 500, 510, 520, 523, 525, 526, 527, 528 or \*529 the shipper must enter into a written or verbal agreement with the carrier.

The agreement shall contain the following information, which shall be pertinent to the requirements of the item under which the transportation is to be performed:

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

Date \_\_\_\_\_

In accordance with the provisions of Items 500, 510, 520, 523, 525, 526, 527, 528 or \*529 of Minimum Rate Tariff 6-B, I hereby request to have Petroleum and Petroleum Products as described in Item 30 of said tariff, transported by

(Name of Carrier) \_\_\_\_\_

under the rates, charges and provisions of Items (SPECIFY ITEM REQUESTED) of said tariff, subject to the following terms: (Indicate only those terms applicable to the individual rate item in Section 4 under which transportation is to be performed).

#530

Date of engagement-----  
 Calendar period of agreement-----  
 Capacity of unit of equipment-----  
 Identification of equipment-----  
 Charge per unit of equipment for calendar period-----  
 ----- (to be prepaid)  
 Additional charge per hour-----  
 Additional charge per mile-----  
 Excess charge per hour-----  
 Excess charge per mile-----  
 Charge for additional service-----

In the event that a change is made in the minimum rates, the portion of the week or month prior to the effective date of the change will be prorated at the former rates and the remaining days in the week or month will be prorated at the new rates.

Shipper \_\_\_\_\_  
 (Name in full)

By \_\_\_\_\_  
 (Name in full)

Address \_\_\_\_\_

Confirmed:

Carrier \_\_\_\_\_

By \_\_\_\_\_  
 (Name in full)

Address \_\_\_\_\_

(1) For provisions formerly in effect see Original Page 44-I.

\* Change )  
 \* Addition ) Decision No.

87173

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Correction

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