

ORIGINAL

Decision No. 87882

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investiga-)
 tion for the purpose of consid-)
 ering 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 revi-)
 sions or reissues thereof.)

Case No. 5436
 Petition for Modification
 No. 248
 (Filed April 29, 1977;
 amended June 30, 1977)

(Appearances are shown in Appendix A.)

O P I N I O N

By this petition California Trucking Association (CTA) seeks increases in the rates in Minimum Rate Tariff 6-B (MRT 6-B). MRT 6-B rates were last increased on April 15, 1977 by Decision No. 87173 dated April 5, 1977.

Hearings were held before Administrative Law Judge Albert C. Porter on July 18 and 19, 1977. The matter was submitted subject to a late-filed exhibit by the Commission staff which was received on July 29. Evidence and exhibits were presented by the CTA and the staff.

The Evidence

The CTA and the staff presentations are almost identical in content except for the final recommendation on the appropriate rate levels. It would serve no purpose to discuss in detail the basic cost evidence on which the CTA and staff base their rate recommendations except to point out that the major change in expenses that prompted the petition is in labor. Comparing July 1, 1976 to July 1, 1977 the total direct cost for labor increased by 10.79 percent. For purposes of reference in future proceedings we adopt the staff cost exhibit (Exhibit 248-6) since it is the more complete, by way of

showing cost levels by the three offset methods used in past proceedings. (re Minimum Rate Tariff No. 2 (1969) 70 CPUC 277.) It is recognized that Exhibit 248-6 contains some minor computational errors and a further minor error resulting from using gross receipts tax fees of .43 percent instead of .40 percent. These do not significantly alter the end product, the rates, and thus the errors will be disregarded.

The decision in Minimum Rate Tariff No. 2 established the three methods generally used to offset rates for changes in costs. These are the direct wage, wage, and wage (cost) offset methods. The direct wage method takes into account only those changes resulting from increases in direct labor; the wage offset method includes the same change for labor costs included in indirect costs as is computed for direct labor; and the wage (cost) method usually expands the adjustment to include increases for all other indirect costs. It follows that the direct wage method produces the smallest adjustment and the wage (cost) the largest with the wage offset method falling in between. To illustrate their significance in this proceeding Exhibit 248-6 shows that for Rate Groups A, B, and C in MRT 6-B the total cost per hundredweight for 25 constructive miles on July 1, 1977 compared to July 1, 1976 had increased by the three methods as follows:

| | | |
|-------------|---|-------|
| Direct Wage | - | 6.58% |
| Wage | - | 7.43% |
| Wage (Cost) | - | 8.09% |

This relationship between the methods for other applicable rates in the tariff is generally the same.

CTA recommends an offset based on the wage (cost) method contending that all costs, not just labor, have increased significantly in the past few years and are likely to continue to do so in the future because they generally follow the trends in labor costs. The staff recommends an increase based on the wage offset method contending that changes in indirect costs other than labor have not been measured in

recent years because no full-scale studies have been made and, therefore, the impact of cost decreases which might be brought about by changed operating conditions and efficiencies has not been measured. However, under cross-examination, the staff witness conceded that he did not know when indirects other than labor had been last adjusted, that such costs had gone up but he did not know how to measure the change, that he could think of no elements of indirect expense that had not increased in the last four years, that equipment costs had increased substantially, and that the difference in rates resulting from the two methods recommended is only about one-half of one percent.

Evidence was adduced that the preponderance of this traffic is transported by common carriers, and that these common carriers are presently able to assess rates five percent above the levels shown in MRT 6-B. In view of this demonstrated ability to assess rates higher than minimum, it would not be appropriate to increase the rates in MRT 6-B beyond the lowest acceptable method recognized by this Commission.

Findings

1. The existing level of rates named in MRT 6-B was established by Decision No. 87173 dated April 5, 1977.
2. Highway carriers operating under MRT 6-B have incurred as of July 1, 1977 increases in expenses which are not reflected in the present level of minimum rates.
3. The majority of the traffic at issue is able to move at rates higher than those named in MRT 6-B.
4. A revised level of rates based on the direct wage offset method will result in just, reasonable, and nondiscriminatory minimum rates and should be adopted for this decision.
5. The relief granted herein will increase MRT 6-B rates by about nine percent and provide carriers the opportunity to earn about \$6,200,000 in additional revenue on a yearly basis.

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

7. Since the carriers have already incurred or will incur on July 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. 248 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. The effective date of this order should be the date on which it is signed because there is an immediate need for rate relief.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 6-B (Appendix A to Decision No. 82350, as amended) is further amended by incorporating therein, to become effective 25 days after the date hereof the 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 required 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 made effective 25 days after the date hereof, on not less than ten days' notice to the Commission and to the public; such tariff publications as are authorized shall be made effective not earlier than 25 days after the date hereof, on not less than ten days' notice to the Commission and to the public and this authority shall expire unless exercised within sixty days after the effective date of this order.

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

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 20th day of SEPTEMBER, 1977.

Robert B. Berman

President

William J. Lyons

Vernon L. Sturgeon

Richard D. Howell

Clair T. Edwards

Commissioners

APPENDIX A

LIST OF APPEARANCES

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

Respondents: R. N. Cooleage, for Pacific Intermountain Express Co;
Jack W. Vogt, for CF Tank Lines, Inc.; A. J. Eyraud, for Asbury
Transportation Co.; W. J. Willis, for Hitchcock Transportation
Co.; Cleo Evans, for himself; Robert Hildreth, for Acme Trans-
portation, Inc.; and Leonard D. Robinson, for Fredericksen Tank
Lines.

Interested Parties: Thomas J. Hays, for California Moving & Storage
Association; H. W. Endicott, for Chevron USA Inc.; R. S. Greitz,
for Western Motor Tariff Bureau, Inc.; and J. W. Bohannon, for
Mobil Oil Corp.

Commission Staff: Robert I. Shoda and George H. Morrison.

(END OF APPENDIX A)

APPENDIX B

LIST OF REVISED PAGES TO
MINIMUM RATE TARIFF 6-B

| | | | |
|--------|---------|------|------|
| FOURTH | REVISED | PAGE | 13 |
| SIXTH | REVISED | PAGE | 14 |
| FIFTH | REVISED | PAGE | 15 |
| EIGHTH | REVISED | PAGE | 18 |
| SIXTH | REVISED | PAGE | 19 |
| FIFTH | REVISED | PAGE | 20 |
| FIFTH | REVISED | PAGE | 21 |
| EIGHTH | REVISED | PAGE | 29 |
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| FOURTH | REVISED | PAGE | 31 |
| FIFTH | REVISED | PAGE | 33 |
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| FIFTH | REVISED | PAGE | 38 |
| SIXTH | REVISED | PAGE | 39 |
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| THIRD | REVISED | PAGE | 44-A |
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| FIRST | REVISED | PAGE | 44-E |
| FIRST | REVISED | PAGE | 44-F |
| FIRST | REVISED | PAGE | 44-G |
| FIRST | REVISED | PAGE | 44-H |
| SECOND | REVISED | PAGE | 44-I |

(END OF APPENDIX B)

MINIMUM RATE TARIFF 6-B

| SECTION 1--RULES (Continued) | ITEM |
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| <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 \$3.80 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 slips accepted in accordance with provisions of Paragraph 1 herein.</p> | 2130 |
| <p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in the Distance Table, subject to the following exceptions:</p> <p>EXCEPTION 1.--Distances shall not be computed via the San Francisco-Oakland Bay Bridge when the petroleum products transported have a flash point of 80 degrees Fahrenheit or below (as determined by flash point from Tagliabue's open-cup tester, as used for test of burning oils).</p> <p>EXCEPTION 2.--Mileages to be used in connection with distance rates named herein for shipments, other than shipments subject to Items 220 and 230, having both point of origin and point of destination within any single group described in Item 300 shall be:</p> <p>(a) Group 2--11 constructive miles</p> <p>(b) Group 6--11 constructive miles</p> <p>EXCEPTION 3.--Mileages to be used in connection with distance rates named herein for shipments within the Bakersfield Extended Area as described in the Governing Distance Table shall be 7 miles.</p> <p>EXCEPTION 4.--When the route of delivery is specified and confirmed in writing by the consignor or consignee or when a shipment is required to move via a circuitous route because of conditions imposed by a governmental agency, distances shall be computed (a) along the route specified by the consignor or consignees, or (b) along the shortest legal route available to the carrier in accordance with the method provided in the Distance Table.</p> | 150 |
| <p> <input checked="" type="checkbox"/> Change) <input type="checkbox"/> Increase) Decision No. </p> | 87882 |
| <p>EFFECTIVE</p> | 10/15/77 |
| <p>Correction</p> | <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> |

| SECTION 1--RULES (Continued) | ITEM |
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| <p style="text-align: center;">DEMURRAGE OR DETENTION CHARGES</p> <p>1. A charge of \$4.20 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 \$6.50 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> | 0160 |
| <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. 87882</p> | |
| <p>EFFECTIVE 10/15/77</p> | |
| <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> | |

Correction

| SECTION 1--RULES (Continued) | ITEM |
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| <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 pumping service to load carrier's equipment and a charge of \$10.00 shall be assessed for pumping service to unload equipment. In no event shall carrier's total pumping charges exceed \$20.00 per 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) \$13.90 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) 618½ 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>6170</p> |
| <p> ♂ Change) ♀ Increase) Decision No. </p> <p style="text-align: center; font-size: 1.2em;">87882</p> | |
| <p>EFFECTIVE 10/15/77</p> | |
| <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> | |

Correction

| SECTION 1--RULES (Continued) | ITEM |
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| <p align="center">SHIPMENTS STOPPED IN TRANSIT FOR WEIGHING, APPLICATION OF SEALS OR FOR PARTIAL LOADING OR UNLOADING</p> <p>Charges for shipments which, at request of consignor or consignee, or for any other reason beyond the control of the carrier, are stopped in transit for weighing, application of seals, or for partial loading or unloading shall be computed at the mileage rate applicable from point of origin to final point of destination via each of the points where weighing (either loaded or empty), application of seals, or partial loading or unloading is performed. (See Exception.) Subject to Notes 1, 2 and 3.</p> <p>EXCEPTION--Where charges are based on a mileage greater than 50 constructive miles and/or when a geographical order of pickup or delivery is specified by the shipper or consignee which results in a higher through mileage than that incurred via the shortest mileage route, such charge shall be computed on 50 percent of the mileage applicable from point of origin to return thereto via each of the points where weighing, (either loaded or empty) application of seals, or partial loading or unloading is performed.</p> <p>NOTE 1.--Shipments shall be subject to an additional charge of \$16.80 for each stop in transit to apply seals or to partially load or unload, and of \$6.20 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 \$4.20 per quarter hour or fraction thereof.</p> <p>NOTE 2.--Shipments stopped in transit for weighing, application of seals, or for partial loading or unloading shall be subject to applicable mileage rates computed from point of origin to ultimate point of destination via point or points of stop in transit, whether or not the entire movement occurs within a group. Applicable mileage shall be determined from the current Distance Table. The group basing points named in Item 300 will not apply; except that in all cases where the first point of origin or the last point of destination is located within a group, mileage shall be computed from or to the basing point of the group in which said point is located. Two constructive miles shall be added for each point in excess of one located within:</p> <ol style="list-style-type: none"> (1) A single metropolitan zone, or (2) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or (3) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction. <p>NOTE 3.--Charges for shipments of Crude Oil transported under the provisions of Item 420 shall be computed at the highest rate provided to any point where diversion occurs or delivery is performed.</p> | <p>4220</p> |
| <p align="center">SPECIAL PERMITS</p> <p>Whenever a carrier is required by a governmental agency to obtain a special permit to perform a transportation service, a charge equal to the amount of the fee assessed by the governmental agency shall be billed for each such permit the carrier is required to obtain. Such charge shall be in addition to all other applicable rates and charges named in this tariff.</p> | <p>225</p> |
| <p>o Increase, Decision No. 87882</p> | |
| <p align="right">EFFECTIVE 10/15/77</p> | |
| <p align="center">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p> | |

MINIMUM RATE TARIFF C-D

| SECTION 1--RULES (Continued) | ITEM |
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| <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 100 (Demurrage or Detention Charges).</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:</p> <ul style="list-style-type: none"> (1) A single metropolitan zone, or (2) a single incorporated city, including the extended area thereof, but not within a metropolitan zone, or (3) a single unincorporated community, including the extended area thereof, but not within a metropolitan zone, designated in the Distance Table as a red point, black point or numbered junction. <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 \$44.15 and further subject to a flat additional charge of \$9.00. (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 \$13.90. 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 \$16.80 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> | 240 |
| <p>A Change, neither increase) nor reduction) Decision No. 87882 ◊ Increase)</p> | |
| <p>EFFECTIVE 10/15/77</p> | |
| <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> | |

Correction

MINIMUM RATE TARIFF U-5

| SECTION 1--RULES (Continued) | ITEM | | | | | | | | | | | |
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| <p style="text-align: center;">SPREADING</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 17 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 \$68.15 for each load transported in connected tank vehicles, and \$59.15 per single tank vehicle.</p> | 0250 | | | | | | | | | | | |
| <p style="text-align: center;">ACCESSORIAL SERVICES</p> <p>1. When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as follows:</p> <table border="1" data-bbox="826 851 1321 940" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2"></th> <th colspan="2" style="text-align: center;">Charge in Cents</th> </tr> <tr> <th style="text-align: center;">For First 30 Minutes or Fraction Thereof</th> <th style="text-align: center;">For Each Additional 15 Minutes or Fraction Thereof</th> </tr> </thead> <tbody> <tr> <td>(a) For Driver, Helper or Other Employee, per Man</td> <td style="text-align: center;">710</td> <td style="text-align: center;">355</td> </tr> <tr> <td>(b) For Unit of Equipment</td> <td style="text-align: center;">110</td> <td style="text-align: center;">55</td> </tr> </tbody> </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 \$14.15 per man per hour, subject to a minimum charge of 8 hours. An additional charge of \$3.75 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 | 710 | 355 | (b) For Unit of Equipment | 110 | 55 | 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 | 710 | 355 | | | | | | | | | | |
| (b) For Unit of Equipment | 110 | 55 | | | | | | | | | | |
| <p>o Increase, Decision No. 87882</p> | | | | | | | | | | | | |
| <p>EFFECTIVE 10/15/77</p> | | | | | | | | | | | | |
| <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p> | | | | | | | | | | | | |

| SECTION 1--RULES (Concluded) | ITEM | | |
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| <p style="text-align: center;">CONNECTING TO MOBILE ROAD MIXERS</p> <p style="text-align: center;">(Applies only in connection with transportation of Asphalt or Road Oil.)</p> <p>A charge of 7 cents per 100 pounds shall be made for service of connecting carrier's equipment to mobile road mixers.</p> | 0270 | | |
| <p style="text-align: center;">INTERNAL CARGO TANK CLEANING</p> <p>1. A cleaning charge as specified in paragraph 3 shall be assessed on shipments containing any of the following commodities (See Exception):</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> Absorption Oil, Belt Oil, Compression Oil, Cordage Oil, Floor Oil, Grease, Axle, Grease, Lubricating, Grease, NOS, Harness Oil, Leather Oil, Lubricating Oil, Miners' Oil, Miners' Oil Stock, Neatsfoot Oil, Oil, NOS, </td> <td style="width: 50%; vertical-align: top;"> Paraffine Wax, Petroleum or Petrolatum, Preparations, including Cosmoline, Densoline, Litholine, Petroleum Jelly, Petrolina or Vasoline, Petroleum Fatty Acid or Naphthenic Acid, Putty Oil, Soap Oil, Tanners Oil, Tobacco Oil, Transformer Oil, Wax, NOS, Wax Tailings, Wool Oil. </td> </tr> </table> <p>2. On all other commodities a cleaning charge as specified in paragraph 3 shall be assessed when cleaning services are requested by the shipper.</p> <p>3. For the service of internal cargo tank cleaning, a charge of \$28.65 shall be made for each unit of carrier's equipment.</p> <p>EXCEPTION.--Cleaning charge herein provided shall not apply unless cleaning service is performed subsequent to transportation of the shipment.</p> | Absorption Oil, Belt Oil, Compression Oil, Cordage Oil, Floor Oil, Grease, Axle, Grease, Lubricating, Grease, NOS, Harness Oil, Leather Oil, Lubricating Oil, Miners' Oil, Miners' Oil Stock, Neatsfoot Oil, Oil, NOS, | Paraffine Wax, Petroleum or Petrolatum, Preparations, including Cosmoline, Densoline, Litholine, Petroleum Jelly, Petrolina or Vasoline, Petroleum Fatty Acid or Naphthenic Acid, Putty Oil, Soap Oil, Tanners Oil, Tobacco Oil, Transformer Oil, Wax, NOS, Wax Tailings, Wool Oil. | 0280 |
| Absorption Oil, Belt Oil, Compression Oil, Cordage Oil, Floor Oil, Grease, Axle, Grease, Lubricating, Grease, NOS, Harness Oil, Leather Oil, Lubricating Oil, Miners' Oil, Miners' Oil Stock, Neatsfoot Oil, Oil, NOS, | Paraffine Wax, Petroleum or Petrolatum, Preparations, including Cosmoline, Densoline, Litholine, Petroleum Jelly, Petrolina or Vasoline, Petroleum Fatty Acid or Naphthenic Acid, Putty Oil, Soap Oil, Tanners Oil, Tobacco Oil, Transformer Oil, Wax, NOS, Wax Tailings, Wool Oil. | | |
| <p style="text-align: center;">VAPOR RECOVERY AND/OR BOTTOM LOADING EQUIPMENT</p> <p>A charge of \$4.40 per unit of carrier's equipment shall be assessed for vapor recovery and/or bottom loading equipment when such equipment is requested by the shipper or required by law.</p> | 0290 | | |
| <p>o Increase, Decision No.</p> <p style="font-size: 2em; font-weight: bold;">87832</p> | | | |
| <p>EFFECTIVE 10/15/77</p> | | | |
| <p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p> | | | |

MINIMUM RATE TARIFF U-2

SECTION 3--DISTANCE RATES
 (In Cents per 100 Pounds)

ITEM

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

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

See Item 150 for application of rates between places within the same Territorial Group.

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

| MILES OVER | BUT NOT OVER | RATES RATE GROUPS | | | | |
|------------------------------------------------------------------------------------------------------------|-----------------|----------------------|-----|-----|-----|-----|
| | | A B C | D E | F | G | H |
| 0 | 5 | 13 | 13½ | 12 | 19 | 17 |
| 5 | 10 | 14 | 14½ | 13 | 20½ | 18 |
| 10 | 15 | 15 | 15 | 14 | 22 | 19 |
| 15 | 20 | 16 | 16½ | 15 | 23½ | 20½ |
| 20 | 25 | 17½ | 18 | 16½ | 26½ | 23 |
| 25 | 30 | 18½ | 19 | 17½ | 28 | 23½ |
| 30 | 35 | 21 | 21½ | 19 | 30 | 26 |
| 35 | 40 | 22½ | 23 | 21 | 32 | 28 |
| 40 | 45 | 24½ | 25 | 22½ | 33 | 30 |
| 45 | 50 | 26 | 26 | 24½ | 37 | 31 |
| 50 | 60 | 28½ | 29 | 26½ | 40 | 34 |
| 60 | 70 | 30 | 31 | 29½ | 44 | 37 |
| 70 | 80 | 32 | 34 | 31 | 49 | 41 |
| 80 | 90 | 36 | 37 | 34 | 53 | 44 |
| 90 | 100 | 38 | 40 | 37 | 58 | 49 |
| 100 | 110 | 42 | 43 | 40 | 61 | 52 |
| 110 | 120 | 44 | 47 | 43 | 66 | 55 |
| 120 | 130 | 47 | 50 | 45 | 70 | 60 |
| 130 | 140 | 50 | 52 | 49 | 75 | 62 |
| 140 | 150 | 53 | 54 | 51 | 79 | 66 |
| 150 | 160 | 57 | 58 | 53 | 84 | 68 |
| 160 | 170 | 60 | 60 | 55 | 88 | 70 |
| 170 | 180 | 62 | 63 | 58 | 92 | 76 |
| 180 | 190 | 66 | 67 | 60 | 97 | 79 |
| 190 | 200 | 68 | 70 | 62 | 101 | 83 |
| 200 | 220 | 71 | 75 | 65 | 109 | 87 |
| 220 | 240 | 76 | 80 | 74 | 126 | 95 |
| 240 | 260 | 83 | 87 | 79 | 122 | 101 |
| 260 | 280 | 89 | 93 | 86 | 131 | 108 |
| 280 | 300 | 95 | 100 | 92 | 141 | 116 |
| 300 | 325 | 102 | 107 | 97 | 153 | 125 |
| 325 | 350 | 109 | 114 | 104 | 162 | 133 |
| 350 | 375 | 115 | 122 | 110 | 172 | 142 |
| 375 | 400 | 123 | 130 | 115 | 181 | 149 |
| 400 | 425 | 130 | 136 | 122 | 190 | 158 |
| 425 | 450 | 139 | 144 | 129 | 200 | 166 |
| 450 | 475 | 147 | 152 | 135 | 209 | 175 |
| 475 | 500 | 156 | 161 | 143 | 220 | 182 |
| For distances over 500 miles add for each 25 miles or fraction thereof in excess of 500 miles: | | 09 | 09 | 07 | 09½ | 09½ |

0400

o Increase, except as noted)
 o No change) Decision No. **87882**

EFFECTIVE **OCT 15 1977.**

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

Correction

MINIMUM RATE TARIFF 6-b

| 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 | 36 | |
| | Escondido | 43 | |
| | San Diego | 47 | |
| | Mission Gorge | 49 | |
| | Otay | 50 | |
| | Lakeside | 50 | |
| <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>◊ Increase, Decision No.</p> | | 87882 | |
| | | | EFFECTIVE OCT 15 1977 |
| <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> | | | |
| Correction | | | |

MINIMUM RATE TARIFF U-B

| SECTION 3--SPECIAL COMMODITY RATES (Concluded) (In cents per 100 pounds) | | | | | | | | | | | ITEM | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------|--|---------------|--|---------------|--|---------------|--|---------------|------|------|
| <p>PETROLEUM OIL, CRUDE, as described in Item 155250 of the Governing Classification.</p> <p>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.</p> <p>Column B rates apply only for transportation when consignor's facilities permit loading, and consignee's facilities permit delivery, 24 hours per day.</p> <p>See Item 310 for description of Crude Oil Groups.</p> | | | | | | | | | | | | |
| BETWEEN | | CRUDE OIL GROUPS | | | | | | | | | | 6420 |
| | | A | | B | | C | | D | | E | | |
| AND Crude Oil Groups | | Column A B | | Column A B | | Column A B | | Column A B | | Column A B | | |
| A | | 11½ 10 | | | | | | | | | | |
| B | | 13 11½ | | 11½ 10 | | | | | | | | |
| C | | 21½ 17 | | 17 13 | | 11½ 10 | | | | | | |
| D | | 25½ 19½ | | 22 17½ | | 15 12 | | 11½ 10 | | | | |
| E | | 19½ 15½ | | 17½ 15 | | 15½ 12½ | | 18 13 | | 11½ 10 | | |
| F | | 13 11½ | | 15 12 | | 17½ 15 | | 22 16½ | | 15 12 | | |
| G | | 18 15½ | | 13 11½ | | 12½ 11½ | | 17 13 | | 17 13 | | |
| H | | 22 17½ | | 19 15½ | | 15½ 12 | | 19 15½ | | 15½ 12½ | | |
| I | | 18 15½ | | 13 11½ | | 17 13 | | 22 16 | | 20½ 17 | | |
| BETWEEN | | CRUDE OIL GROUPS | | | | | | | | | | |
| | | F | | G | | H | | I | | | | |
| AND Crude Oil Groups | | Column A B | | Column A B | | Column A B | | Column A B | | | | |
| F | | 11½ 10 | | | | | | | | | | |
| G | | 19½ 12½ | | 11½ 10 | | | | | | | | |
| H | | 16½ 13 | | 15½ 12½ | | 11½ 10 | | | | | | |
| I | | 18 15½ | | 12½ 11½ | | 17 13 | | 11½ 10 | | | | |
| <p>o Increase, Decision No. 87882</p> | | | | | | | | | | | | |
| EFFECTIVE OCT 15 1977 | | | | | | | | | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | | | | | | | | | | | |
| Correction | | | | | | | | | | | | |

MINIMUM RATE TARIFF U-B

| SECTION 4--VEHICLE UNIT RATES | ITEM | | | | | | |
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| <p style="text-align: center;">DAILY VEHICLE UNIT VOLUME TENDER RATES</p> <p>1. The rates in this item will apply for the transportation of all commodities except those named in Rate Group H, as described in Item 30, and those commodities requiring pressurized equipment from any origin points to any points of destination located within 250 miles of the first point of origin when performed subject to and in accordance with the provisions of this item.</p> <p>2. The provisions of this item apply only when, prior to the transportation of the property, the shipper has requested verbally or in writing that the transportation be performed under the provisions of this item and charges are prepaid; provided, that if requested verbally, the shipper shall place a confirming written request in the United States mail the same day as verbally requested. (For form of agreement, see Item 530.)</p> <p>3. The rates to apply for service under this item shall be as follows, subject to Notes 1 through 17:</p> <p style="text-align: center;">RATES (Vehicle Unit Rates)</p> <p>(a) The basic charge per unit of carrier's equipment shall be--\$53.50 per day PLUS</p> <p>(b) An additional charge of \$13.80 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 \$13.80 per man, per hour, or 31½ 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" style="margin-left: 40px;"> <tr> <td>First 50 miles-----</td> <td>036</td> </tr> <tr> <td>Next 100 miles-----</td> <td>033</td> </tr> <tr> <td>Over 150 miles-----</td> <td>031</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 \$15.10 per hour or fraction thereof plus 040 cents per mile until delivery of the product is completed, plus</p> <p>(b) At the rate of 58½ 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----- | 036 | Next 100 miles----- | 033 | Over 150 miles----- | 031 | 0500 |
| First 50 miles----- | 036 | | | | | | |
| Next 100 miles----- | 033 | | | | | | |
| Over 150 miles----- | 031 | | | | | | |
| <p>◊ Increase, except as noted } ○ No change } Decision No. 87882</p> | | | | | | | |
| EFFECTIVE OCT 15 1977 | | | | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | | | | | | |

Correction

| SECTION 4--VEHICLE UNIT RATES (Continued) | ITEM | | | | | | | | | | | | | | | | | | | | |
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| <p style="text-align: center;">DAILY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p>NOTE 6.--The mileage charge will apply for all miles required to exchange drivers or other than the first point of origin.</p> <p>NOTE 7.--Carrier will provide internal cargo tank cleaning if requested by the shipper during any volume tender period, subject to additional charges provided in Item 280 for the cleaning of each unit of carrier's equipment. In addition to such charges, carriers will also assess the applicable mileage and hourly charges set forth herein.</p> <p>NOTE 8.--When transportation is performed under provisions of this item, the following rules will not apply:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Item 160</td> <td style="width: 50%;">- Demurrage or Detention Charges</td> </tr> <tr> <td>Item 170, Paragraph 2(b)</td> <td>- Pumping Charge</td> </tr> <tr> <td>Item 190</td> <td>- Minimum Charge</td> </tr> <tr> <td>Item 210</td> <td>- Issuance of Shipping Documents</td> </tr> <tr> <td>Item 220</td> <td>- Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading</td> </tr> <tr> <td>Item 230</td> <td>- Shipments Diverted</td> </tr> <tr> <td>Item 240</td> <td>- Shipments Returned</td> </tr> <tr> <td>Item 280</td> <td>- Internal Cargo Tank Cleaning (except as provided in Note 7)</td> </tr> <tr> <td>Item 290</td> <td>- Vapor Recovery and/or Bottom Loading Equipment</td> </tr> <tr> <td>Item 300, Note 1 of Group 2 description</td> <td>- Description of Territorial Groups and Crude Oil Groups</td> </tr> </table> <p>NOTE 9.--The charge for required bridge or ferry tolls, special permits and weighmaster certificates shall be assessed in addition to all other applicable rates and charges.</p> <p>NOTE 10.--A freight bill as set forth in Item 610 shall be issued by the carrier to the shipper for each engagement for transportation. The freight bill shall be retained and preserved by the issuing carrier for a period of not less than three years from the date of issuance.</p> <p>NOTE 11.--The charge for collecting and remitting amounts collected on C.O.D. shipments transported under provisions of this item shall be \$3.80 per collection.</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 two hours PLUS an additional \$1.05 per hour, or fraction thereof, for all additional hours. The minimum charge for pumping service shall be the charge for one hour.</p> <p>NOTE 13.--When the total loaded miles exceed the total empty miles of the tender, an additional charge of 5¢ cents per mile will be made for each excess loaded mile traveled by the carrier's equipment.</p> <p>NOTE 14.--No allowance shall be made to the shipper for any nonproductive or lost time except that if the carrier's equipment is inoperable for a period exceeding four hours in any day awaiting replacement or repair, the calendar period shall be extended for any such time exceeding four hours.</p> <p style="text-align: center;">(Continued on next page)</p> | | Item 160 | - Demurrage or Detention Charges | Item 170, Paragraph 2(b) | - Pumping Charge | Item 190 | - Minimum Charge | Item 210 | - Issuance of Shipping Documents | Item 220 | - Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading | Item 230 | - Shipments Diverted | Item 240 | - Shipments Returned | Item 280 | - Internal Cargo Tank Cleaning (except as provided in Note 7) | Item 290 | - Vapor Recovery and/or Bottom Loading Equipment | Item 300, Note 1 of Group 2 description | - Description of Territorial Groups and Crude Oil Groups |
| 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 | | | | | | | | | | | | | | | | | | | | |
| <p>Change } Decision No. 87882 Increase }</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>EFFECTIVE OCT 15 1977</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>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 |
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| <p style="text-align: center;">DAILY VEHICLE UNIT VOLUME TENDER RATES (Concluded)</p> <p>NOTE 15.--In the event that a driver is unable to complete a shipment because of an excess of hours of service and must layover enroute as required by law, a charge of \$13.80 per hour, minimum 8 hours, will be assessed in addition to all other time that a driver or drivers are assigned to operate the carrier's equipment.</p> <p>NOTE 16.--Subject to a minimum charge based upon 20 hours for each engagement that a driver or drivers are assigned to operate carrier's equipment.</p> <p>NOTE 17.--If at shipper's request, equipment includes bottom loading capability or pumps or meters, the following additional charges shall be assessed per day:</p> <p>Per Meter-----\$3.00 Per Pump-----\$1.25 Tanks with bottom loader, per compartment-----\$1.25 (1) Tanks with vapor recovery system, per compartment-----\$1.25 (1)</p> <p>(1) Minimum charge \$4.80</p> | 0500 |
| <p>o Increase, Decision No. 87892</p> | |
| <p>EFFECTIVE OCT 15 1977</p> | |
| <p>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 performed under the provisions of this item and charges are prepaid; provided, that if requested verbally, the shipper shall place a confirming written request in the United States mail the same day as verbally requested. (For form of agreement, see Item 530.)</p> <p>3. The rates to apply for service under this item shall be as follows, subject to Notes 1 through 20:</p> <p style="text-align: center;">RATES</p> <p style="text-align: center;">(Vehicle Unit Rates)</p> <p>ø(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-----ø\$781.00</p> <p>(2) For commodities moving in pressurized equipment or commodities named in Rate Group H-----ø\$944.00</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>ø(c) An additional charge of ø\$13.70 per man, per hour, for all time that a driver or drivers are assigned to, but not actually driving the carrier's equipment. For all time that drivers are actually driving carrier's equipment, the additional charge shall be assessed at ø\$13.70 per man, per hour, or ø31 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> | ø510 |
| <p>ø Change) ø Increase) Decision No. 87882</p> | |
| EFFECTIVE OCT 15 1977 | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | |

Correction

| SECTION 4--VEHICLE UNIT RATES (Continued) | ITEM | | |
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| <p style="text-align: center;">MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p>NOTE 8.--When transportation is performed under provisions of this item, the following rules will not apply:</p> <table border="0"> <tr> <td style="vertical-align: top;"> Item 100 Item 170, Paragraph 2(b) Item 190 Item 210 Item 220 Item 230 Item 240 Item 240 Item 290 Item 300, Note 1 of Group 2 description </td> <td style="vertical-align: top; padding-left: 20px;"> - Demurrage or Detention Charges - Pumping Charge - Minimum Charge - Issuance of Shipping Documents - Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading - Shipments Diverted - Shipments Returned - Internal Cargo Tank Cleaning (except as provided in Note 7) - Vapor Recovery and/or Bottom Loading Equipment - Description of Territorial Groups and Crude Oil Groups </td> </tr> </table> <p>NOTE 9.--The charge for required bridge or ferry tolls, special permits and weigh-master certificates shall be assessed in addition to all other applicable rates and charges.</p> <p>NOTE 10.--A freight bill as set forth in Item 610 shall be issued by the carrier to the shipper for each engagement for transportation. The freight bill shall be retained and preserved by the issuing carrier for a period of not less than three years from the date of issuance.</p> <p>NOTE 11.--The charge for collecting and remitting amounts collected on C.O.D. shipments transported under provisions of this item shall be \$3.80 per collection, subject to a maximum total charge of \$27.30 per monthly tender.</p> <p>NOTE 12.--</p> <p style="padding-left: 40px;">A. When pumping service is performed by the carrier, at steam generating facilities, 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.</p> <p style="padding-left: 40px;">B. When pumping service is performed by the carrier at locations other than steam generating facilities, an additional charge of \$6.00 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>NOTE 13.--When the total loaded miles exceed the total empty miles of the tender, an additional charge of 5¢ cents per mile will be made for each excess loaded mile traveled by the carrier's equipment.</p> <p style="text-align: center;">(Continued on next page)</p> | | Item 100 Item 170, Paragraph 2(b) Item 190 Item 210 Item 220 Item 230 Item 240 Item 240 Item 290 Item 300, Note 1 of Group 2 description | - Demurrage or Detention Charges - Pumping Charge - Minimum Charge - Issuance of Shipping Documents - Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading - Shipments Diverted - Shipments Returned - Internal Cargo Tank Cleaning (except as provided in Note 7) - Vapor Recovery and/or Bottom Loading Equipment - Description of Territorial Groups and Crude Oil Groups |
| Item 100 Item 170, Paragraph 2(b) Item 190 Item 210 Item 220 Item 230 Item 240 Item 240 Item 290 Item 300, Note 1 of Group 2 description | - Demurrage or Detention Charges - Pumping Charge - Minimum Charge - Issuance of Shipping Documents - Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading - Shipments Diverted - Shipments Returned - Internal Cargo Tank Cleaning (except as provided in Note 7) - Vapor Recovery and/or Bottom Loading Equipment - Description of Territorial Groups and Crude Oil Groups | | |
| <p> ◊ Change) Decision No. 87822 ◊ Increase) </p> | <p>8510</p> | | |
| <p>EFFECTIVE OCT 15 1977</p> | | | |
| <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) | ITLM |
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| <p style="text-align: center;">MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Concluded)</p> <p>NOTE 14.--No allowance shall be made to the shipper for any nonproductive or lost time except that if the carrier's equipment is inoperable for a period exceeding four hours in any day awaiting replacement or repair, the calendar period shall be extended for any such time exceeding four hours.</p> <p>NOTE 15.--In the event that a driver is unable to complete a shipment because of an excess of hours of service and must layover enroute as required by law, a charge of \$11.70 per hour, minimum 8 hours, will be assessed in addition to all other time that a driver or drivers are assigned to operate the carrier's equipment.</p> <p>NOTE 16.--Subject to a minimum charge based upon 20 hours for each day that a driver or drivers are assigned to operate carrier's equipment.</p> <p>NOTE 17.--If at shipper's request, equipment includes bottom loading capability or pumps or meters, the following additional charge shall be assessed per month:</p> <p>Per meter-----\$50.40 Per pump-----\$20.40 Tanks with bottom loader, per compartment-----\$19.15 Tanks with vapor recovery system, per compartment-----\$ 4.80</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 carrier's equipment-----\$33.60</p> <p style="text-align: center;">PLUS</p> <p> (b) The additional hourly charges provided in Paragraph 3(c) of this item.</p> <p style="text-align: center;">PLUS</p> <p> (c) An additional charge of 024 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 \$5,207.00. 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>0510</p> |
| <p> ◊ Change) * Addition) ◊ Increase, except as noted) Decision No. 87882 ◊ No change) </p> | |
| <p>EFFECTIVE OCT 15 1977</p> | |
| <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> | |

Correction

MINIMUM RATE TARIFF b-d

| SECTION 4--VEHICLE UNIT RATES (Continued) | ITEM |
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| <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 style="margin-left: 40px;">(1) For all commodities except those moving in pressurized equipment and shipments of commodities named in Rate Group H-----\$642.00</p> <p style="margin-left: 40px;">(2) For commodities moving in pressurized equipment or commodities named in Rate Group H-----\$794.00</p> <p style="text-align: center;">PLUS</p> <p>(b) 02 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 \$13.60 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 \$13.60 per man, per hour, or 31 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> | 0520 |
| <p> <input checked="" type="radio"/> Increase, except as noted <input type="radio"/> No change </p> | <p>Decision No. 87882</p> |
| EFFECTIVE OCT 15 1977 | |
| <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 | | | | | | | | | | | | | | | | | | | | |
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| 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 border="0"> <tr> <td>Item 160</td> <td>- Demurrage or Detention Charges</td> </tr> <tr> <td>Item 170, Paragraph 2(b)</td> <td>- Pumping Charge</td> </tr> <tr> <td>Item 190</td> <td>- Minimum Charge</td> </tr> <tr> <td>Item 210</td> <td>- Issuance of Shipping Documents</td> </tr> <tr> <td>Item 220</td> <td>- Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading</td> </tr> <tr> <td>Item 230</td> <td>- Shipments Diverted</td> </tr> <tr> <td>Item 240</td> <td>- Shipments Returned</td> </tr> <tr> <td>Item 280</td> <td>- Internal Cargo Tank Cleaning (except as provided in Note 7)</td> </tr> <tr> <td>Item 290</td> <td>- Vapor Recovery and/or Bottom Loading Equipment</td> </tr> <tr> <td>Item 300, Note 1 of Group 2 description</td> <td>- Description of Territorial Groups and Crude Oil Groups</td> </tr> </table> <p>NOTE 9.--The charge for required bridge or ferry tolls, special permits and weighmaster'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 \$3.80 per collection, subject to a maximum total charge of \$28.00 per calendar month on yearly tender.</p> <p>NOTE 12.--</p> <p>A. When pumping service is performed by the carrier, at steam generating facilities, 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.</p> <p>B. When pumping service is performed by the carrier at locations other than steam generating facilities, an additional charge of \$6.00 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 style="text-align: center;">(Continued on next page)</p> | | Item 160 | - Demurrage or Detention Charges | Item 170, Paragraph 2(b) | - Pumping Charge | Item 190 | - Minimum Charge | Item 210 | - Issuance of Shipping Documents | Item 220 | - Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading | Item 230 | - Shipments Diverted | Item 240 | - Shipments Returned | Item 280 | - Internal Cargo Tank Cleaning (except as provided in Note 7) | Item 290 | - Vapor Recovery and/or Bottom Loading Equipment | Item 300, Note 1 of Group 2 description | - Description of Territorial Groups and Crude Oil Groups | |
| 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 | | | | | | | | | | | | | | | | | | | | | |
| <p>Change) Increase)</p> | Decision No. | 87882 | | | | | | | | | | | | | | | | | | | | |
| | | EFFECTIVE OCT 15 1977 | | | | | | | | | | | | | | | | | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | | | | | | | | | | | | | | | | | | | | | |
| Correction | | | | | | | | | | | | | | | | | | | | | | |

MINIMUM RATE TARIFF 6-B

| SECTION 4--VEHICLE UNIT RATES (Continued) | ITEM |
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| <p style="text-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 0.5 cents per mile will be made for each excess loaded mile traveled by the carrier's equipment.</p> <p>NOTE 14.--No allowance shall be made to the shipper for any nonproductive or lost time except that if the carrier's equipment is inoperable for a period exceeding four hours in any day awaiting replacement or repair, the calendar period shall be extended for any such time exceeding four hours.</p> <p>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 \$13.00 per hour, minimum 8 hours, will be assessed in addition to all other time that a driver or drivers are assigned to operate the carrier's equipment.</p> <p>NOTE 16.--Subject to a minimum charge based upon 20 hours for each day that a driver or drivers are assigned to operate carrier's equipment.</p> <p>NOTE 17.--If at shipper's request, equipment includes bottom loading capability or pumps or meters, the following additional charges shall be assessed per month:</p> <p>Per meter-----\$50.45</p> <p>Per pump-----\$20.40</p> <p>Tanks with bottom loader, per compartment-----\$19.15</p> <p>Tanks with vapor recovery system, per compartment-\$ 4.80</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 \$5,207.00. 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>0520</p> |
| <p>o Increase, except as noted) o No change) Decision No. 87882</p> | |
| <p>EFFECTIVE OCT 15 1977</p> | |
| <p>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 | |
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| SPECIAL MONTHLY VEHICLE UNIT VOLUME TENDER 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: 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 SHIPMENT FOR RATE GROUPS SHOWN (Subject to Notes 1 through 8) | | | | | | | | | | | | | |
| 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 | | | | | | 9523 |
| MILES | | Rate Group | | Rate Group | | Rate Group | | Rate Group | | Rate Group | | | |
| Over | But Not Over | A | B C | A | B C | A | B C | A | B C | A | B C | | |
| 0 | 15 | .71 | .82 | .69 | .81 | .68 | .79 | .65 | .76 | .64 | .75 | .62 | |
| 15 | 20 | .74 | .90 | .73 | .86 | .70 | .84 | .67 | .81 | .67 | .80 | .64 | .77 |
| 20 | 25 | .82 | .99 | .81 | .96 | .79 | .94 | .76 | .91 | .75 | .90 | .71 | .85 |
| 25 | 30 | .87 | 1.06 | .86 | 1.02 | .84 | 1.00 | .80 | .96 | .79 | .95 | .76 | .91 |
| 30 | 35 | .96 | 1.15 | .94 | 1.12 | .92 | 1.07 | .89 | 1.06 | .87 | 1.03 | .82 | .99 |
| 35 | 40 | 1.05 | 1.25 | 1.02 | 1.22 | 1.00 | 1.18 | .96 | 1.14 | .95 | 1.13 | .91 | 1.08 |
| 40 | 45 | 1.15 | 1.37 | 1.11 | 1.32 | 1.08 | 1.30 | 1.03 | 1.25 | 1.02 | 1.23 | .98 | 1.22 |
| 45 | 50 | 1.24 | 1.43 | 1.21 | 1.40 | 1.17 | 1.37 | 1.13 | 1.31 | 1.11 | 1.29 | 1.10 | 1.27 |
| 50 | 60 | 1.34 | 1.60 | 1.31 | 1.56 | 1.28 | 1.52 | 1.23 | 1.46 | 1.22 | 1.44 | 1.20 | 1.42 |
| 60 | 70 | 1.43 | 1.74 | 1.40 | 1.70 | 1.37 | 1.65 | 1.31 | 1.58 | 1.29 | 1.56 | 1.27 | 1.54 |
| 70 | 80 | 1.55 | 1.87 | 1.49 | 1.82 | 1.47 | 1.78 | 1.42 | 1.71 | 1.40 | 1.69 | 1.38 | 1.66 |
| 80 | 90 | 1.70 | 2.12 | 1.65 | 2.08 | 1.60 | 2.06 | 1.55 | 2.05 | 1.53 | 2.00 | 1.50 | 1.96 |
| 90 | 100 | 1.89 | 2.25 | 1.86 | 2.22 | 1.82 | 2.19 | 1.77 | 2.18 | 1.77 | 2.12 | 1.75 | 2.09 |
| 100 | 110 | 2.06 | 2.45 | 2.03 | 2.41 | 2.00 | 2.38 | 1.98 | 2.37 | 1.94 | 2.32 | 1.91 | 2.28 |
| 110 | 120 | 2.18 | 2.66 | 2.13 | 2.61 | 2.11 | 2.56 | 2.10 | 2.56 | 2.05 | 2.50 | 2.02 | 2.46 |
| 120 | 130 | 2.29 | 2.81 | 2.25 | 2.75 | 2.22 | 2.72 | 2.21 | 2.71 | 2.16 | 2.62 | 2.12 | 2.59 |
| 130 | 140 | 2.41 | 3.01 | 2.37 | 2.94 | 2.34 | 2.84 | 2.33 | 2.80 | 2.26 | 2.76 | 2.24 | 2.73 |
| 140 | 150 | 2.65 | 3.15 | 2.58 | 3.07 | 2.50 | 2.97 | 2.46 | 2.93 | 2.43 | 2.89 | 2.40 | 2.86 |
| 150 | 160 | 2.84 | 3.36 | 2.77 | 3.28 | 2.66 | 3.16 | 2.62 | 3.13 | 2.59 | 3.08 | 2.56 | 3.04 |
| 160 | 170 | 3.02 | 3.50 | 2.94 | 3.41 | 2.84 | 3.30 | 2.80 | 3.25 | 2.77 | 3.21 | 2.71 | 3.17 |
| 170 | 180 | 3.12 | 3.70 | 3.06 | 3.62 | 2.96 | 3.49 | 2.91 | 3.45 | 2.88 | 3.40 | 2.84 | 3.36 |
| 180 | 190 | 3.25 | 3.89 | 3.18 | 3.76 | 3.06 | 3.57 | 3.03 | 3.48 | 2.99 | 3.47 | 2.96 | 3.44 |
| 190 | 200 | 3.33 | 4.11 | 3.30 | 3.97 | 3.14 | 3.78 | 3.06 | 3.67 | 3.04 | 3.65 | 3.02 | 3.63 |
| 200 | 225 | 3.51 | 4.39 | 3.47 | 4.24 | 3.31 | 4.03 | 3.22 | 3.94 | 3.20 | 3.91 | 3.18 | 3.88 |
| 225 | 250 | 4.05 | 4.74 | 4.00 | 4.58 | 3.81 | 4.35 | 3.70 | 4.25 | 3.68 | 4.23 | 3.66 | 4.19 |
| 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) | | | | | | | | | | | | | |
| Increase, Decision No. 87882 | | | | | | | | | | | | | |
| EFFECTIVE OCT 15 1977 | | | | | | | | | | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | | | | | | | | | | | | |

| SECTION 4--VEHICLE UNIT RATES (Continued) | ITLM |
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| <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.</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 \$4.15 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> <ul style="list-style-type: none"> 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>NOTE 8.--Within 7 days after the start of transportation hereunder, carrier shall bill and collect a prepayment of \$10,670.00. 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>0523</p> |
| <p>◊ Increase, Decision No. 87882</p> | |
| <p>EFFECTIVE OCT 15 1977</p> | |
| <p>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 RATES | | | | | | | | | | |
| <p>(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, Niland or San Diego to points in California located within 250 miles of these origins.</p> <p>(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).</p> <p>(3) All applicable rates and charges must be paid by the consignor and shall be applied, subject to Notes 1 through 12, as follows:</p> | | | | | | | | | | |
| MILES | | Rates In Cents Per Gallon Per Shipment ^g | | | MILES | | Rates In Cents Per Gallon Per Shipment ^g | | | 0525 |
| Over | But Not Over | Rate Group | | | Over | But Not Over | Rate Group | | | |
| | A | B | C | A | | B | C | | | |
| 0 | 5 | .284 | .29 | .32 | 100 | 110 | 1.69 | 1.74 | 1.92 | |
| 5 | 10 | .334 | .35 | .38 | 110 | 120 | 1.83 | 1.88 | 2.08 | |
| 10 | 15 | .41 | .41 | .45 | 120 | 130 | 1.97 | 2.02 | 2.23 | |
| 15 | 20 | .48 | .48 | .52 | 130 | 140 | 2.11 | 2.16 | 2.39 | |
| 20 | 25 | .52 | .54 | .59 | 140 | 150 | 2.25 | 2.30 | 2.54 | |
| 25 | 30 | .60 | .61 | .67 | 150 | 160 | 2.39 | 2.44 | 2.70 | |
| 30 | 35 | .66 | .69 | .76 | 160 | 170 | 2.53 | 2.59 | 2.86 | |
| 35 | 40 | .72 | .76 | .84 | 170 | 180 | 2.67 | 2.74 | 3.02 | |
| 40 | 45 | .79 | .83 | .92 | 180 | 190 | 2.81 | 2.89 | 3.18 | |
| 45 | 50 | .88 | .91 | 1.00 | 190 | 200 | 2.95 | 3.04 | 3.34 | |
| 50 | 60 | .98 | 1.04 | 1.13 | 200 | 210 | 3.09 | 3.18 | 3.50 | |
| 60 | 70 | 1.12 | 1.17 | 1.29 | 210 | 220 | 3.23 | 3.33 | 3.65 | |
| 70 | 80 | 1.26 | 1.31 | 1.44 | 220 | 230 | 3.37 | 3.47 | 3.81 | |
| 80 | 90 | 1.40 | 1.45 | 1.60 | 230 | 240 | 3.51 | 3.61 | 3.97 | |
| 90 | 100 | 1.55 | 1.59 | 1.76 | 240 | 250 | 3.65 | 3.76 | 4.13 | |
| <p>g Includes transportation of commodities described in Rate Group I.</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 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 a "30-day tender" shall mean 720 consecutive hours.</p> <p style="text-align: center;">(Continued on next page)</p> | | | | | | | | | | |
| <p>h Increase, Decision No. 87882</p> | | | | | | | | | | |
| EFFECTIVE OCT 15 1977 | | | | | | | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | | | | | | | | | |
| Correction | | | | | | | | | | |

| SECTION 4--VEHICLE UNIT RATES (Continued) | ITEM | | | | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|----------------------------------------------------|---|-------|---|-------|---|-------|------|
| SPECIAL MONTHLY VEHICLE UNIT RATES (Continued) | | | | | | | | | |
| <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 (See Note 4).</p> <p>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.</p> <p>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.</p> <p>NOTE 6.--Mileage applicable in connection with this item shall be computed in accordance with Item 150.</p> <p>NOTE 7.--(a) A charge of \$4.15 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).</p> <p style="padding-left: 40px;">(b) A total of one hour free time will be allowed to complete loading and unloading each shipment.</p> <p>NOTE 8.--When transportation is performed under the provisions of this item the following provisions or rules will not apply:</p> <div style="padding-left: 40px;"> <p>Item 160 - Demurrage or Detention Charges</p> <p>Item 190 - Minimum Charge, except when transported subject to Item 400 pursuant to provisions of Note 4.</p> <p>Item 210 - Issuance of Shipping Documents</p> <p>Item 290 - Vapor Recovery and/or Bottom Loading Equipment</p> </div> <p>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 75 cents per mile will be made for each excess empty mile traveled by the carrier's equipment.</p> <p>NOTE 10.--The minimum charges shall be assessed upon unit's carrying capacity, as follows:</p> <table style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center; padding: 5px;">Commodities (As described in Item 30) Rate Group</th> <th style="text-align: center; padding: 5px;">Minimum Gallons Per Unit of Carrier's Equipment</th> </tr> </thead> <tbody> <tr> <td style="text-align: center; padding: 5px;">A</td> <td style="text-align: center; padding: 5px;">9,000</td> </tr> <tr> <td style="text-align: center; padding: 5px;">B</td> <td style="text-align: center; padding: 5px;">8,750</td> </tr> <tr> <td style="text-align: center; padding: 5px;">C</td> <td style="text-align: center; padding: 5px;">7,950</td> </tr> </tbody> </table> <p style="padding-left: 40px;">Subject to legal carrying capacity of carrier's unit of equipment.</p> <p>NOTE 11.--Rates provided in this item are subject to a minimum charge of \$5,800.00 per thirty-day tender.</p> <p>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.</p> | Commodities (As described in Item 30) Rate Group | Minimum Gallons Per Unit of Carrier's Equipment | A | 9,000 | B | 8,750 | C | 7,950 | 6525 |
| Commodities (As described in Item 30) Rate Group | Minimum Gallons Per Unit of Carrier's Equipment | | | | | | | | |
| A | 9,000 | | | | | | | | |
| B | 8,750 | | | | | | | | |
| C | 7,950 | | | | | | | | |
| <p>Change) Increase) Decision No. 87882</p> | | | | | | | | | |
| EFFECTIVE OCT 15 1977 | | | | | | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | | | | | | | | |
| Correction | | | | | | | | | |

MINIMUM RATE TARIFF 6-B

| SECTION 4--VEHICLE UNIT RATES (Continued) | ITEM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <p>SPECIAL MONTHLY VOLUME TENDER COMMODITY RATES</p> <p>(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 and to points as indicated.</p> <p>(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 under the provisions of Special Monthly Volume Tender Commodity Rate; and has advised the date transportation service is to be commenced. 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) The provisions of this item will apply only when the carrier has been tendered a minimum offering of 500,000 gallons to move within the 30 consecutive day period.</p> <p>(4) All applicable charges must be paid by the consignor.</p> <div style="border: 1px solid black; padding: 10px; margin: 10px auto; width: 80%;"> <p style="text-align: center;">Rates In Cents Per Gallon Per Shipment @ (Subject To Notes 1 Through 7)</p> <p style="text-align: center;">From: Avon, Benicia, Martinez, Oakland, Oleum, Richmond</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">To</th> <th style="text-align: center;">Rate Group A</th> <th style="text-align: center;">Rates Groups B & C</th> </tr> </thead> <tbody> <tr><td>Arcata</td><td style="text-align: center;">4.90</td><td style="text-align: center;">5.69</td></tr> <tr><td>Blue Lake</td><td style="text-align: center;">4.90</td><td style="text-align: center;">5.69</td></tr> <tr><td>Crescent City</td><td style="text-align: center;">6.56</td><td style="text-align: center;">7.47</td></tr> <tr><td>Eureka</td><td style="text-align: center;">4.80</td><td style="text-align: center;">5.57</td></tr> <tr><td>Fortuna</td><td style="text-align: center;">4.54</td><td style="text-align: center;">5.23</td></tr> <tr><td>Garberville</td><td style="text-align: center;">3.84</td><td style="text-align: center;">4.48</td></tr> <tr><td>Klamath</td><td style="text-align: center;">6.14</td><td style="text-align: center;">7.11</td></tr> <tr><td>Korbel</td><td style="text-align: center;">4.90</td><td style="text-align: center;">5.70</td></tr> <tr><td>McKinleyville</td><td style="text-align: center;">4.90</td><td style="text-align: center;">5.70</td></tr> <tr><td>Shelter Cove</td><td style="text-align: center;">4.27</td><td style="text-align: center;">4.95</td></tr> </tbody> </table> </div> <p style="margin-top: 10px;">@ Includes transportation of commodities described in Rate Group I.</p> <p style="text-align: center;">(Continued on next page)</p> | To | Rate Group A | Rates Groups B & C | Arcata | 4.90 | 5.69 | Blue Lake | 4.90 | 5.69 | Crescent City | 6.56 | 7.47 | Eureka | 4.80 | 5.57 | Fortuna | 4.54 | 5.23 | Garberville | 3.84 | 4.48 | Klamath | 6.14 | 7.11 | Korbel | 4.90 | 5.70 | McKinleyville | 4.90 | 5.70 | Shelter Cove | 4.27 | 4.95 | 0526 |
| To | Rate Group A | Rates Groups B & C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Arcata | 4.90 | 5.69 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Blue Lake | 4.90 | 5.69 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Crescent City | 6.56 | 7.47 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Eureka | 4.80 | 5.57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fortuna | 4.54 | 5.23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Garberville | 3.84 | 4.48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Klamath | 6.14 | 7.11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Korbel | 4.90 | 5.70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| McKinleyville | 4.90 | 5.70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Shelter Cove | 4.27 | 4.95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>o Increase, Decision No. 87882</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>EFFECTIVE OCT 15 1977</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>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 | | | | | | | | |
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| <p style="text-align: center;">SPECIAL MONTHLY VOLUME TENDER COMMODITY RATES (Concluded) (Not subject to the provisions of Supplement B)</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 an order that will allow carriers to maintain a twenty-four (24) hour a day schedule.</p> <p>NOTE 2.--As used in this item a "30-day tender" shall mean 72 consecutive hours.</p> <p>NOTE 3.--All shipments must be tendered and loaded within the 72 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.</p> <p>NOTE 4.--Carrier will allow a total of one and one-half (1½) hours as free time for the completion of loading and unloading. A charge of \$4.80 for each fifteen (15) minutes (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 above.</p> <p>NOTE 5.--Transportation charges shall be assessed upon units of carrying capacity as follows:</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Commodities (As described in Item 30) Rate Group</th> <th style="text-align: center;">Minimum Gallons Per Unit of Carrier's Equipment</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td> <td style="text-align: center;">9,000</td> </tr> <tr> <td style="text-align: center;">B</td> <td style="text-align: center;">8,750</td> </tr> <tr> <td style="text-align: center;">C</td> <td style="text-align: center;">7,950</td> </tr> </tbody> </table> <p style="text-align: center;">Subject to legal carrying capacity of carrier's unit of equipment.</p> <p>NOTE 6.--When transportation is performed under the provisions of this item, the following rules will not apply:</p> <ul style="list-style-type: none"> Item 160 - Demurrage or detention charges Item 190 - Minimum Charge Item 210 - Issuance of shipping documents | Commodities (As described in Item 30) Rate Group | Minimum Gallons Per Unit of Carrier's Equipment | A | 9,000 | B | 8,750 | C | 7,950 | <p>0526 (Con- clud- ed)</p> |
| Commodities (As described in Item 30) Rate Group | Minimum Gallons Per Unit of Carrier's Equipment | | | | | | | | |
| A | 9,000 | | | | | | | | |
| B | 8,750 | | | | | | | | |
| C | 7,950 | | | | | | | | |
| <p>◊ Increase, Decision No. 87832</p> | | | | | | | | | |
| <p>EFFECTIVE OCT 15 1977</p> | | | | | | | | | |
| <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> | | | | | | | | | |

Correction

| SECTION 4--VEHICLE UNIT RATES (Continued) | | | | | | | | | | ITEM |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------|------|--------------------|------|--------------------|------|---------------------|------|------------|
| SPECIAL MONTHLY VEHICLE UNIT VOLUME TENDER RATES "Plan A" (Not Subject to the Provisions of Supplement 8) | | | | | | | | | | |
| (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, C or I of Item 30 from points of origin located within 5 miles of Ventura to points of destination in California located within 250 miles of said point of origin. | | | | | | | | | | |
| (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 Vehicle Unit Volume Tender Plan A 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) The provisions of this item will apply for the use of a unit or units of carrier's equipment during a calendar month beginning with the first day of the month following notification and thereafter during each subsequent calendar month period until cancelled. | | | | | | | | | | |
| (4) Rates for transportation will be based upon the minimum loaded miles for each week of the monthly volume tender period and will be determined as follows: | | | | | | | | | | |
| RATES IN CENTS PER GALLON PER SHIPMENT ^g FOR RATE GROUPS SHOWN (Subject to Notes 1 through 13) | | | | | | | | | | |
| MINIMUM LOADED MILES PER EACH WEEK OF VOLUME TENDER PERIOD | | | | | | | | | | |
| LOADED MILES PER SHIPMENT | | 1200 to 1499 | | 1500 to 1799 | | 1800 to 2199 | | 2200 and Over | | (E) 527 |
| Over | But Not Over | Rate Group A C | | Rate Group A C | | Rate Group A C | | Rate Group A C | | |
| 0 | 5 | .45 | .51 | .43 | .49 | .42 | .47 | .39 | .45 | |
| 5 | 10 | .48 | .54 | .46 | .51 | .44 | .49 | .42 | .47 | |
| 10 | 15 | .53 | .59 | .50 | .57 | .48 | .53 | .46 | .51 | |
| 15 | 20 | .58 | .65 | .55 | .62 | .52 | .60 | .50 | .57 | |
| 20 | 25 | .64 | .71 | .61 | .68 | .59 | .65 | .55 | .62 | |
| 25 | 30 | .70 | .79 | .67 | .76 | .70 | .71 | .61 | .68 | |
| 30 | 40 | .82 | .92 | .78 | .87 | .75 | .83 | .70 | .79 | |
| 40 | 50 | .96 | 1.08 | .91 | 1.03 | .86 | .98 | .82 | .93 | |
| 50 | 60 | 1.12 | 1.31 | 1.07 | 1.25 | 1.01 | 1.18 | .96 | 1.13 | |
| 60 | 70 | 1.30 | 1.49 | 1.24 | 1.43 | 1.17 | 1.36 | 1.12 | 1.29 | |
| 70 | 80 | 1.45 | 1.68 | 1.38 | 1.59 | 1.31 | 1.52 | 1.25 | 1.44 | |
| 80 | 90 | 1.60 | 1.87 | 1.53 | 1.77 | 1.45 | 1.69 | 1.38 | 1.61 | |
| 90 | 100 | 1.76 | 2.04 | 1.68 | 1.94 | 1.60 | 1.85 | 1.52 | 1.76 | |
| 100 | 110 | 1.91 | 2.23 | 1.82 | 2.12 | 1.74 | 2.02 | 1.65 | 1.92 | |
| 110 | 120 | 2.08 | 2.40 | 1.97 | 2.29 | 1.89 | 2.18 | 1.79 | 2.07 | |
| (Continued on next page) | | | | | | | | | | |
| g Includes transportation of commodities described in Rate Group I. | | | | | | | | | | |
| (E) Expires with December 31, 1977. | | | | | | | | | | |
| v Increase, Decision No. 87882 | | | | | | | | | | |
| EFFECTIVE OCT 15 1977. | | | | | | | | | | |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. | | | | | | | | | | |
| Correction | | | | | | | | | | |

MINIMUM RATE TARIFF 6-B

| SECTION 4--VEHICLE UNIT RATES (Continued) | | | | | | | | | | ITEM |
|-----------------------------------------------------------------------------------------------------------------|--------------|--------------|------|--------------|------|--------------|------|---------------|------|------|
| SPECIAL MONTHLY VEHICLE UNIT VOLUME TENDER RATES "Plan A" (Not Subject to the Provisions of Supplement 6) | | | | | | | | | | |
| RATES IN CENTS PER GALLON PER SHIPMENT ⁰ FOR RATE GROUPS SHOWN (Subject to Notes 1 through 13) | | | | | | | | | | |
| MINIMUM LOADED MILES PER EACH WEEK OF VOLUME TENDER PERIOD | | | | | | | | | | |
| LOADED MILES PER SHIPMENT | | 1200 to 1499 | | 1500 to 1799 | | 1800 to 2199 | | 2200 and Over | | |
| Over | But Not Over | Rate Group | | Rate Group | | Rate Group | | Rate Group | | |
| | | A | C | A | C | A | C | A | C | |
| 120 | 130 | 2.23 | 2.58 | 2.12 | 2.45 | 1.89 | 2.34 | 1.92 | 2.22 | |
| 130 | 140 | 2.38 | 2.77 | 2.26 | 2.64 | 2.02 | 2.51 | 2.05 | 2.39 | |
| 140 | 150 | 2.54 | 2.94 | 2.42 | 2.81 | 2.16 | 2.67 | 2.19 | 2.54 | |
| 150 | 160 | 2.70 | 3.13 | 2.57 | 2.98 | 2.29 | 2.83 | 2.33 | 2.69 | |
| 160 | 170 | 2.85 | 3.31 | 2.71 | 3.16 | 2.42 | 3.00 | 2.45 | 2.85 | |
| 170 | 180 | 3.01 | 3.49 | 2.87 | 3.32 | 2.56 | 3.16 | 2.59 | 3.01 | |
| 180 | 190 | 3.16 | 3.67 | 3.01 | 3.50 | 2.69 | 3.33 | 2.72 | 3.17 | |
| 190 | 200 | 3.32 | 3.85 | 3.17 | 3.67 | 2.83 | 3.49 | 2.86 | 3.32 | |
| 200 | 210 | 3.48 | 4.03 | 3.31 | 3.84 | 2.95 | 3.65 | 3.00 | 3.47 | |
| 210 | 220 | 3.64 | 4.21 | 3.47 | 4.01 | 3.09 | 3.83 | 3.14 | 3.64 | |
| 220 | 230 | 3.79 | 4.40 | 3.61 | 4.18 | 3.22 | 3.98 | 3.27 | 3.79 | |
| 230 | 240 | 3.94 | 4.59 | 3.76 | 4.36 | 3.35 | 4.16 | 3.39 | 3.95 | |
| 240 | 250 | 4.11 | 4.81 | 3.91 | 4.53 | 3.49 | 4.32 | 3.53 | 4.10 | |

⁰ Includes transportation of commodities described in Rate Group I.

(E)
527

NOTE 1.--The rate column applicable to all shipments transported under the provisions of this item, shall be determined by adding all loaded miles traveled on all shipments in one week. The mileage rate applicable to each individual shipment will be determined in accordance with the governing distance table.

NOTE 2.--The term "week" means that period commencing at 12:01 A.M. on the first day of the calendar month and continuing for 7 consecutive days and each immediate 7 consecutive day period thereafter.

NOTE 3.--Any shipments completely loaded prior to 12 o'clock midnight of the 7th day of the week shall be included in that week.

NOTE 4.--Carrier will issue a freight bill and supporting documents for each weekly period as defined herein, which shall provide the following:

- | | |
|---------------------------------|---------------------------------|
| (A) Date each load transported | (E) Type of products |
| (B) Bill of lading numbers | (F) Loaded mileage of each load |
| (C) Points of destinations | (G) Transportation charges |
| (D) Gallons of products charged | (H) Accessorial charges |

(Continued on next page)

(E) Expires with December 31, 1977.

o Increase, Decision No.

87832

EFFECTIVE OCT 15 1977

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 "Plan A" (Not Subject to the Provisions of Supplement 8)</p> <p>NOTE 5.--Rates provided in Rate Group A shall apply on gasoline as described in Rate Group A of Item 30, and rates provided in Rate Group C shall apply on diesel fuel as described in Rate Group C of Item 30.</p> <p>NOTE 6.--The following minimum gallons per load shall apply on all transportation provided under this item except as provided in Note 7:</p> <table style="margin-left: 40px;"> <tr> <td>Gasoline</td> <td style="text-align: right;">8,950 Gallons</td> </tr> <tr> <td>Diesel Fuel</td> <td style="text-align: right;">7,800 Gallons</td> </tr> </table> <p>NOTE 7.--Mixed shipments consisting of commodities listed in Rate Groups A and C shall be subject to a minimum of 8,350 gallons per unit. Charges will be computed at the separate rate applicable for each commodity in the shipment. When a mixed shipment is less than 8,350 gallons, the rate to apply on the deficit gallonage, necessary to satisfy the required minimum, will be assessed on the rate applicable to the lowest rated commodity in the shipment.</p> <p>NOTE 8.--Carrier will allow a total of one and one-quarter (1 1/4) hours as free time for the completion of loading and unloading. A charge of \$4.25 for each fifteen (15) minutes (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 above.</p> <p>NOTE 9.--Collect on delivery (C.O.D.) shipments will be transported under the provisions of this item, subject to an additional charge of \$3.80 per collection with a maximum charge of \$9.85 per week.</p> <p>NOTE 10.--Carrier will not be obligated to furnish more than one unit of equipment for the transportation service provided for herein. Such equipment furnished by carrier shall meet prevailing environmental regulations in the geographical scope of this item. A unit of equipment shall consist of a truck; a truck and trailer combination; a tractor-semitrailer combination, or, a tractor-double trailer combination.</p> <p>NOTE 11.--Upon notice of cancellation of service under this item, the provisions of this item shall continue through the last day of the calendar month. Any service period less than a week will be rated by averaging the weekly loaded miles for the preceding four weeks and applying the appropriate rate group. Such fractional service period shall not be subject to Note 12.</p> <p>NOTE 12.--After transportation service has begun under the provisions of this item, any service performed in a week which results in less than 1,200 loaded miles will be subject to the provisions of Item 400, subject to a minimum charge of \$535.00 per week whether transportation has been performed or not.</p> <p>NOTE 13.--When transportation is performed under this item, the following rules will not apply:</p> <table style="margin-left: 40px;"> <tr> <td>Item 130 - Collect on Delivery Shipments</td> </tr> <tr> <td>Item 160 - Demurrage or Detention Charges</td> </tr> <tr> <td>Item 190 - Minimum Charge</td> </tr> <tr> <td>Item 200 - Mixed Shipments</td> </tr> <tr> <td>Item 210 - Issuance of Shipping Documents</td> </tr> <tr> <td>Item 290 - Vapor Recovery and/or Bottom Loading Equipment.</td> </tr> </table> | Gasoline | 8,950 Gallons | Diesel Fuel | 7,800 Gallons | Item 130 - Collect on Delivery Shipments | Item 160 - Demurrage or Detention Charges | Item 190 - Minimum Charge | Item 200 - Mixed Shipments | Item 210 - Issuance of Shipping Documents | Item 290 - Vapor Recovery and/or Bottom Loading Equipment. | <p style="text-align: center;">(11) 527 (Con- clud- ed)</p> |
| Gasoline | 8,950 Gallons | | | | | | | | | | |
| Diesel Fuel | 7,800 Gallons | | | | | | | | | | |
| Item 130 - Collect on Delivery Shipments | | | | | | | | | | | |
| Item 160 - Demurrage or Detention Charges | | | | | | | | | | | |
| Item 190 - Minimum Charge | | | | | | | | | | | |
| Item 200 - Mixed Shipments | | | | | | | | | | | |
| Item 210 - Issuance of Shipping Documents | | | | | | | | | | | |
| Item 290 - Vapor Recovery and/or Bottom Loading Equipment. | | | | | | | | | | | |
| <p>(L) Expires with December 31, 1977.</p> <p>o Increase, Decision No. 87882</p> | | | | | | | | | | | |
| <p>EFFECTIVE OCT 15 1977</p> | | | | | | | | | | | |
| <p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p> | | | | | | | | | | | |

MINIMUM RATE TARIFF G-B

SECTION 4--VEHICLE UNIT RATES (Continued)

ITEM

SPECIAL MONTHLY VEHICLE UNIT VOLUME TENDER RATES "PLAN B"
 (Not Subject to the Provisions of Supplement 3)

- (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 Bakersfield to points in California located within 250 miles of Bakersfield.
- (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 under the provisions of Special Monthly Vehicle Unit Volume Tender Plan B; and has advised the date transportation service is to be commenced. 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.)
- (3) All applicable rates and charges must be paid by the consignor and shall be applied subject to Notes 1 through 11, as follows:

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| Miles But Not | | Rates in Cents Per Gallon Per Shipment @ | | | |
|------------------|------|------------------------------------------|------|----------------|------|
| Over | Over | Rate Group (4) | | Rate Group (5) | |
| | | A | B.C | A | B.C |
| 0 | 5 | .38 | .43 | .36 | .42 |
| 5 | 10 | .45 | .45 | .43 | .48 |
| 10 | 15 | .50 | .57 | .47 | .53 |
| 15 | 20 | .58 | .65 | .54 | .62 |
| 20 | 25 | .64 | .71 | .61 | .68 |
| 25 | 30 | .70 | .79 | .67 | .76 |
| 30 | 35 | .78 | .87 | .75 | .83 |
| 35 | 40 | .85 | .96 | .81 | .92 |
| 40 | 45 | .93 | 1.05 | .87 | .99 |
| 45 | 50 | .99 | 1.13 | .95 | 1.08 |
| 50 | 60 | 1.15 | 1.25 | 1.10 | 1.20 |
| 60 | 70 | 1.25 | 1.46 | 1.20 | 1.40 |
| 70 | 80 | 1.44 | 1.62 | 1.37 | 1.56 |
| 80 | 90 | 1.59 | 1.80 | 1.52 | 1.72 |
| 90 | 100 | 1.74 | 1.96 | 1.65 | 1.88 |
| 100 | 110 | 1.88 | 2.13 | 1.79 | 2.04 |
| 110 | 120 | 2.04 | 2.30 | 1.94 | 2.19 |
| 120 | 130 | 2.13 | 2.46 | 2.08 | 2.35 |
| 130 | 140 | 2.33 | 2.64 | 2.22 | 2.51 |
| 140 | 150 | 2.49 | 2.81 | 2.37 | 2.67 |
| 150 | 160 | 2.62 | 2.98 | 2.50 | 2.83 |
| 160 | 170 | 2.77 | 3.14 | 2.64 | 2.99 |
| 170 | 180 | 2.92 | 3.31 | 2.78 | 3.15 |
| 180 | 190 | 3.07 | 3.48 | 2.92 | 3.31 |
| 190 | 200 | 3.21 | 3.65 | 3.06 | 3.47 |
| 200 | 210 | 3.37 | 3.81 | 3.21 | 3.63 |
| 210 | 220 | 3.51 | 3.98 | 3.35 | 3.79 |
| 220 | 230 | 3.66 | 4.15 | 3.48 | 3.95 |
| 230 | 240 | 3.81 | 4.31 | 3.63 | 4.11 |
| 240 | 250 | 3.96 | 4.48 | 3.77 | 4.27 |

- o Includes transportation of commodities described in Rate Group I.
 (4) Applies on volumes of 750,000 gallons but less than 1,000,000 gallons per month.
 (5) Applies on volumes of 1,000,000 gallons or more per month.

(U) Expires with December 31, 1977.

o Increase, Decision No.

87882

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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 VOLUME TENDER RATES "PLAN B"
 (Not Subject to the Provisions of Supplement 8)

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.

NOTE 3.--Carrier is not obligated to assign more than one unit of carrier's equipment to haul the total gallonage offered for transportation; such unit of carrier's equipment to contain no meters nor pumps. However, carrier agrees that each unit furnished for the transportation services provided for in this item will comply with local, state and federal environmental regulations applicable within the geographical scope of the provisions of this item. (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 requirements 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.--Carrier will allow a total of one and one-quarter (1 1/4) hours as free time for the completion of loading and unloading. A charge of \$4.25 for each fifteen (15) minutes (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 above.

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

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

NOTE 9.--Transportation charges shall be assessed by computing mileage from point of origin to point of destination which shall be determined in accordance with the method provided in the governing distance table (see Item 150).

NOTE 10.--Transportation charges shall be assessed upon units of carrying capacity as follows:

| Commodities (As described in Item 30) Rate Group | Minimum Gallons Per Unit of Carrier's Equipment |
|--------------------------------------------------------|-------------------------------------------------------|
| A | 9,000 |
| B | 8,750 |
| C | 7,950 |

NOTE 11.--Rates provided in this item are subject to a minimum charge of \$6,110.00 per 30 day tender. Minimum charge shall be exclusive of any accessorial service charges which may be assessed.

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(E) Expires with December 31, 1977.

o Increase, Decision No.

87882

EFFECTIVE OCT 15 1977

Correction

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

MINIMUM RATE TARIFF 6-B

| SECTION 4--VEHICLE UNIT RATES (Continued) | ITEM | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|-------------|----------------------------|-------------|----------------|
| <p style="text-align: center;">DISTANCE VOLUME INCENTIVE RATES</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 Group 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> <p>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.</p> <p>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.</p> <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 style="padding-right: 20px;">Monthly Incentive Agreement</td> <td>\$ 9,070.00</td> </tr> <tr> <td>Yearly Incentive Agreement</td> <td>\$96,030.00</td> </tr> </table> | Monthly Incentive Agreement | \$ 9,070.00 | Yearly Incentive Agreement | \$96,030.00 | <p>(E) 529</p> |
| Monthly Incentive Agreement | \$ 9,070.00 | | | | |
| Yearly Incentive Agreement | \$96,030.00 | | | | |
| <p>(E) Expires with April 30, 1978.</p> <p>▷ Increase, Decision No. 87882</p> | | | | | |
| <p>EFFECTIVE OCT 15 1977</p> | | | | | |
| <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> | | | | | |

Correction