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Decision No. 90090

MAR 13 1979

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 5436
Petition for Modification
No. 265
(Filed March 14, 1978;
amended October 11, 1978)

Richard W. Smith, Attorney at Law, for the California
Trucking Association, petitioner.
Richard N. Bona, for the Mobil Oil Company; Jess J.
Butcher, for the California Manufacturers
Association; and R. S. Greitz, for Western Motor
Tariff Bureau; interested parties.
Edward C. Cole and John Lemke, for the Commission
staff.

FINAL OPINION

By this petition and its amendment California Trucking Association (CTA) seeks increases in the rates in Minimum Rate Tariff 6-B (MRT 6-B). MRT 6-B rates were last permanently increased on September 20, 1977 by Decision No. 87882 and were increased on an interim basis by Decision No. 89086 on July 11, 1978.

A hearing before Administrative Law Judge Albert C. Porter was held on November 7, 1978 at which testimony and exhibits were presented by CTA and the Commission staff. The matter was submitted subject to a late-filed exhibit by CTA which was received in evidence on November 22, 1978.

In the original petition filed March 14, 1978 CTA requested a general 6 percent increase in MRT 6-B. The staff recommended and the Commission granted by Decision No. 89086 a 5½ percent increase. By the amendment filed October 11, 1978 CTA requests that the tariff be

adjusted by 12 percent in lieu of the original 6 percent request. CTA maintains that the additional increase is necessitated by changes in expenses since the interim increases that have occurred or will occur effective January 1, 1979.

CTA and the staff presentations are almost identical in content except for the final recommendation on the appropriate rate levels. CTA recommends an increase based on the wage (cost) offset method and the staff bases their recommendation on the direct wage offset method. The background of these methods and their differences was thoroughly discussed in Decision No. 87882, supra. For the same reasons stated in that decision we will adopt the staff's method which, in this case, results in a requirement for an additional overall 4½ percent increase in the tariff. It is noted that permitted carriers may charge anything above these rates, and common carriers can charge rates up to 5 percent above the minimum based on recent decisions adjusting MRT 6-B rates.^{1/}

Findings

1. The existing level of rates named in MRT 6-B was established by Decision No. 89086 dated July 11, 1978.
2. Highway carriers operating under MRT 6-B have incurred or will incur as of January 1, 1979 increases in expenses which are not reflected in the present level of minimum rates.
3. The traffic at issue and controlled by MRT 6-B rates can move at rates at least 5 percent higher than those named in MRT 6-B.

^{1/} By Decision No. 86511 dated October 13, 1976 in Case No. 5436 Petition for Modification No. 194, the Commission increased the rates in MRT 6-B by 1 percent and by Decision No. 86512 authorized common carriers to raise rates on transportation subject to MRT 6-B by 6 percent. This authorization was optional. However, Decision No. 86511 required the common carriers to raise their rates 1 percent. The result, which is still in effect today, is that those common carriers who chose to do so maintain rates 5 percent above MRT 6-B, having been authorized to do so by subsequent decisions in Case No. 5436.

4. President Carter has issued in his war on inflation a guideline for increases in the rates such as those at issue herein which should not exceed 7.3 percent.

5. Common carriers subject to MRT 6-B rates may charge up to 5 percent above those rates and permit carriers subject to MRT 6-B may charge anything above the tariff rates.

6. An increase in the tariff of $4\frac{1}{2}$ percent for the purpose of establishing minimum rates is reasonable and will provide carriers the opportunity to earn at least \$3,639,000 in additional revenue on a yearly basis.

7. 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.

8. Since the carriers have already incurred the cost increases to be offset by the rate increases authorized herein we will make this order effective on the date signed.

Conclusions

1. Petition for Modification No. 265 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.

FINAL ORDER

IT IS ORDERED that:

1. Minimum Rate Tariff 6-B (Appendix A to Decision No. 82350, as amended) is further amended by incorporating therein, to become effective twenty-five days after the date hereof, the revised pages contained in Appendix A 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 twenty-five 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 twenty-five 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 are authorized to depart from the Commission's General Order No. 80-A requirements only to the extent necessary in establishing the changes authorized by this order.

8. Common carriers, in establishing and maintaining the rates authorized by this order, are authorized to depart from the provisions of Section 461.5 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

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

10. The Executive Director shall serve a copy of this decision on every common carrier, or such carriers' authorized tariff publishing agents, performing transportation services subject to Minimum Rate Tariff 6-B.

11. The Executive Director shall serve a copy of each of the tariff amendments on each subscriber to Minimum Rate Tariff 6-B.

The effective date of this order is the date hereof.

Dated at SAN FRANCISCO, California, this 12th
day of MARCH, 1979.

Commissioner JOHN E. BRYSON
Present but not participating.

President
Verizon
Richard D. Stovall
Chairman
Commissioners

APPENDIX A

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(END OF APPENDIX A)

MINIMUM RATE TARIFF 6-B

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <p>1. (Exception to Section 9 of Item 430 of the Governing Classification). The carrier may accept executed credit card sales invoices made payable to the consignor, in which case the carrier shall not be liable for the validity nor for the value of the credit card slips.</p> <p>2. (Exception to Section 12 of Item 430 of the Governing Classification). The charge for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be \$4.25 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>	<p>130</p>
<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>	<p>150</p>
<p>Change) Decision No. 90090 Increase)</p>	
<p>EFFECTIVE APR 6 1979</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">DEMURRAGE OR DETENTION CHARGES</p> <p>1. A charge of \$4.60 for each one-quarter (¼) 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 (1) hour free loading and one and one-half (1½) 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 (1½) hours free loading and two (2) 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 (1) hour free loading time and two (2) 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 \$7.00 for each one-quarter (¼) 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 (2) hours free unloading time shall be allowed.</p> <p>NOTE.--When shipper or consignee orders load to be delivered at a specifically designated time and carrier has its equipment at point of destination at designated time, free time will commence at the time designated for delivery.</p>	<p>0160</p>
<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>	<p>165</p>
<p>o Increase, Decision No. 90090</p>	
<p>EFFECTIVE APR 6 1979</p>	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

MINIMUM RATE TARIFF 6-B

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">LOADING AND/OR UNLOADING OF EQUIPMENT</p> <p>1. The rates and charges contained in this tariff include the furnishing by carrier, without extra charge, a maximum of one length of cargo hose equipped with coupling for use in loading and/or unloading the shipment. (See Note 1)</p> <p>2. Provided that a specific request is made prior to dispatch of equipment from the carrier's terminal to load, the following special equipment will be provided at the charges shown:</p> <p>(a) Except as provided in paragraph 3, no more than 5 lengths of cargo hose in addition to that provided in accordance with paragraph 1 will be furnished at an extra charge of \$2.50 per length, except for the first additional length of hose for which no additional charge shall be made. (See Note 1)</p> <p>(b) Except for the service of spreading as provided for in Item 250, rates provided in this tariff do not include pumping service when rendered with carrier's equipment. When pumping service is performed by the carrier, a charge of \$10.00 shall be assessed for 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) \$15.60 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) \$21 cents per mile will be assessed for actual vehicle mileage traveled in effecting pickup and delivery of the extra equipment provided for in paragraph 2. Said mileage shall include but not be limited to, all mileages traveled to and from carrier's terminal.</p> <p>(c) Carrier will furnish shipper with an itemized record showing hours and mileage upon which charges are based.</p> <p>4. In no event shall any provisions of this item be construed to supersede or to be in lieu of provisions otherwise specifically provided for in this tariff.</p> <p>NOTE 1.--A length of cargo hose shall be not less than 12 feet nor more than 20 feet in length.</p> <p>NOTE 2.--The furnishing by carrier of more than 6 lengths of cargo hose shall be subject to such extra hose being on hand and available.</p>	<p>170</p>
<p>§ Change) ° Increase) Decision No. 90090</p>	
<p>EFFECTIVE APR 6 1979</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">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 \$18.45 for each stop in transit to apply seals or to partially load or unload, and of \$6.60 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 (1) hour at the transit point shall be charged at the rate of \$4.60 per quarter hour (¼) 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 (2) constructive miles shall be added for each point in excess of one (1) 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 (Special Commodity Rates) shall be computed at the highest rate provided to any point where diversion occurs or delivery is performed.</p>	<p>6220</p>
<p style="text-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>◊ Increase, Decision No. 90090</p>	
<p>EFFECTIVE APR 6 1979</p>	
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

Correction

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">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 (½) hour. Any such time in excess of one-half (½) hour shall be construed to be excess unloading time and charged for at the rates provided in Item 160 (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 (2) constructive miles shall be added for each point in excess of one (1) 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 (Special Commodity Rates) 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 (½) of the rate applicable on the outbound movement, subject to a minimum charge of \$48.75 and further subject to a flat additional charge of \$9.95. (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 \$15.35. 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 \$18.45 for each stop in transit to partially load or unload.</p> <p>NOTE 2.--Except as otherwise provided in paragraph 2, applies only on shipments or portions of shipments which have not been unloaded from carrier's equipment.</p> <p>NOTE 3.--The provisions of paragraph 2 apply only on shipments or portions thereof loaded at the destination point of the outbound shipment for return to the plant from which they were originally shipped.</p> <p>NOTE 4.--Within the meaning of this item, a return shipment shall also include a shipment which is returned to point of origin for any reason before it has reached its original billed destination with the charges on such a shipment being computed on the return from the actual point where the return commenced rather than from the original billed destination.</p>	0240
<p>◊ Increase, Decision No. 90090</p>	
<p>EFFECTIVE APR 6 1979</p>	
<p>Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

MINIMUM RATE TARIFF 6-B

SECTION 1--RULES (Continued)	ITEM												
<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 18 1/2 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 (Accessorial Services).</p> <p>2. The minimum spreading charge per load shall be \$74.45 for each load transported in connected tank vehicles, and \$64.65 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="792 873 1288 971" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;">Charge in Cents</th> </tr> <tr> <th></th> <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;">800</td> <td style="text-align: center;">400</td> </tr> <tr> <td>(b) For Unit of Equipment</td> <td style="text-align: center;">0110</td> <td style="text-align: center;">055</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 \$15.85 per man per hour, subject to a minimum charge of 8 hours. An additional charge of \$4.20 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	800	400	(b) For Unit of Equipment	0110	055	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	800	400											
(b) For Unit of Equipment	0110	055											
<p>o Increase, except as noted) o No change) Decision No. S0090</p>													
<p>EFFECTIVE APR 6 1979</p>													
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>													

Correction

MINIMUM RATE TARIFF 6-B

SECTION 1--RULES (Concluded)	ITEM		
<p style="text-align: center;">CONNECTING TO MOBILE ROAD MIXERS</p> <p>(Applies only in connection with transportation of Asphalt or Road Oil.)</p> <p>A charge of 74 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, Bolt 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;"> Paraffin 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 \$32.15 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, Bolt 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,	Paraffin 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, Bolt 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,	Paraffin 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>	290		
<p>◊ Increase, Decision No. 90090</p>			
<p>EFFECTIVE APR 6 1979</p>			
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>			

Correction

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		RATES							
Over	But Not Over	RATE GROUPS							
		A	B	C	D	E	F	G	H
0	5	14½			15		13	20½	18½
5	10	15½			16		14½	22½	19½
10	15	16½			16½		15½	24	20½
15	20	17½			18		16½	25½	22
20	25	19½			19½		18	28	25
25	30	20½			21		19	31	25½
30	35	23			23½		21	33	28
35	40	25			25		23	35	30
40	45	27			27		24½	36	33
45	50	28½			28½		27	41	34
50	60	32			32		29	44	37
60	70	33			34		32	48	41
70	80	37			38		34	54	45
80	90	40			41		38	58	48
90	100	42			44		41	64	54
100	110	46			48		44	67	57
110	120	49			51		48	73	61
120	130	52			54		50	77	66
130	140	55			58		54	83	68
140	150	59			60		56	87	73
150	160	63			64		59	93	75
160	170	66			66		61	97	77
170	180	69			70		64	101	84
180	190	73			74		66	107	87
190	200	75			77		69	111	91
200	220	79			83		75	120	96
220	240	84			88		82	128	105
240	260	92			96		87	135	111
260	280	99			103		95	144	119
280	300	105			111		102	155	128
300	325	113			118		107	169	138
325	350	121			126		115	179	146
350	375	127			135		122	190	156
375	400	136			144		127	200	164
400	425	144			150		135	210	174
425	450	154			159		143	221	183
450	475	163			168		149	230	193
475	500	173			178		158	243	200
For distances over 500 miles add for each 25 miles or fraction thereof in excess of 500 miles:		09½			09½		07½	010	09½

◊ Increase, except as noted) Decision No. **90690**
 ◊ No change)

EFFECTIVE APR 25 1979

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

Correction

SECTION 3--SPECIAL COMMODITY RATES In cents per 100 pounds			ITEM
ASPHALT, NATURAL, BY-PRODUCT OR PETROLEUM (See Note 1)			
From	To (See Note 2)	Rates (Minimum Weight, 100,000 Pounds)	
Group 6 (as described in Item 300)	Oceanside	39	
	Escondido	47	
	San Diego	51	
	Mission Gorge	54	
	Otay	55	
	Lakeside	55	
<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 (Distance Rates) 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 2 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. 90090</p>			
			EFFECTIVE APR 6 1979
Correction			ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

MINIMUM RATE TARIFF 6-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										0420
		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		12½	11									
B		14	12½	12½	11							
C		23½	18½	18½	14	12½	11					
D		28	21½	24	19	16½	13	12½	11			
E		21½	17	19	16½	17	13½	19½	14	12½	11	
F		14	12½	16½	13	19	16½	24	18	16½	13	
G		19½	17	14	12½	13½	12½	18½	14	18½	14	
H		24	19	21	17	17	13	21	17	17	13½	
I		19½	17	14	12½	18½	14	24	19½	22½	18½	
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		12½	11									
G		17	13½	12½	11							
H		18	14	17	13½	12½	11					
I		19½	17	13½	12½	18½	14	12½	11			
<p>◊ Increase, Decision No. 90090</p>												
EFFECTIVE APR 6 1979												
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.												
Correction												

MINIMUM RATE TARIFF 6-B

C. 5436, Pet. 265 *

SECTION 4--VEHICLE UNIT RATES	ITEM						
<p style="text-align: center;">DAILY VEHICLE UNIT VOLUME TENDER RATES</p> <p>1. The rates in this item will apply for the transportation of all commodities except those named in Rate Group H, as described in Item 30, and those commodities requiring pressurized equipment from any origin points to any points of destination located within 250 miles of the first point of origin when performed subject to and in accordance with the provisions of this item.</p> <p>2. The provisions of this item apply only when, prior to the transportation of the property, the shipper has requested verbally or in writing that the transportation be performed under the provisions of this item and charges are prepaid; provided, that if requested verbally, the shipper shall place a confirming written request in the United States mail the same day as verbally requested. (For form of agreement, see Item 530.)</p> <p>3. The rates to apply for service under this item shall be as follows, subject to Notes 1 through 17:</p> <p style="text-align: center;">RATES (Vehicle Unit Rates)</p> <p>o(a) The basic charge per unit of carrier's equipment shall be--\$56.40 per day PLUS</p> <p>(b) An additional charge of \$15.25 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 \$15.25 per man, per hour, or 35 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="width: 100%;"> <tr> <td>First 50 miles-----</td> <td style="text-align: right;">41</td> </tr> <tr> <td>Next 100 miles-----</td> <td style="text-align: right;">38</td> </tr> <tr> <td>Over 150 miles-----</td> <td style="text-align: right;">35</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 (24th) 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 \$16.65 per hour or fraction thereof plus 45¢ cents per mile until delivery of the product is completed, plus</p> <p>(b) At the rate of 65¢ 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-----	41	Next 100 miles-----	38	Over 150 miles-----	35	<p>0500</p>
First 50 miles-----	41						
Next 100 miles-----	38						
Over 150 miles-----	35						
<p>o Increase, except as noted) o No change) Decision No. 50090</p>							
<p>EFFECTIVE APR 6 1979</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

DAILY VEHICLE UNIT VOLUME TENDER RATES (Continued)

NOTE 6.--The mileage charge will apply for all miles required to exchange drivers at other than the first point of origin.

NOTE 7.--Carrier will provide internal cargo tank cleaning if requested by the shipper during any volume tender period, subject to additional charges provided in Item 230 for the cleaning of each unit of carrier's equipment. In addition to such charges, carriers will also assess the applicable mileage and hourly charges set forth herein.

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

- | | |
|--|--|
| Item 160
Item 170, Paragraph 2(b)
Item 190
Item 210
Item 220

Item 230
Item 240
Item 280

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 |
|--|--|

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.

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 3 years from the date of issuance.

NOTE 11.--The charge for collecting and remitting amounts collected on C.O.D. shipments transported under provisions of this item shall be \$4.20 per collection.

NOTE 12.--When pumping service is performed by the carrier, a charge of \$3.20 per hour shall be made for the first 2 hours. For all additional hours, a charge of \$4.25 per hour, or fraction thereof, shall be made. The minimum charge for pumping service shall be \$3.20.

NOTE 13.--When the total loaded miles exceed the total empty miles of the tender, an additional charge of 54 cents per mile will be made for each excess loaded mile traveled by the carrier's equipment.

NOTE 14.--No allowance shall be made to the shipper for any nonproductive or lost time except that if the carrier's equipment is inoperable for a period exceeding 4 hours in any day awaiting replacement or repair, the calendar period shall be extended for any such time exceeding 4 hours.

(Continued on next page)

6500

Change)
 Increase) Decision No.

90090

EFFECTIVE APR 6 1979

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

Correction

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p style="text-align: center;">DAILY VEHICLE UNIT VOLUME TENDER RATES (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 \$15.25 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>	<p>Ø500</p>
<p>Ø Change) Decision No. 90090 Ø Increase)</p>	
<p>EFFECTIVE APR 6 1979</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;">SINGLE SHIFT UNIT VOLUME TENDER PLAN</p> <p>1. The rates in this item will apply for the transportation of all commodities as described in Item 30, Rate Groups A, B and C except those commodities requiring pressurized equipment from any points of origin within Group 6 (Torrance) to any points of destination located within 50 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 14:</p> <p style="text-align: center;">RATES (Vehicle Unit Rates)</p> <p>(a) The basic charge per unit of carrier's equipment shall be \$56.35 per day.</p> <p style="text-align: center;">PLUS</p> <p>(b) An additional charge of \$15.25 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 \$15.25 per man, per hour, or 34 cents per mile, whichever produces the higher total charge. (See minimum charge in Note 13.)</p> <p style="text-align: center;">PLUS</p> <p>(c) An additional charge per mile of 39 cents subject to a minimum charge for 250 miles.</p> <p>NOTE 1.--Each engagement shall commence at time of arrival of carrier's equipment at point of origin and shall terminate at the expiration of the fifteenth (15th) 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.--Single shift means 15 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 15 hours shall be computed as follows:</p> <p>(a) At the rate of \$16.70 per hour or fraction thereof plus 46 cents per mile until delivery of the product is completed, plus</p> <p>(b) At the rate of 64 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 the first point of origin of the engagement.</p> <p style="text-align: center;">(Continued on next page)</p>	<p style="text-align: center;">(E) 0505</p>
<p>(E) Expires with June 30, 1979.</p> <p>o Increase, except as noted) o No change) Decision No. 50090</p>	
EFFECTIVE APR 6 1979	
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;">SINGLE SHIFT UNIT VOLUME TENDER PLAN (Concluded)</p> <p>NOTE 6.--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 (Internal Cargo Tank Cleaning) for the cleaning of the unit of carrier's equipment. In addition to such charges, carrier will also assess the applicable mileage and hourly charges set forth herein.</p> <p>NOTE 7.--When transportation is performed under provisions of this item the following rules will <i>not</i> apply:</p> <ul style="list-style-type: none"> Item 160 - Demurrage or Detention Charges Item 190 - Minimum Charge Item 210 - Issuance of Shipping Documents Item 220 - Shipments Stopped In Transit for Weighing, Application of Seals or Partial Loading or Unloading Item 230 - Shipments Diverted Item 240 - Shipments Returned Item 280 - Internal Cargo Tank Cleaning (except as provided in Note 6 herein) Item 290 - Vapor Recovery and/or Bottom Loading Equipment <p>NOTE 8.--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 9.--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 3 years from the date of issuance.</p> <p>NOTE 10.--When the total loaded miles exceed the total empty miles of the tender, an additional charge of 5 1/2 cents per mile will be made for each excess loaded mile traveled by the carrier's equipment.</p> <p>NOTE 11.--No allowance shall be made to the shipper for any non-productive or lost time except that if the carrier's equipment is inoperable for a period exceeding 4 hours in any day awaiting replacement or repair, the shift period shall be extended for any such time exceeding 4 hours.</p> <p>NOTE 12.--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 \$15.25 per hour, minimum 8 hours, will be assessed in addition to all other time that a driver is assigned to operate the carrier's equipment.</p> <p>NOTE 13.--Subject to a minimum charge based upon 14 hours for each engagement that a driver is assigned to operate carrier's equipment.</p> <p>NOTE 14.--If at shipper's request, equipment includes bottom loading capability the following additional charges shall be assessed per day:</p> <ul style="list-style-type: none"> Tanks with bottom loader, per compartment.....\$1.25 (1) Tanks with vapor recovery system, per compartment.....\$1.25 (1) <p>(1) Minimum Charge \$4.80</p>		<p>(E) 6505</p>
<p>(E) Expires with June 30, 1979.</p> <p>o Change) Decision No. SOC90 o Increase)</p>		
<p>EFFECTIVE APR 6 1979</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 (Vehicle Unit Rates)</p> <p>(a) The basic charge per unit of carrier's equipment per month shall be:</p> <ul style="list-style-type: none"> o(1) For all commodities except those moving in pressurized equipment and shipments of commodities named in Rate Group H-----\$823.00 o(2) For commodities moving in pressurized equipment or commodities named in Rate Group H-----\$993.00 <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 \$15.15 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 \$15.15 per man, per hour, or 34 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> <ul style="list-style-type: none"> First 5,000 miles-----35 (1) Next 5,000 miles-----30 Over 10,000 miles-----28 <p>(1) Minimum charge \$1,641.00 per unit of carrier's equipment, per month.</p> <p style="text-align: center;">(Continued on next page)</p>	0510
<p>o Increase, except as noted) o No change) Decision No. 90090</p>	
EFFECTIVE APR 6 1979	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

SECTION 4--VEHICLE UNIT RATES (Continued)		ITEM																				
<p>MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p>NOTE 8.--When transportation is performed under provisions of this item, the following rules will not apply:</p> <table border="0"> <tr> <td>Item 160</td> <td>- Demurrage or Detention Charges</td> </tr> <tr> <td>Item 170, Paragraph 2(b)</td> <td>- Pumping Charge</td> </tr> <tr> <td>Item 190</td> <td>- Minimum Charge</td> </tr> <tr> <td>Item 210</td> <td>- Issuance of Shipping Documents</td> </tr> <tr> <td>Item 220</td> <td>- Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading</td> </tr> <tr> <td>Item 230</td> <td>- Shipments Diverted</td> </tr> <tr> <td>Item 240</td> <td>- Shipments Returned</td> </tr> <tr> <td>Item 280</td> <td>- Internal Cargo Tank Cleaning (except as provided in Note 7)</td> </tr> <tr> <td>Item 290</td> <td>- Vapor Recovery and/or Bottom Loading Equipment</td> </tr> <tr> <td>Item 300, Note 1 of Group 2 description</td> <td>- Description of Territorial Groups and Crude Oil Groups</td> </tr> </table> <p>NOTE 9.--The charge for required bridge or ferry tolls, special permits and weigh-master'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 3 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 \$4.20 per collection, subject to a maximum total charge of \$30.15 per monthly tender.</p> <p>NOTE 12.--</p> <p>A. When pumping service is performed by the carrier, at steam generating facilities, a charge of \$3.20 per hour shall be made for the first 10 hours. For all additional hours, a charge of \$4.30 per hour, or fraction thereof, shall be made. The minimum charge for pumping service shall be \$3.20.</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>NOTE 13.--When the total loaded miles exceed the total empty miles of the tender, an additional charge of 5½ cents per mile will be made for each excess loaded mile traveled by the carrier's equipment.</p> <p>(Continued on next page)</p>		Item 160	- Demurrage or Detention Charges	Item 170, Paragraph 2(b)	- Pumping Charge	Item 190	- Minimum Charge	Item 210	- Issuance of Shipping Documents	Item 220	- Shipments Stopped in Transit for Weighing, Application of Seals or for Partial Loading or Unloading	Item 230	- Shipments Diverted	Item 240	- Shipments Returned	Item 280	- Internal Cargo Tank Cleaning (except as provided in Note 7)	Item 290	- Vapor Recovery and/or Bottom Loading Equipment	Item 300, Note 1 of Group 2 description	- Description of Territorial Groups and Crude Oil Groups	<p>4510</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																					
<p>6 Change) 0 Increase)</p>	<p>Decision No. 50090</p>																					
EFFECTIVE																						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																						
Correction																						

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p style="text-align: center;">MONTHLY VEHICLE UNIT VOLUME TENDER RATES (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 4 hours in any day awaiting replacement or repair, the calendar period shall be extended for any such time exceeding 4 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 \$15.15 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</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 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-----\$35.40</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 27 cents per mile, per day, per unit of carrier's equipment.</p> <p>NOTE 20.--Within 7 days after the start of transportation hereunder, carrier shall bill and collect a prepayment of \$5,575.00. 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>o Change) o Increase) Decision No. 90090</p>	
<p>EFFECTIVE APR -6 1979</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;">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 (Vehicle Unit Rates)</p> <p>(a) The basic charge per unit of carrier's equipment per month, shall be:</p> <ul style="list-style-type: none"> o(1) For all commodities except those moving in pressurized equipment and shipments of commodities named in Rate Group H-----\$677.00 o(2) For commodities moving in pressurized equipment or commodities named in Rate Group H-----\$835.00 <p style="text-align: center;">PLUS</p> <p>(b) o2 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 \$15.05 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 \$15.05 per man, per hour, or 34 cents per mile, whichever produces the higher total charge. (See Minimum in Note 16.)</p> <p style="text-align: center;">(Continued on next page)</p>	<p>o520</p>
<p>o Increase, except as noted) Decision No. 80090 o No change)</p>	
<p>EFFECTIVE APR 6 1979</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;">YEARLY VEHICLE UNIT VOLUME TENDER RATES (Continued)</p> <p>(d) An additional charge in cents per mile, as follows:</p> <p>First 5,000 miles-----35 (1)</p> <p>Next 5,000 miles-----30</p> <p>Over 10,000 miles-----28</p> <p>(1) Minimum charge \$1,641.00 per unit of equipment.</p> <p>NOTE 1.--Each engagement shall commence at time of arrival of carrier's equipment at point of origin and shall terminate at the expiration of the twelfth (12th) consecutive month thereafter or earlier if released by the shipper within such time period, provided that the engagement shall not be deemed to be terminated until carrier's equipment is returned or charges are paid for return of carrier's equipment to the first point of origin of the engagement. Except as provided under Note 14, upon expiration of the twelfth (12th) consecutive month of the tender, a unit under load may be unloaded; however, no new loading of carrier's equipment will be permitted. Charges set forth in paragraphs 3(c) and 3(d) shall be assessed for time used in excess of 12 months, except that minimum charge provisions in circle reference 1 of 3(d) and Note 16 of this item, will not be applicable.</p> <p>NOTE 2.--Year means 12 consecutive months.</p> <p>NOTE 3.--As used in this item, the term carrier's equipment also includes replacement units when the original carrier's equipment furnished becomes inoperable while engaged in service under provisions hereof.</p> <p>NOTE 4.--Mileages applicable in connection with this item shall be actual mileages and shall include all miles operated for any purpose during the period of engagement.</p> <p>NOTE 6.--The mileage charge will apply for all miles required to exchange drivers at other than the first point of origin.</p> <p style="text-align: center;">(Continued on next page)</p>	<p>0520</p>
<p>o Increase, Decision No. S0090</p>	
<p>EFFECTIVE APR 6 1978</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
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>	
<p>Item 160 Item 170, Paragraph 2(b) Item 190 Item 210 Item 220</p> <p>Item 230 Item 240 Item 280</p> <p>Item 290</p> <p>Item 300, Note 1 of Group 2 description</p>	<ul style="list-style-type: none"> - 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>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 \$54.20 per collection, subject to a maximum total charge of \$31.00 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, a charge of \$3.20 per hour shall be made for the first ten hours. For all additional hours, a charge of \$4.30 per hour, or fraction thereof, shall be made. The minimum charge for pumping service shall be \$3.20.</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>(Continued on next page)</p>	
<p> <input type="checkbox"/> Change) <input type="checkbox"/> Increase) Decision No. 90090 </p>	
<p>EFFECTIVE APR 6 1979</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
<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 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 4 hours in any day awaiting replacement or repair, the calendar period shall be extended for any such time exceeding 4 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 \$15.05 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>Tank 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 7 days after the start of transportation hereunder, carrier shall bill and collect a prepayment of \$5,728.00. 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>ø520</p>
<p>ø Change) ø Increase) Decision No. 90090</p>	
<p>EFFECTIVE APR 6 1979</p>	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

MINIMUM RATE TARIFF 6-B

SECTION 4--VEHICLE UNIT RATES (Continued)												ITEM	
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 to 3,999,999	
MILES		Rate Group		Rate Group		Rate Group		Rate Group		Rate Group		Rate Group	
But Not Over Over		A	B C	A	B C	A	B C	A	B C	A	B C	A	B C
0	15	.79	.91	.76	.90	.75	.87	.72	.84	.71	.83	.69	.79
15	20	.82	1.00	.81	.95	.77	.93	.74	.90	.74	.89	.71	.85
20	25	.91	1.10	.90	1.06	.87	1.04	.84	1.01	.83	1.00	.79	.94
25	30	.96	1.17	.95	1.13	.93	1.10	.88	1.06	.87	1.05	.84	1.00
30	35	1.06	1.27	1.04	1.24	1.02	1.18	.98	1.17	.96	1.14	.92	1.09
35	40	1.16	1.38	1.13	1.35	1.10	1.30	1.06	1.26	1.05	1.25	1.00	1.19
40	45	1.27	1.51	1.23	1.46	1.19	1.43	1.14	1.38	1.13	1.36	1.08	1.35
45	50	1.37	1.58	1.34	1.55	1.29	1.51	1.25	1.45	1.23	1.42	1.21	1.40
50	60	1.48	1.77	1.45	1.73	1.42	1.68	1.36	1.62	1.35	1.60	1.33	1.57
60	70	1.58	1.93	1.55	1.88	1.52	1.83	1.45	1.75	1.43	1.73	1.41	1.71
70	80	1.72	2.07	1.65	2.02	1.63	1.97	1.57	1.89	1.55	1.87	1.53	1.84
80	90	1.88	2.34	1.82	2.30	1.77	2.27	1.71	2.26	1.69	2.21	1.66	2.16
90	100	2.09	2.48	2.05	2.45	2.01	2.42	1.95	2.41	1.95	2.34	1.93	2.31
100	110	2.28	2.71	2.25	2.67	2.21	2.63	2.19	2.62	2.15	2.57	2.11	2.52
110	120	2.41	2.94	2.36	2.89	2.34	2.86	2.32	2.83	2.27	2.77	2.24	2.72
120	130	2.53	3.11	2.49	3.04	2.46	3.01	2.45	3.00	2.39	2.90	2.35	2.87
130	140	2.67	3.33	2.62	3.25	2.59	3.14	2.58	3.10	2.50	3.06	2.48	3.02
140	150	2.93	3.49	2.86	3.40	2.77	3.29	2.72	3.24	2.69	3.20	2.66	3.17
150	160	3.14	3.72	3.07	3.63	2.94	3.50	2.90	3.46	2.87	3.41	2.83	3.36
160	170	3.34	3.87	3.25	3.77	3.14	3.65	3.10	3.60	3.07	3.55	3.00	3.51
170	180	3.45	4.10	3.39	4.01	3.28	3.86	3.22	3.82	3.19	3.76	3.14	3.72
180	190	3.60	4.31	3.52	4.16	3.39	3.95	3.35	3.85	3.31	3.84	3.28	3.81
190	200	3.69	4.55	3.65	4.39	3.48	4.18	3.39	4.06	3.36	4.04	3.34	4.02
200	225	3.89	4.86	3.84	4.69	3.66	4.46	3.56	4.36	3.54	4.33	3.52	4.29
225	250	4.48	5.25	4.43	5.07	4.22	4.82	4.10	4.70	4.07	4.68	4.05	4.64
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. 90090													
EFFECTIVE APR 6 1979													
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.													
Correction													

0523

SECTION 4--VEHICLE UNIT RATES (Continued)												ITEM
SPECIAL MONTHLY VEHICLE UNIT VOLUME TENDER RATES (Concluded)												
RATES IN CENTS PER GALLON PER SHIPMENT ¹ FOR RATE GROUPS SHOWN (Subject to Notes 1 through 8)												
MINIMUM GALLONAGE PER EACH MONTHLY VOLUME TENDER PERIOD												
MILES		GALLONS 4,000,000 and Over		MILES		GALLONS 4,000,000 and Over		MILES		GALLONS 4,000,000 and Over		
But		Rate Group		But		Rate Group		But		Rate Group		
Over	Not Over	A	B C	Over	Not Over	A	B C	Over	Not Over	A	B C	
0	15	.66	.75	50	60	1.27	1.52	130	140	2.39	2.90	
15	20	.69	.82	60	70	1.36	1.64	140	150	2.56	3.04	
20	25	.75	.91	70	80	1.46	1.77	150	160	2.72	3.24	
25	30	.81	.96	80	90	1.59	2.09	160	170	2.88	3.38	
30	35	.88	1.05	90	100	1.85	2.22	170	180	3.02	3.58	
35	40	.96	1.15	100	110	2.03	2.42	180	190	3.14	3.66	
40	45	1.04	1.29	110	120	2.15	2.62	190	200	3.22	3.86	
45	50	1.16	1.36	120	130	2.26	2.76	200	225	3.39	4.13	
								225	250	3.90	4.46	

@ Includes transportation of commodities in Rate Group I.

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

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.

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.

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.

NOTE 5.--Mileage applicable in connection with this item shall be computed in accordance with Item 150.

NOTE 6.--(a) A charge of \$4.55 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).

(b) A total of 2 hours free time will be allowed to complete loading and unloading each shipment.

NOTE 7.--When transportation is performed under the provisions of this item, the following provisions will not apply:

- 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

NOTE 8.--Within 7 days after the start of transportation hereunder, carrier shall bill and collect a prepayment of \$11,800.00. 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.

o Increase, Decision No.

90090

EFFECTIVE **APR 6 1973**

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
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 @			MILES		Rates In Cents Per Gallon Per Shipment @			#525
Over	But Not Over	Rate Group			Over	But Not Over	Rate Group			
		A	B	C			A	B	C	
0	5	.32	.32	.35	100	110	1.87	1.93	2.13	
5	10	.37	.39	.42	110	120	2.03	2.08	2.30	
10	15	.45	.45	.50	120	130	2.18	2.24	2.47	
15	20	.53	.53	.58	130	140	2.34	2.39	2.65	
20	25	.58	.60	.65	140	150	2.49	2.55	2.81	
25	30	.66	.67	.74	150	160	2.65	2.70	2.99	
30	35	.73	.76	.84	160	170	2.80	2.87	3.17	
35	40	.79	.84	.93	170	180	2.96	3.03	3.34	
40	45	.87	.92	1.02	180	190	3.11	3.20	3.52	
45	50	.97	1.00	1.10	190	200	3.27	3.36	3.70	
50	60	1.09	1.15	1.25	200	210	3.42	3.52	3.87	
60	70	1.24	1.30	1.43	210	220	3.58	3.69	4.04	
70	80	1.40	1.45	1.60	220	230	3.73	3.84	4.22	
80	90	1.55	1.60	1.77	230	240	3.89	4.00	4.39	
90	100	1.71	1.76	1.94	240	250	4.04	4.16	4.57	
<p>@ 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-hour-a-day (24) 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>										
§ Change) * Addition)		Decision No.		90090						
APR 6 1979 EFFECTIVE										
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM									
SPECIAL MONTHLY VEHICLE UNIT RATES (Continued)										
<p>NOTE 3.--Carrier is not obligated to assign more than 1 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 (Distance Rates) 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 \$4.60 for each 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 1 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 83 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; border-bottom: 1px solid black;">Commodities (As described in Item 30) Rate Group</th> <th style="text-align: center; border-bottom: 1px solid black;">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="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 \$6,414.00 per thirty-day (30 day) tender.</p> <p>NOTE 12.--Within 7 days after the start of transportation hereunder, carrier shall bill and submit charges for the first week, and each 7 days thereafter for the next 2 consecutive weeks. A final billing will be submitted at the end of the thirty-day (30 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	0525
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>o Increase, Decision NO. 90090</p>										
<p>EFFECTIVE APR 6 1973</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

SPECIAL MONTHLY VOLUME TENDER COMMODITY 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 and to points as indicated.

(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.)

(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.

(4) All applicable charges must be paid by the consignor.

Rates In Cents Per Gallon Per Shipment @
 (Subject To Notes 1 Through 7)

From: Avon, Benicia, Martinez, Oakland, Oleum, Richmond

0526

To	Rate Group A	Rates Groups B & C
Arcata	5.42	6.29
Blue Lake	5.42	6.29
Crescent City	7.26	8.27
Eureka	5.31	6.17
Fortuna	5.03	5.78
Garberville	4.25	4.96
Klamath	6.80	7.87
Korbel	5.42	6.31
McKinleyville	5.42	6.31
Shelter Cove	4.73	5.48

@ Includes transportation of commodities described in Rate Group I.

(Continued on next page)

o Increase, Decision No.

90090

EFFECTIVE

APR 6 1979

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 VOLUME TENDER COMMODITY 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 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 720 consecutive hours.</p> <p>NOTE 3.--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 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 \$5.30 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>6526</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> ⚡ Change) ◊ Increase) Δ Change, neither increase) nor reduction) </p> <p style="margin-left: 100px;">Decision No. 90090</p>									
EFFECTIVE ^{APP} 6 1979									
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 VOLUME TENDER RATES "Plan A"										
<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, 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 and from points of origin in California located within 250 miles of Ventura for delivery to points of destination in Ventura and/or Santa Barbara Counties.</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 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.)</p> <p>(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.</p> <p>(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:</p>										
RATES IN CENTS PER GALLON PER SHIPMENT * FOR RATE GROUPS SHOWN (Subject to Notes 1 through 13)										
MINIMUM LOADED MILES PER EACH WEEK OF VOLUME TENDER PERIOD										
(E) 0527										
LOADED MILES PER SHIPMENT	1200 to 1499		1500 to 1799		1800 to 2199		2200 and Over			
	Over	But Not Over	Rate Group A	Rate Group C	Rate Group A	Rate Group C	Rate Group A	Rate Group C	Rate Group A	Rate Group C
0	5	.50	.56	.48	.54	.46	.52	.43	.50	
5	10	.53	.60	.51	.56	.49	.54	.46	.52	
10	15	.59	.65	.55	.63	.53	.59	.51	.56	
15	20	.64	.72	.61	.69	.58	.66	.55	.63	
20	25	.71	.79	.68	.75	.65	.72	.61	.69	
25	30	.77	.87	.74	.84	.77	.78	.67	.75	
30	40	.91	1.02	.86	.96	.83	.92	.77	.87	
40	50	1.06	1.19	1.00	1.14	.95	1.08	.91	1.03	
50	60	1.24	1.45	1.19	1.38	1.12	1.31	1.06	1.25	
60	70	1.44	1.65	1.37	1.58	1.29	1.51	1.24	1.43	
70	80	1.61	1.86	1.53	1.76	1.45	1.68	1.38	1.60	
80	90	1.77	2.06	1.69	1.95	1.60	1.87	1.52	1.78	
90	100	1.94	2.25	1.85	2.14	1.77	2.04	1.68	1.94	
100	110	2.11	2.47	2.01	2.35	1.93	2.24	1.83	2.13	
110	120	2.30	2.66	2.18	2.53	2.09	2.41	1.98	2.29	
(Continued on next page)										
<p>* Includes transportation of commodities described in Rate Group I.</p> <p>(E) Expires with January 31, 1980.</p> <p>o Increase, Decision No. 90090</p>										
EFFECTIVE APR 6 1979										
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"										
RATES IN CENTS PER GALLON PER SHIPMENT ^e 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		
But Not Over	Over	Rate Group		Rate Group		Rate Group		Rate Group		
		A	C	A	C	A	C	A	C	
120	130	2.47	2.86	2.35	2.71	2.24	2.59	2.13	2.46	
130	140	2.63	3.07	2.50	2.92	2.39	2.78	2.27	2.65	
140	150	2.81	3.25	2.68	3.11	2.55	2.96	2.42	2.81	
150	160	2.99	3.46	2.84	3.30	2.70	3.13	2.58	2.98	
160	170	3.15	3.66	3.00	3.50	2.86	3.32	2.71	3.15	
170	180	3.33	3.86	3.18	3.67	3.02	3.50	2.87	3.33	
180	190	3.50	4.06	3.33	3.87	3.18	3.69	3.02	3.51	
190	200	3.67	4.26	3.51	4.06	3.34	3.86	3.17	3.67	
200	210	3.85	4.46	3.66	4.25	3.49	4.04	3.32	3.84	
210	220	4.03	4.66	3.84	4.44	3.65	4.24	3.48	4.03	
220	230	4.20	4.87	4.00	4.63	3.81	4.41	3.62	4.20	
230	240	4.36	5.08	4.16	4.83	3.95	4.60	3.75	4.37	
240	250	4.55	5.32	4.33	5.01	4.12	4.78	3.91	4.54	

^e Includes transportation of commodities described in Rate Group I.

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 January 31, 1980.

o Increase, Decision No. **90090**

EFFECTIVE **APR 6 1979**

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

(E)
0527

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM																	
<p style="text-align: center;">SPECIAL MONTHLY VEHICLE UNIT VOLUME TENDER RATES "Plan A"</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: auto; margin-right: auto;"> <tr> <td style="padding-right: 40px;">Gasoline</td> <td>8,950 Gallons</td> </tr> <tr> <td>Diesel Fuel</td> <td>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 \$4.65 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 \$4.20 per collection with a maximum charge of \$10.85 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 4 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 (Distance Rates), subject to a minimum charge of \$600.00 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: auto; margin-right: auto;"> <tr> <td style="padding-right: 20px;">Item 130</td> <td>- Collect on Delivery Shipments</td> </tr> <tr> <td>Item 160</td> <td>- Demurrage or Detention Charges</td> </tr> <tr> <td>Item 190</td> <td>- Minimum Charge</td> </tr> <tr> <td>Item 200</td> <td>- Mixed Shipments</td> </tr> <tr> <td>Item 210</td> <td>- Issuance of Shipping Documents</td> </tr> <tr> <td>Item 290</td> <td>- Vapor Recovery and/or Bottom Loading Equipment.</td> </tr> </table> <p>NOTE 14.--When the total empty miles (determined in accordance with Note 1) exceed the total loaded miles of the tender, an additional charge of 80 cents per mile will be made for each excess empty mile traveled by the carrier's equipment.</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>(E) 0527 (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																	
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Item 210	- Issuance of Shipping Documents																	
Item 290	- Vapor Recovery and/or Bottom Loading Equipment.																	
<p>(E) Expires with January 31, 1980.</p> <p>o Increase, Decision No. 90090</p>																		
<p>EFFECTIVE APR 6 1979</p>																		
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>																		

MINIMUM RATE TARIFF 6-B

SECTION 4--VEHICLE UNIT RATES (Continued)

ITEM

SPECIAL MONTHLY VEHICLE UNIT VOLUME TENDER RATES "PLAN B"

(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:

Miles Over	But Not Over	Rates In Cents Per Gallon Per Shipment [Ⓐ]			
		Rate Group (4)		Rate Group (5)	
		A	B C	A	B C
0	5	.42	.48	.40	.46
5	10	.50	.50	.48	.53
10	15	.55	.63	.52	.59
15	20	.64	.72	.60	.69
20	25	.71	.79	.68	.75
25	30	.77	.87	.74	.84
30	35	.86	.96	.83	.92
35	40	.94	1.06	.89	1.02
40	45	1.03	1.16	.96	1.09
45	50	1.09	1.25	1.05	1.19
50	60	1.26	1.38	1.22	1.33
60	70	1.38	1.62	1.33	1.55
70	80	1.60	1.81	1.52	1.73
80	90	1.76	1.99	1.68	1.90
90	100	1.92	2.16	1.82	2.08
100	110	2.08	2.36	1.98	2.26
110	120	2.26	2.55	2.15	2.42
120	130	2.41	2.72	2.30	2.60
130	140	2.58	2.92	2.46	2.78
140	150	2.76	3.11	2.62	2.96
150	160	2.90	3.30	2.77	3.13
160	170	3.07	3.48	2.92	3.31
170	180	3.23	3.66	3.08	3.49
180	190	3.40	3.85	3.23	3.66
190	200	3.55	4.04	3.39	3.84
200	210	3.73	4.22	3.55	4.02
210	220	3.89	4.41	3.71	4.20
220	230	4.05	4.59	3.85	4.37
230	240	4.22	4.77	4.02	4.55
240	250	4.38	4.96	4.17	4.73

(E)
9528

[Ⓐ] 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.

(E) Expires with January 31, 1980.

◊ Increase, Decision No.

90090

EFFECTIVE APR 6 1979

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								
SPECIAL MONTHLY VEHICLE UNIT VOLUME TENDER RATES "PLAN B"									
<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>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).</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 requirements 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.--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 \$4.65 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 8.--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 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. <p>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).</p> <p>NOTE 10.--Transportation charges shall be assessed upon units of carrying capacity as follows:</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <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>NOTE 11.--Rates provided in this item are subject to a minimum charge of \$6,755.00 per 30 day tender. Minimum charge shall be exclusive of any accessorial service charges which may be assessed.</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
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>(E) Expires with January 31, 1980.</p> <p>o Increase, Decision No. 90090</p>									
EFFECTIVE APR 6 1979									
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								

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MINIMUM RATE TARIFF 6-B

SECTION 4--VEHICLE UNIT RATES (Continued)								ITEM
SPECIAL WEEKLY VOLUME TENDER PLAN								
<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 Crescent City or Eureka to points in California located within 250 miles of Crescent City.</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 special weekly volume tender for the use of a unit or units of carrier's equipment during a calendar week beginning with the first day of the week following notification and thereafter during a subsequent calendar week period. 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) Rates for transportation are in cents per gallon and will be based upon the total loaded miles per week indicated as follows:</p>								
RATES IN CENTS PER GALLON PER SHIPMENT @ (Subject to Notes 1 through 11)								
MILES		MINIMUM MILES PER EACH WEEKLY VOLUME TENDER PERIOD						(E) 0 529.1
OVER	BUT NOT OVER	OVER 0	BUT NOT OVER 1200	OVER 1200	BUT NOT OVER 1800	OVER 1800	BUT NOT OVER 2300	
		1	2	1	2	1	1	
0	5	.68	.79	.64	.75	.61	.71	
5	10	.71	.84	.68	.80	.64	.75	
10	15	.80	.93	.75	.89	.72	.84	
15	20	.87	1.03	.77	.98	.79	.93	
20	25	.92	1.08	.87	1.03	.83	.97	
25	30	1.00	1.18	.95	1.11	.91	1.06	
30	35	1.17	1.37	1.10	1.30	1.05	1.24	
35	40	1.26	1.47	1.19	1.40	1.13	1.32	
40	45	1.38	1.62	1.31	1.53	1.24	1.46	
45	50	1.55	1.82	1.47	1.72	1.39	1.63	
50	60	1.64	1.92	1.55	1.82	1.47	1.73	
60	70	1.84	2.17	1.75	2.06	1.66	1.95	
70	80	1.97	2.32	1.87	2.19	1.77	2.08	
80	90	2.13	2.51	2.02	2.37	1.92	2.25	
90	100	2.25	2.65	2.14	2.52	2.03	2.38	
<p>Rates shown in column one (1) above will apply only on gasoline, kerosene, and jet turbine fuel.</p> <p>Rates shown in column one (1) above will apply only on gasoline, kerosene, fuel oil.</p> <p>@ Includes transportation of commodities as described in Rate Group I.</p> <p style="text-align: center;">(Continued on next page)</p>								
(E) Expires with September 30, 1979.								
0 Increase, Decision No. 90390								
EFFECTIVE APR 6 1979								
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 WEEKLY VOLUME TENDER PLAN (Continued)									
RATES IN CENTS PER GALLON PER SHIPMENT ^o (Subject to Notes 1 through 11)									
MILES		MINIMUM MILES PER EACH WEEKLY VOLUME TENDER PERIOD							
OVER	BUT NOT OVER	OVER	BUT NOT OVER	OVER	BUT NOT OVER	OVER	BUT NOT OVER		
		0	1200	1200	1800	1800	2300		
		1	2	1	2	1	2		
100	110	2.60	3.06	2.47	2.90	2.34	2.75		
110	120	2.77	3.24	2.62	3.09	2.49	2.92		
120	130	2.80	3.30	2.67	3.13	2.68	2.97		
130	140	2.98	3.49	2.82	3.32	2.68	3.14		
140	150	3.19	3.74	3.02	3.55	2.87	3.36		
150	160	3.48	4.08	3.30	3.87	3.13	3.67		
160	170	3.73	4.38	3.54	4.16	3.35	3.94		
170	180	3.90	4.57	3.70	4.34	3.51	4.12		
180	190	4.11	4.82	3.90	4.58	3.70	4.34		
190	200	4.27	5.01	4.06	4.77	3.84	4.52		
200	210	4.36	5.11	4.14	4.86	3.92	4.60		
210	220	4.60	5.41	4.37	5.14	4.15	4.87		
220	230	4.82	5.66	4.57	5.37	4.34	5.09		
230	240	5.15	6.04	4.89	5.74	4.64	5.45		
240	250	5.32	6.24	5.05	5.93	4.78	5.62		
RATES IN CENTS PER GALLON PER SHIPMENT ^o (Subject to Notes 1 through 11)								(E) o 529.1	
MILES		MINIMUM MILES PER EACH WEEKLY VOLUME TENDER PERIOD							
OVER	BUT NOT OVER	OVER	BUT NOT OVER	OVER	BUT NOT OVER	OVER			
		2300	2700	2700	3000	3000 MILES			
		1	2	1	2	1	2		
0	5	.58	.66	.53	.63	.52	.61		
5	10	.61	.71	.58	.66	.55	.65		
10	15	.68	.80	.64	.75	.59	.72		
15	20	.75	.87	.71	.82	.68	.80		
20	25	.79	.92	.74	.86	.72	.84		
25	30	.85	1.00	.81	.94	.77	.92		
30	35	.99	1.17	.93	1.05	.90	1.07		
35	40	1.07	1.25	1.00	1.18	.97	1.14		
40	45	1.17	1.38	1.10	1.29	1.07	1.26		
45	50	1.31	1.55	1.24	1.45	1.19	1.40		
50	60	1.38	1.63	1.31	1.54	1.26	1.48		
60	70	1.57	1.84	1.47	1.73	1.43	1.68		
70	80	1.67	1.96	1.57	1.85	1.53	1.79		
80	90	1.81	2.13	1.70	2.00	1.66	1.94		
90	100	1.92	2.25	1.81	2.12	1.76	2.05		
Rates shown in column one (1) above will apply only on gasoline, kerosene, and jet turbine fuel. Rates shown in column two (2) will apply only on diesel fuel and distillate fuel oil. ^o Includes transportation of commodities described in Rate Group I. (Continued on next page)									
(E) Expires with September 30, 1979.									
o Increase, Decision No. 90090									
EFFECTIVE APR 6 1979									
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Correction									

MINIMUM RATE TARIFF 6-B

SECTION 4--VEHICLE UNIT RATES (Continued)								ITEM
SPECIAL WEEKLY VOLUME TENDER PLAN (Continued)								
RATES IN CENTS PER GALLON PER SHIPMENT * (Subject to Notes 1 through 11)								
		MINIMUM MILES PER EACH WEEKLY VOLUME TENDER PERIOD						
OVER	MILES BUT NOT OVER	BUT NOT		BUT NOT		OVER		
		OVER 2300	OVER 2700	OVER 2700	OVER 3000	OVER 3000 MILES		
		1	2	1	2	1	2	
100	110	2.20	2.59	2.08	2.44	2.01	2.37	
110	120	2.35	2.76	2.21	2.60	2.15	2.51	
120	130	2.38	2.80	2.25	2.63	2.18	2.56	
130	140	2.52	2.97	2.38	2.79	2.30	2.70	
140	150	2.70	3.18	2.55	2.99	2.47	2.90	
150	160	2.96	3.46	2.78	3.27	2.69	3.17	
160	170	3.17	3.72	2.99	3.50	2.89	3.39	
170	180	3.31	3.89	3.11	3.65	3.02	3.54	
180	190	3.49	4.10	3.29	3.85	3.18	3.73	
190	200	3.63	4.26	3.42	4.02	3.31	3.89	
200	210	3.70	4.35	3.49	4.10	3.38	3.96	
210	220	3.92	4.59	3.69	4.33	3.58	4.20	
220	230	4.10	4.75	3.85	4.53	3.73	4.38	
230	240	4.38	5.14	4.12	4.84	4.00	4.69	
240	250	4.52	5.31	4.25	4.99	4.12	5.08	

Rates shown in column one (1) above will apply only on gasoline, kerosene, and jet turbine fuel.

Rates shown in column two (2) will apply only on diesel fuel and distillate fuel oil.

* Includes transportation of commodities described in Rate Group I.

NOTE 1.--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 calendar week.

NOTE 2.--The term "calendar week" means that period commencing at 12:01 A.M., Sunday and ending at 12:00 midnight, Saturday.

NOTE 3.--Any shipment completely loaded, but not delivered, prior to 12:00 midnight, Saturday, shall be included in the calendar week.

NOTE 4.--When, during the course of performing the transportation service authorized in this item, the consignor tenders a shipment consigned to an interstate destination in the same unit of carrier's equipment engaged in transportation service under the provisions of this item, the mileage applicable in performing such interstate transportation will be recorded as provided in Note 1 and will be included in the total minimum miles per week upon which transportation charges are based.

NOTE 5.--Minimum gallons per unit of carrier's equipment shall be:

Gasoline-----8,500 gallons
 Kerosene-----8,500 gallons
 Jet Turbine Fuel-----8,500 gallons
 Diesel Fuel and Distillate Fuel Oil-----7,200 gallons

Exception: Mixed shipments consisting of commodities listed for column 1 and column 2 shall be subject to a minimum of 7,800 gallons per unit. Charges will be computed at the separate rate applicable to each commodity in the shipment. When a mixed shipment is less than 7,800 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.

(Continued on next page)

(E) Expires with September 30, 1979.
 ♦ Increase, Decision No. **90090**

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Correction

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p style="text-align: center;">SPECIAL WEEKLY VOLUME TENDER PLAN (Concluded)</p> <p>NOTE 6.--Shipments moving under rates in this item may be diverted in transit after arrival at billed destination, subject to a charge of \$8.35 per diversion, and subject to the rate applicable from point of origin to point of final destination via the point of diversion.</p> <p>NOTE 7.--All transportation, including loading and unloading, will be performed at carrier's convenience, and at times designated by carrier. Rates in this item will not apply to any shipment for which shipper or consignee has specified time of either loading and/or unloading.</p> <p>NOTE 8.--All freight or other charges incurred under the provisions of this item must be prepaid and shall be assessed by the carrier in the following manner:</p> <p>(A) Carrier will issue a freight bill covering all charges for the calendar week.</p> <p>(B) Carrier will prepare and furnish to the shipper a manifest covering all transportation services performed during the particular calendar week; such manifest shall show the following information:</p> <ol style="list-style-type: none"> (1) Date each shipment transported (2) Bill of lading number (3) Points of destination (4) Gallons of products transported (5) Class of product (6) Loaded mileage traversed for each shipment (7) Accumulated mileage by shipment (8) Transportation charges (9) Accessorial charges <p>NOTE 9.--A total of one and one-half (1½) hours will be allowed for completion of loading and unloading. Computation of loading and unloading times will be subject to definitions provided in Item 10. A charge of \$5.05 for each fifteen (15) minutes, or fraction thereof, will be assessed for time consumed in excess of the specified time allowances for completion of loading and unloading.</p> <p>NOTE 10.--Shipments tendered to carrier with collect on delivery instructions will be handled under the rates applicable in this item, plus an additional charge of \$4.20. for each C.O.D.</p> <p>NOTE 11.--When transportation is performed under 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 Item 220 - Shipments stopped in transit for weighing, application of seals, or for partial loading or unloading Item 230 - Shipments diverted. 	<p>L o 529.1</p>
<p>(E) Expires with September 30, 1979.</p> <p>o Increase, Decision No. 90090</p>	
<p>EFFECTIVE</p>	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	