

Date: April 23, 2003

Docket: TO-020117
Company Name: Chevron Pipe Line Company

Staff: Bob Colbo, Transportation Program Staff

Memo to File:

Discussion:

On February 4, 2002, Chevron filed a cancellation supplement to their Washington UTC Tariff No. 43 containing intrastate rates for the transportation of liquid petroleum products. At that time, Chevron represented that there had been no intrastate nominations or movements for at least the two previous years, and they didn't expect any in the future.

Prior annual reports of Chevron revealed the Company paid Washington intrastate regulatory fees on a portion of their total Company operations. The Commission suspended the filing at the Open Meeting on February 27, 2002. Because staff could not affirmatively determine that there were no current intrastate Washington shipments on the pipeline, the Commission took no action on the filing at its Open Meeting of September 25, 2002; and when the suspension period expired on October 6, 2002, the cancellation supplement became effective by operation of law and application of Washington UTC Tariff No. 43 ended.

Chevron has now made another filing proposing cancellation of its related Washington UTC Tariff No. 40. Docket TO-030409 appears on the No Action section of the Commission's April 23, 2003, Open Meeting agenda. Tariff No. 40 contains rules and regulations (but not rates) governing shipments through its Pasco to Spokane pipeline. The proposed effective date for cancellation is April 27, 2003.

RMS —
ms

In connection with the review of this new docket, Staff has interviewed Chevron, Kinder-Morgan, and Tidewater Barge personnel confirming that the usual and accustomed routing of barge shipments up the Columbia River to Pasco originate from breakout facilities along the Willamette River in Portland, Oregon. There are no barge shipments to Pasco for transportation through Chevron's pipeline that originate from any points in Washington.

Staff concludes that Chevron does not provide Washington intrastate transportation service at this time, cancellation of the intrastate rules and regulations tariff is appropriate, and Docket TO-020117 should be closed.