

The Communicator

T H E C A L I F O R N I A M O V I N G & S T O R A G E A S S O C I A T I O N

New Hours-of-Service Safety Regulations Begin July 1

WASHINGTON — The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) announced that new federal regulations designed to improve safety for the motoring public by reducing truck driver fatigue took full effect July 1, 2013.

"Safety is our highest priority," said then-U.S. Transportation Secretary Ray LaHood. "These rules make common sense, are data-driven changes to reduce truck driver fatigue, and improve safety for every traveler on our highways and roads."

Trucking companies were provided 18 months to adopt the new hours-of-service rules for truck drivers. First announced in December 2011 by the FMCSA, the rules limit the average work week for truck drivers to 70 hours to ensure that all truck operators have adequate rest. Only the most extreme schedules will be impacted, and more than 85 percent of the truck driving workforce will see no changes.

Working long daily and weekly hours on a continuing basis is associated with chronic fatigue, a high risk of crashes and a number of

serious chronic health conditions in drivers. It is estimated that these new safety regulations will save 19 lives, and prevent approximately 1,400 crashes and 560 injuries each year.

"These fatigue-fighting rules for truck drivers



were carefully crafted based on years of scientific research and unprecedented stakeholder outreach," said FMCSA Administrator Anne S. Ferro. "The result is a fair and balanced approach that will result in an estimated \$280 million in savings from fewer large truck crashes and \$470 million

in savings from improved driver health. Most importantly, it will save lives."

FMCSA's new hours-of-service final rule:

- Limits the maximum average work week for truck drivers to 70 hours, a decrease from the current maximum of 82 hours;
- Allows truck drivers who reach the maxi-

(New HOS Regulations cont. on page 5)

Detailed descriptions of the new HOS regulations are on Page 5.



Chairman's Corner

By: PJ Welch

There are three things that I take notice of in June every year. Two of these things, peak season and Father's Day, I really enjoy. The third thing, summertime heat, I could do without. Every year, we use the winter months to prepare for the increased volume of the summer season. Considering the dramatic increase in "crate and freight" shipments from the summer of 2012 and expecting van capacity to be in short supply again this summer, we focused our purchases on late model vehicles that would ensure our ability to service the increase in the crating of interstate shipments and to become CARB compliant. As expected, CMSA Associate members stepped up to the challenges of providing high quality and affordable equipment options. We were able to purchase the flatbed trucks we needed from a trusted supplier, increasing our capacity for crated shipments and improving the bottom line.

The summer season brings the increase

in shipment volume that our industry depends on to maintain successful and growing enterprises; it also brings an increase in the temperature. With the average high of more than 110 degrees last week, I consider myself fortunate to have dedicated employees who are able to handle the heat and provide high quality service for my customers. While our local crews have had time to acclimate to the summer heat, we have had many problems with drivers and helpers coming from cooler parts of the country becoming dangerously ill during the day.

As owners and managers of moving companies who send crews to service shipments in hot climates, there are many things we can do to ensure the safety of our employees and prevent costly delays, breakdowns or decreases in service levels. While the list of precautions is endless, the following are what I consider to be the three most important to be taken during times of extreme heat. First, provide extra labor whenever possible. Not an easy task to do when labor is stretched thin during the summer months, but one extra helper will make a huge difference in the morale and safety of the crew, which will lead to improved service levels.

(Chairman's Corner cont. on page 4)

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Link: [link] noun

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President's Comments

By: Steve Weitekamp

Based on recent calls to the CMSA office, from both carriers and shippers, June was an extremely busy month for our industry. This is great news for CMSA members, the legal and licensed carriers of California. Please be certain that efforts to service as many jobs as possible

doesn't cause anyone in your operation to take his/her eyes off important safety issues. It is necessary to conduct regular safety meetings to address potential risks to both movers and the public, and develop proactive procedures. Even though we may be hot, tired and sore, we must never forget that we operate large vehicles on the public highways and need to always follow proper safety protocols.

Our office has received several calls related to warehouse lien issues. We expect many more in the fall, and the best advice that we can give is to stick to the established method developed in our CMSA lien manual. We periodically hear from members who are tempted by methods that appear to simplify the process, but may leave them open to greater potential liability. Our manual was developed and approved by CMSA Legal Counsel Mark Hegarty and, in my opinion, is the best document related to the issue in our industry. If you don't have a copy of this important manual, call our office and get one soon.

June is also the time of the annual meeting of the National Council of Moving Associations. This is the only opportunity for many directors of state, national and international moving associations to gather to share information and programs that benefit the moving industry. For the second year, we met with the National Conference of State Transportation Regulatory Specialists, the association of regulators, this time by video conference. Our conversation focused on our concerns related to Internet sites such as: Angie's List, Yelp and Craig's List. We shared our position that these sites need to stop listing, and thus giving credibility to illegal operators to the detriment of the moving public, regulated industry and the taxpayers of their states. More state regulators appear to understand the issue and are at least starting to address the problem and we are encouraging them to take action. At the end of the meeting, I was re-elected as a Director of

(President's Comments cont. on page 4)

(Chairman's Corner cont. from page 2)

Second, keep up on routine vehicle maintenance, and make sure that truck and trailer tires are properly inflated and are the correct size. We have had more blown tires due to mismatched tire sizes than any other reason. Third, check coolant levels, and check for leaks in radiators and overflow reservoirs. We have had more drivers and trucks stranded, waiting for coolant reservoirs than any other mechanical failure.

Even with all of the stresses that June brings to our industry, I still look forward to this time of year. I grew up in a warehouse full of furniture, helping to check in shipments and driving the

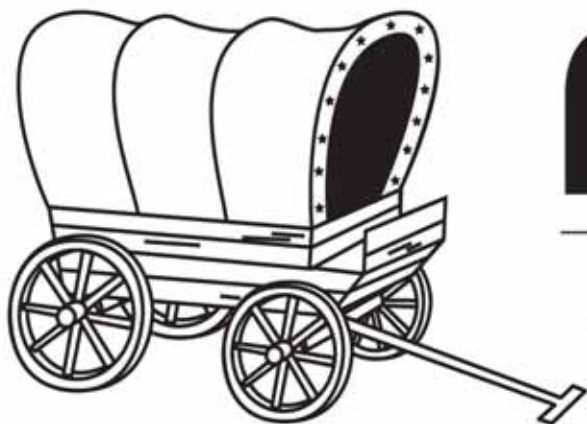
forklift to stack empty containers. Many times, my parents have told me that they bought a moving company because they had a family to take care of and they felt they had reached their limits working for someone else. Now that I am a father, the summer season makes me understand and appreciate the hard work and sacrifices that my parents have made. As July begins, I look back at June knowing that we prepared well by increasing number of shipments served and meeting quality service levels expected by the customers we serve. Summer season seems to end faster than it begins, but I already find myself looking forward to next June, peak season and Father's Day.

(President's Comments cont. from page 3)

NCMA, one of three officers of this group.

Over the last month, I, along with CMSA member Permit Puller, met with the San Francisco Municipal Transportation Agency on the issue of commercial parking permits in the city. We advised them of our concerns related to program costs and required notice time (up to eight business days) to comply with San Francisco's posting program. While they did not acknowledge that the program was onerous, they did state that

they have recently hired seven new staff members, who have yet to start, to do the posting. They agreed that as they develop the program, they may be able to reduce the notice time by several days in the future, but no commitment has been made. It is worth noting (and we shared this with our hosts as well) that the San Francisco permit program has the most expensive costs per permit and longest notice period prior to date of service of which we are aware.



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(New HOS Regulations cont. from page 1)

maximum 70 hours of driving within a week to resume if they rest for 34 consecutive hours, including at least two nights when their body clock demands sleep the most - from 1-5 a.m.; and

- Requires truck drivers to take a 30-minute break during the first eight hours of a shift.

The final rule retains the current 11-hour dai-

ly driving limit and 14-hour work day.

Companies and drivers that commit egregious violations of the rule could face the maximum penalties for each offense. Trucking companies and passenger carriers that allow drivers to exceed driving limits by more than three hours could be fined \$11,000 per offense, and the drivers themselves could face civil penalties of up to \$2,750 for each offense.

SUMMARY OF HOURS OF SERVICE (HOS) REGULATIONS AS OF JULY 2013

Changes Compared to Current Rule

PROVISION	CURRENT RULE	FINAL RULE - COMPLIANCE DATE JULY 1, 2013
Limitations on minimum "34-hour restarts"	None.	(1) Must include two periods from 1 a.m. to 5 a.m., home terminal time. (2) May only be used once per week, 168 hours, measured from the beginning of the previous restart.
Rest breaks	None except as limited by other rule provisions.	May drive only if 8 hours or less have passed since end of driver's last off-duty or sleeper berth period of at least 30 minutes. [49 CFR 397.5 mandatory "in attendance" time for hazardous materials may be included in break if no other duties performed]

PROVISION	CURRENT RULE	FINAL RULE - COMPLIANCE DATE FEBRUARY 27, 2012
On-duty time	Includes any time in CMV except sleeper berth.	Does not include any time resting in a parked vehicle (also applies to passenger-carrying drivers). In a moving property-carrying CMV, does not include up to 2 hours in passenger seat immediately before or after 8 consecutive hours in sleeper berth.
Penalties	"Egregious" hours-of-service violations not specifically defined.	Driving (or allowing a driver to drive) more than 3 hours beyond the driving-time limit may be considered an "egregious" violation and subject to the maximum civil penalties. Also applies to passenger-carrying drivers.
Oilfield exemption	"Waiting time" for certain drivers at oilfields (which is off-duty but does extend 14-hour duty period) must be recorded and available to FMCSA, but no method or details are specified for the recordkeeping.	"Waiting time" for certain drivers at oilfields must be shown on logbook or electronic equivalent as off duty and identified by annotations in "remarks" or a separate line added to "grid."

www.fmcsa.dot.gov/hos

FMCSA-ADO-13-006C

SUMMARY OF HOURS-OF-SERVICE (HOS) FINAL REGULATIONS

The following table summarizes the HOS regulations for property-carrying and passenger-carrying CMV drivers.

PROPERTY-CARRYING CMV DRIVERS (Valid as of July 1, 2013)

11-Hour Driving Limit

May drive a maximum of 11 hours after 10 consecutive hours off duty.

14-Hour Limit

May not drive beyond the 14th consecutive hour after coming on duty, following 10 consecutive hours off duty. Off-duty time does not extend the 14-hour period.

Rest Breaks

May drive only if 8 hours or less have passed since end of driver's last off-duty or sleeper berth period of at least 30 minutes. [49 CFR 397.5 mandatory "in attendance" time may be included in break if no other duties performed]

60/70-Hour On-Duty Limit

May not drive after 60/70 hours on duty in 7/8 consecutive days. A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off duty. Must include two periods from 1 a.m. to 5 a.m. home terminal time, and may only be used once per week, or 168 hours, measured from the beginning of the previous restart.

Sleeper Berth Provision

Drivers using the sleeper berth provision must take at least 8 consecutive hours in the sleeper berth, plus a separate 2 consecutive hours either in the sleeper berth, off duty, or any combination of the two.

PASSENGER-CARRYING CMV DRIVERS

10-Hour Driving Limit

May drive a maximum of 10 hours after 8 consecutive hours off duty.

15-Hour On-Duty Limit

May not drive after having been on duty for 15 hours, following 8 consecutive hours off duty. Off-duty time is not included in the 15-hour period.

60/70-Hour On-Duty Limit

May not drive after 60/70 hours on duty in 7/8 consecutive days.

Sleeper Berth Provision

Drivers using a sleeper berth must take at least 8 hours in the sleeper berth, and may split the sleeper berth time into two periods provided neither is less than 2 hours.

For more information visit www.fmcsa.dot.gov/hos
CMV drivers should always use safe driving practices - Scan this QR code with your smart phone when you are not driving to learn more about hours-of-service regulations.



U.S. Department of Transportation

Federal Motor Carrier Safety Administration



Note: See 49 CFR 395.1 (h) for State of Alaska HOS Regulations.

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Annual Reason Foundation Highway Report: Roads, Bridges Actually Getting Better

LOS ANGELES, July 2, 2013 – As Americans hit the road for the Fourth of July holiday, they'll be driving on slightly smoother roads, crossing fewer deficient bridges and spending less time stuck in traffic jams, according to the Reason Foundation's Annual Highway Report.

The report measures the condition and cost-effectiveness of state-owned roads in 11 categories, including pavement condition on urban and rural interstates, urban traffic congestion, deficient bridges, unsafe narrow lanes, traffic fatalities, total spending per mile of state roads and administrative costs per mile. The study's rankings are based on data that states reported to the federal government for 2009, the most recent year with full spending statistics available.

Nationwide, there was small progress in every category except for pavement condition on rural arterial roads. These improvements were achieved at a time when per-mile expenditures dropped slightly. Despite receiving stimulus funding from the federal government in

2009, spending on state roads decreased slightly, by 0.6 percent, in 2009 compared to 2008.

"It's hard to believe it when you hit a pothole or see a bridge in Washington collapse, but the nation's roads are getting better," said David Hartgen, author of the study and emeritus transportation professor at the University of North Carolina at Charlotte. "There are still several states struggling and plenty of problem areas. But you make the case that overall America's roads and bridges have never been in better shape."

Among the states plagued with problems are New Jersey and California. New Jersey spends \$1.2 million per mile on its state-controlled roads. That's nearly twice as much as the \$679,000 per mile that the next biggest spending state – California – spends. North Carolina, home to the nation's largest state highway system, spends \$44,000 per mile on its roads. South Carolina spends just \$31,000, the lowest per mile rate in the nation, according to the

(Roads and Bridges continued on page 8)

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(Roads and Bridges continued from page 7)

Reason Foundation's study of all 50 state-controlled road systems.

Drivers in California and New Jersey may be wondering what they are getting in return for that money. More than 16 percent of urban interstate pavement in each of those states is in poor condition. Only Hawaii ranks worse, with 27 percent of its urban interstate pavement rated as poor.

Not only are California's interstates full of potholes, they are also jammed: 80 percent of the state's urban interstates are congested. Minnesota has the next highest percentage of gridlocked interstates, with 78 percent of urban interstates deemed congested.

In terms of overall road conditions and cost-effectiveness, North Dakota has the country's top ranked state-controlled road system, followed by Kansas (second), Wyoming (third), New Mexico (fourth) and Montana (fifth), according to Reason Foundation's Annual High-

way Report.

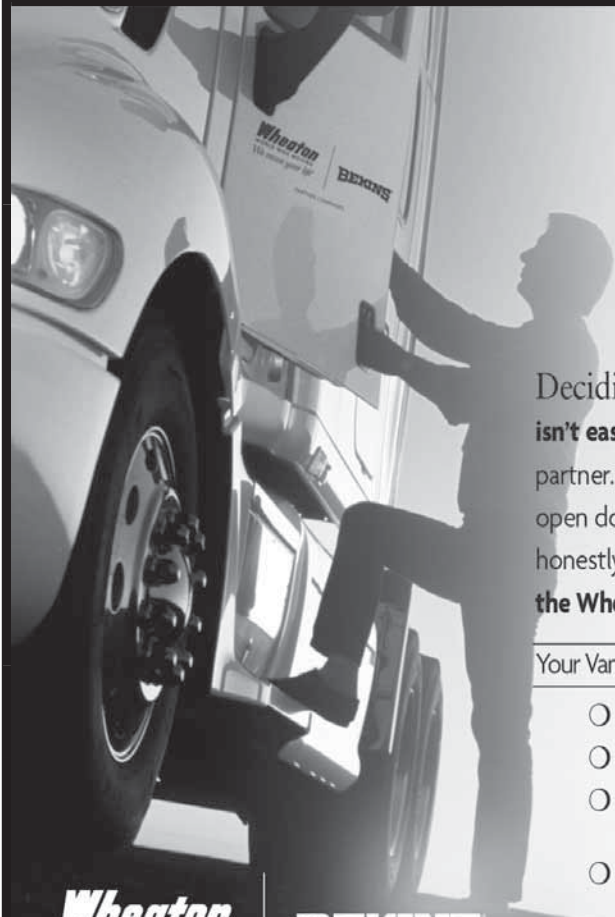
Alaska's state-controlled road system is the lowest quality and least cost-effective in the nation. Rhode Island (49th), Hawaii (48th), California (47th), New Jersey (46th) and New York (45th) also perform poorly.

Vermont's roads showed the most improvement in the nation, improving from 42nd in the previous report to 28th in the new overall rankings. New Hampshire (27th) and Washington (24th) both improved nine spots in the rankings.

Minnesota system plummeted 17 spots in the rankings, from 25th to 42nd and Delaware dropped nine spots to 20th.

Massachusetts had the lowest traffic fatality rate, while Montana had the highest.

Source: *The Trucker News Services*



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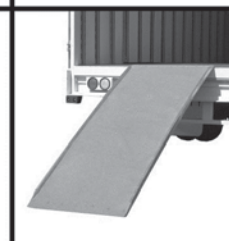
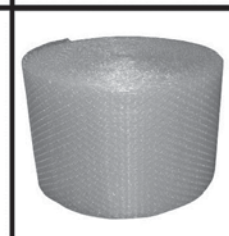
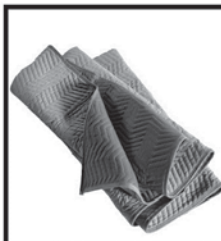
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CONVENTION PHOTOS



Dependable Auto Shippers Strengthens Executive Leadership Team, Prepares for Growth

(DALLAS) June 21, 2013 – Dependable Auto Shippers (DAS), one of the largest vehicle relocation services in the U.S. since 1954, announced changes to its executive line-up. DAS promoted two team members and added a new team member, effectively aligning its leadership team for future growth.

John Roehll, previously executive vice president sales and marketing, will now serve as executive vice president and partner at DAS. As such, Roehll is responsible for guiding the overall strategic direction of the company, as well as business development for all revenue channels. This year marks his 20th anniversary with the company.

Erin Almand has moved from vice president of service delivery to vice president of corporate business. In her new role, Almand oversees all corporate division initiatives, including business development, sales and marketing, and service. She has been with DAS since 2002.

Additionally, DAS recently hired Tim Higgins

as executive vice president. Higgins previously worked with DAS while at Indigio, where he developed and managed DAS' interactive online strategy and systems. As a full-time employee of DAS, Higgins is focused on technology development and is responsible for overseeing all sales and service for the retail channel. Higgins has more than 23 years of sales, marketing and entrepreneurship experience that began with sales and sales management in the technology industry.

"We're excited to see our executive team grow and develop as our company prepares to celebrate 60 years," said Rick London, president and CEO of DAS. "Each of these team members brings a great deal of experience and knowledge to their respective positions. We are confident in their ability to continue guiding DAS as a leader in the auto transport industry."

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California Bill would Lengthen Yellow Time at Camera-Posted Intersections

A California state lawmaker wants to improve safety, and cut into profits, by lengthening yellow times at intersections posted with red-light cameras.

State law requires the minimum yellow time duration set at three seconds and a maximum duration of six seconds, with the longer intervals reserved for roadways with higher speeds.

Assemblymember Adrin Nazarian, D-Sherman Oaks, introduced a bill that would mandate all cities throughout the state that use the ticket cameras to lengthen yellow lights by one second. Any locales that do not make the change would have citations dismissed.

The Assembly voted 72-1 to advance the bill to the Senate. AB 612 awaits further consideration in the Senate Transportation and Housing

Committee.

Critics of red-light cameras say that short yellow times are a sneaky way to boost revenue. Instead, they urge lawmakers that by simply adding fractions of a second to yellow times could significantly reduce violations.

The National Motorists Association referred to research showing that lengthening yellow times reduces red-light running incidents 60 to 90 percent.

Jim Walker, an NMA consultant, previously told *Land Line* that lengthening yellow times will almost always reduce violation rates far more than cameras.

Nazarian also notes that numerous studies have found that extending yellow light intervals



(California Bill cont. on page 14)



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(*California Bill* cont. from page 13)

reduces rear-end collisions. He said that local jurisdictions may tend to set yellow times below the minimum.

Advocates for the automated ticket machines say that tweaking yellow times would put more people in danger. They caution lawmakers that changing the rules would also reward bad behavior.

The Owner-Operator Independent Drivers Association (OOIDA) supports efforts to limit ticket cameras. OOIDA officials say the focus on the revenue-generating devices ignores the more logical and reasoned approach to roads and traffic.

OOIDA Executive Vice President Todd Spencer has said the goal should be to keep traffic moving in as safe a manner as possible. He has also said that communities would be better served to pursue "intelligent traffic lights that actually monitor traffic and are triggered by traffic flow."

Source: *Land Line* magazine

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Two Men and A Truck Sacramento Delivers Items to WEAVE

SACRAMENTO, June 18, 2013 — Two Men and A Truck Sacramento worked hard to make Mother's Day a good one for the women living at WEAVE, a local safe house for abused women. This year, with the help of community partners, such as elementary and high schools and the Sacramento Association of Realtors Charitable Foundation, the Two Men and A Truck Sacramento-organized Movers For Moms donation drive collected more than 13,600 items for the safe house as well as \$1,400 in monetary contributions.

Each year, Two Men and A Truck Sacramento organizes Movers For Moms — a donation drive to collect personal hygiene items and clothing for the women and children at WEAVE. WEAVE is a Sacramento charitable organization which is the primary provider of crisis intervention services for survivors of domestic violence and sexual assault.

A staff person at WEAVE reported that most of the moms in the safe house "were brought to tears and many said it was the best gift they had ever received."

Calendar of Events

Northern Region Chapter Golf Tournament

Tuesday, September 17, 2013
Blackhawk Country Club
Danville, Calif.

Monterey Bay Chapter Golf & Bocce Ball Tournament

Friday, October 4, 2013
Hyatt Regency Monterey
Monterey, Calif.

96th Annual CMSA Convention

April 29 - May 4, 2014
Hyatt Regency Monterey
Monterey, Calif.

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Kentucky Trailer Announces New Innovations on 2014 Trailer Models

LOUISVILLE, Ky., June 24, 2013 – Kentucky Trailer, the nation's leading custom trailer manufacturer in the moving and storage category, announces new product innovations for all 2014 moving and storage trailer models. As the moving and storage industry requires maximum cubic capacity, customization and value, Kentucky Trailer has designed several additions to meet market needs.

Industry-leading, dual-function mini-LED lights will be installed on all 2014 models, which will improve visibility and enhance safety. These lights boast a 50,000-hour life, are seven times brighter than the minor function, provide improved straight and angled visibility, and draw less amperage. A user-friendly exterior light replacement kit will also be available. An improved nose box switch features a long-life LED that uses less power. Additionally, a new top rail with an internal raceway will protect wires from damage and external

elements.

The rear header lights and clearance lamps will also utilize the new industry-leading, dual-function mini-LED lights, offering an advanced notice of stops and turns to following traffic.

Kentucky Trailer was the first to offer high-mounted stop and turn lights, and is currently the only manufacturer offering the new light system and package options.



Resilient, hard-coated door hinges and side door pans will now contain an anodized finish. This will prevent seizing, increase product life, and protect against causes of corrosion including magnesium and calcium chloride. Painted door hinges and side door pans are also available to complement each trailer's appearance. Improved corner castings will enhance structural integrity on all 2014 models, providing water penetration protection and impact resistance.

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Governor Brown Signs Padilla Driverless Vehicle Bill

Legislation Establishes Performance and Safety Standards

MOUNTAIN VIEW, Calif. – Governor Jerry Brown recently signed SB 1298, authored by Senator Alex Padilla (D-Pacoima), at a bill signing ceremony at Google's headquarters in Mountain View. The new law will establish safety and performance standards for the safe operation of autonomous vehicles on California's roads and highways. The bill went into effect on January 1, 2013.

"Governor Brown's signature today represents an opportunity for our state to lead the nation in driverless vehicle technology. Tragically, thousands of Californians die each year in auto accidents. The vast majority of these collisions are due to human error. Autonomous vehicle technology has the potential to reduce traffic accidents and save lives," said Senator Alex Padilla.

"California is at the forefront of technology. Developing and deploying autonomous vehicles will save lives and create jobs. California is uniquely positioned to be a global leader in this

field," added Senator Padilla.

"Autonomous technology is not science fiction. We are living in the era of Moore's Law where every two years we double our computer processing speeds. This is allowing us to make exponential leaps in advanced technology. To a large extent, that progress has made self-driving cars possible sooner, rather than later," said Senator Alex Padilla.

"Establishing safety standards for these vehicles is an essential step in that process," Padilla added.

"Through the use of computers, sensors and other systems, autonomous technology can analyze the entire 360-degree driving environment more quickly and accurately, and can operate the vehicle more safely than a human driver," said Senator Alex Padilla.

Indeed, Google's fleet of autonomous vehicles has already logged 300,000 test miles on California's roads and highways. Ford Motor

(Driverless Vehicle Bill cont. on page 18)

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(Driverless Vehicle Bill cont. from page 17)

Co. and General Motors Co. are also steadily moving toward fully autonomous vehicles by introducing more and more semi-autonomous features to the market. One feature is autonomous self-parking that allows a driver to let the car park itself. Adaptive cruise control is another semi-autonomous feature. With traditional cruise control, the driver sets the speed and the car maintains that speed even with approaching an obstacle. With "adaptive" cruise control, the driver sets the speed and the vehicle autonomously brakes and accelerates with the flow of traffic. Other features already on the market are front and back pre-collision braking in which the car responds for the driver to avoid collisions, and lane departure warning systems that alert the driver when the vehicle is drifting out of the lane.

Fully autonomous vehicles are the logical next step in automotive development. Volkswagen is working with Stanford University on an autonomous vehicle design. Audi, Volvo and BMW are all working on autonomous technology. According to Jim McBride, a technical expert at Ford Research and Innovation, "There is no technology barrier from going where we

are now to the autonomous car." Bill Ford, Executive Chairman at Ford, stated earlier this year that their vehicles should have "auto pilot" capabilities as early as 2017. Even JPL's Curiosity Rover has an autonomous mode to navigate around obstacles on the surface of Mars.

Specifically, the new law required by SB 1298 will:

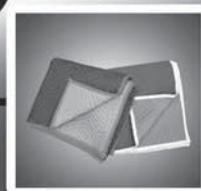
- require the Department of Motor Vehicles to:
 - create an application and approval process for the safe operation of autonomous vehicles on California's roads and highways
 - establish safety and performance standards for the safe operation of autonomous vehicles
 - allow a licensed driver to test "drive" an autonomous vehicle
- require that an autonomous vehicle meets all applicable safety standards and performance requirements in state and federal law



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By the request of the CMSA Military Affairs Committee and approved by the CMSA Board of Directors, CMSA President Steve Weitekamp sent the following email to Lt. Col. Michael Erhardt of the SDDC regarding the potential Open Season.

Dear Lt. Col. Michael Erhardt,

The purpose of this communication is to address the California Moving & Storage Association's (CMSA's) position related to a potential Open Season as currently presented. Our comments were developed as a result of discussions with service providers at the recent CMSA annual convention by our Board of Directors, Military Affairs Committee and convention attendees at our Military Breakout Session. The CMSA is a 95-year-old trade association with a membership of 384 California-based moving and storage companies and an additional 188 associate companies, many of whom provide services as agents and service providers in the Defense Personal Property Program (DP3).

Our discussions revealed that the majority of our membership is in agreement with the SDDC's goal of an Open Season, but were generally unclear on the details of its execution. This lack of clarity is the source of concern about the implementation of an Open Season. The concept of Scoping and the perception that the industry does not understand how SDDC will use this tool to determine who will or won't be able to participate in the program is problematic.

Our position is that a more thorough review of Scoping factors and qualifications, with input from the industry, should be completed prior to the implementation of Scoping to determine if an applicant is qualified to participate in the program and at what level of service. There were also discussions of the perception that Scoping will be used to reduce the number of TSPs in the program. The position of many service providers was that fewer TSPs could have a negative impact on agents and capacity.

The CMSA agrees with the recent recommendations of both IAM and AMSA that a working group be established in advance of an upcoming 2013 Open Season. We request that CMSA be included in any group established, based upon the active role that our Association has taken on regarding DP3-related issues and the impact that California movers play in the DP3 program. Additionally, besides my position as the CMSA's President, my position as a Director of the National Council of Moving Associations will also provide the working group the opportunity to gain the perspective of service providers from around the country.

Our membership has always felt honored to provide the military and their families with the best relocation service possible. Working together, we will continue to provide this excellent service in the future. We strongly recommend that the SDDC provide a thorough review of Scoping, including the industry's perspective, so that agents and TSPs alike may meet the military's moving needs into the future.

All the best,
Steve Weitekamp
President
California Moving & Storage Association

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EMPLOYMENT OPPORTUNITY

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