

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

CARB Clean Truck Update

NOTICE: The information included in this article has been provided by CleanFleets.net and has not been finalized by CARB staff at the time of this publication issue.

The California Air Resources Board (CARB) has directed its staff to implement two significant modifications that can provide relief to the household goods (HHG) tractors that enter (or are based in California). Once finalized, HHG tractors can avoid the diesel particulate filters (DPFs) requirements to travel in California after January 1, 2014.

By the end of 2013, HHG tractor operators must have registered with CARB and provided detailed information on a planned "low use" status if they want an exemption through 2020. Alternatively, operators seeking more time to comply can get an extension at least through June 2014 by filing for a "good faith effort."

Annual mileage limit:

HHG tractors (and all diesel trucks less than 26,000 lbs. GVWR) may be exempt from the DPF requirement if they are CARB-registered and regularly reporting their California miles. The annual mileage limit may go as high as 5,000 miles per year starting January 1, 2014. Interstate and California-based tractors will be exempt under the new mileage limit and CleanFleets.net can accom-

plish the registration and monitoring of the mileage going forward.

Good Faith Effort (GFE): Nearly all HHG tractors with a 1996-2006 engine have a DPF deadline of January 1, 2014. CARB is offering a six-

month time extension to operate that truck legally if prior to the end of this year you can provide documentation that you have done one of these four actions: a) ordered a DPF, b) ordered a replacement truck, c) applied for grant or d) applied for loan. Reporting to CARB is required in January 2014. CleanFleets.net can then secure up to six months of additional time (to July 1, 2014) to operate the truck. The DPF or replacement truck would be in place by that date.



Registration & Documentation: Only operators who register can get either form of relief and all motor carriers can only dispatch vehicles under the "annual mileage limit" or GFE if documents are obtained in January 2014. CleanFleets.net is a fee-based CARB registration service that has registered thousands of trucks with CARB.



Chairman's Corner

By: PJ Welch

Having grown up in the moving industry, I had a dream to become a school teacher, a job where I could be off all summer. My goal was not to travel and relax for three months but to work outside the moving business during the slow months, to contribute to my community and to work with my parents during the busy season. A few years after graduating from college and working as a full time mover, I decided to begin taking classes studying elementary education and to become a teacher. I had a stated goal of teaching children to become lifelong learners, teaching young people to become responsible individuals and helping them to develop skills that could achieve their full potential. Long story short, I learned a lot about myself during the two years that I studied to become a teacher. I came to the conclusion that all I ever wanted to be is a mover, but never forgetting

that learning is a lifelong process.

How do we continue to educate ourselves in this continually changing industry? Being a member of the CMSA and reading *The Communicator* is an easy start to the difficult task of staying informed. Recent articles discuss electronic transmission of moving documents to shippers, updates on the U.S. and state economies and numerous articles covering changes to the DP3 program. When was the last time you attended a chapter meeting? I was fortunate to attend the O.C./Beach Cities Chapter in October where Sean Edgar of CleanFleets.net discussed recent changes to CARB. I learned that I may not have to buy a new truck this year and that our company-owned trucks are CARB-compliant on January 1, 2014. However, I will have to replace every truck in the company fleet before 2023. Becoming chapter president and then representing the Twin Counties Chapter on the CMSA Board exposed me to issues outside the normal scope of military relocation business. I am fortunate to have been a Board Member when AB 2118 was passed and to have been able to work with CMSA President

(*Chairman's Corner cont. on page 4*)

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Link: [link] noun

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President's Comments

By: Steve Weitekamp

The CMSA Board of Directors met on a Friday afternoon and Saturday at the end of October for our annual Fall Board meeting. First, I would like to thank the 20 Board Members for their commitment to the Association and their willingness to

dedicate their time to addressing important industry issues. The meetings took place at the Paradise Point Resort & Spa in San Diego, the site of our 2015 Convention. All in attendance agreed that the Board had made a wise choice last year when they selected this property as a future convention site.

The Board reviewed reports of the four standing committees and conducted discussions that are a part of the process that establishes policy and strategy moving forward. The Insurance, Government Affairs, Membership and Military Affairs standing committees, with an additional report from our Associate Member committee, encompass all areas of the Association's influence.

The government affairs activity of the Association has remained a very active and important part to our membership. The alphabet soup of agencies addressed — CPUC, CARB, DGS, BOE, CHP and others — is all too familiar to permitted carriers and CMSA's engagement continues to have positive impact for legal and ethical movers.

A major accomplishment of the meeting was the unanimous approval of a draft revision of the CMSA Bylaws. Over the last two years, CMSA staff and the Association's Board of Directors have worked on updating the Bylaws. This was the first time that the Association's Bylaws have been broadly reviewed by the Board and a significant amount of work was put in by staff and CMSA Counsel Mark Hegarty. Additionally, we retained a law group with specific expertise in advising non-profit associations to assist with the process. Viewed from the 10,000-foot level, the amended Bylaws (if approved) would: protect the integrity of the Association, allow the Association to transact business electronically, ensure that the Board would not suffer from a shortage due to a local issue, update Bylaws to reflect changes in the law,

(President's Comments cont. on page 6)

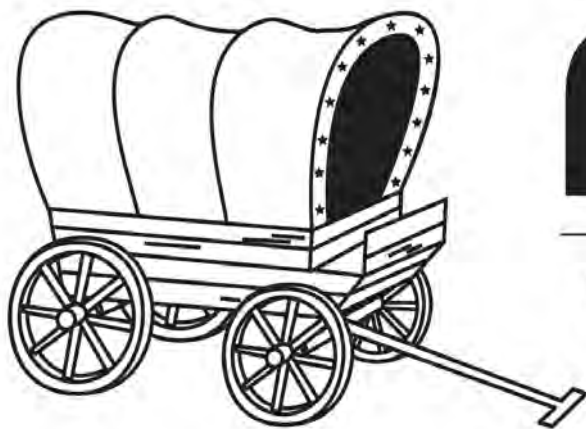
(Chairman's Corner cont. from page 2)

Steve Weitekamp as he represents agent concerns when working with the Surface Deployment and Distribution Command (SDDC). As CMSA Chairman, I have been fortunate to meet with two Associate members, DEWITT Companies and Pioneer Packing, and have seen firsthand how these companies provide incredible service to the moving industry.

Attending the CMSA Convention is not only a great place to relax and prepare for the busy summer season, but also a great opportunity to learn about the industry. CMSA staff organizes a great event including van line panels, enthusiastic and informative keynote speakers and military breakout sessions designed to keep agents informed of current policies and to provide networking opportunities. The convention also has a day set aside for CMSA committee and board meetings. The CMSA has insurance, government affairs, membership and military affairs committees. All committee meetings are open to all CMSA members, and all members are welcomed and encouraged to be a member of any or all of the committees. Many of the convention presentations are held in the same space where

Associate members have set up their booths, providing multiple opportunities to meet with the companies that provide products and services to the moving industry.

Committing oneself to being a lifelong learner requires much time and energy and there is no doubt that the CMSA provides many opportunities and information to keep up with our changing industry. Committing oneself to being a lifelong learner also requires us to pass the importance of learning to the next generation. In this issue of *The Communicator* is the CMSA Scholarship application. Students applying for the scholarship may attend accredited colleges or vocational programs. Once you have finished reading this issue of *The Communicator*, make a point of finding all of the eligible applicants in your organization. Make sure that they receive a copy of the application and, most importantly, make sure that the application is completed and turned in to be considered for a scholarship. We work in a difficult and not-so-glamorous industry, but if we can state with confidence that our children and our employees are responsible individuals and are achieving their full potential, then we have done our job well.



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CMSA Monterey Bay Chapter Held its 11th Annual Golf Tournament

The Monterey Bay Chapter held its 11th Annual Golf and Bocce Tournament Fundraiser

benefiting the CMSA Scholarship Fund and the Special Olympics on Friday, October 4, 2013, in Monterey.

Thirty-four golfers enjoyed a gorgeous, very warm and sun-filled day on the beautiful Del Monte Golf Course. Del Monte is the oldest golf course in continuous operation west of the Mississippi and is a Pebble Beach Company property.

A \$100 cash prize putting contest was sponsored by Mark Hildreth of New Haven Moving Equipment. Congratulations to Dave Askew of

Wermuth & Cahoon Moving & Storage and Bruce Meyers of CDS Moving Equipment who

split the cash prize and then had a putt-off for a bottle of Grey Goose Vodka. Dave Askew defeated Bruce Meyers in the putt-off. Bruce can't believe he lost and guarantees a win next year.

Congratulations to the first-place golf team winners of \$200 for the low-net golf team of Duffy Aceret of Pioneer Packaging, AnnMarie Aceret of Pioneer Packaging,

Mel Green of Cardinale Moving & Storage and John Thomas. This is the second consecutive

(Golf & Bocce Tournament cont. on page 6)



**First-Place Bocce Winners
"Botchy Ballers"**

From left to right, Bob Landsinger, Jean Landsinger, John Thomas and Durk Edwards.

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(Golf & Bocce Tournament cont. from page 5)

year that Duffy and AnnMarie have played on the first place team in our golf tournament. The second-place team prize of \$100 cash went to the team of Steve Weitekamp of CMSA, Steve Barnard of Wheaton | Bekins and Laura Barnard of Wheaton | Bekins.

Later that evening, more than 85 adults and five children attended the bocce tournament, which included an Italian-style buffet dinner and a silent auction at the luxurious Hyatt Regency Monterey Hotel & Spa. There were more than 30 great silent auction items that sold for great values. We also had many great raffle prizes.

The night concluded with an exciting final bocce game between the "The Botchy Ballers" and "Nobody Knows." Congratulations to the 2013 Champions "The Botchy Ballers:" Durk Edwards of Robinson Oil Corp., Bob Landsinger of Vector ... A Move Ahead, Jeannine Landsinger

of Vector ... A Move Ahead and John Thomas.

Congratulations to Michael Moon of J & M Moving, Eileen Moon of J & M Moving, Phil Giammanco and Elaine Giammanco as the runner-up Bocce Team "Nobody Knows." Trophies were awarded to both the first- and second-place winners, with bragging rights for one full year for the winning team.

A great time was had by the very enthusiastic crowd. A very special CMSA Monterey Bay thank you goes out to our event sponsors **CDS Moving Equipment, Pioneer Packaging** and **Paul Hanson Partners**, and to all of our fellow CMSA members and Associate members who supported us from other chapters around the state.

Please mark your calendars and save the date for next year Friday, October 3, 2014. We hope to see even more of you in attendance next year for our 12th annual event in beautiful Monterey!

(President's Comments cont. from page 3)

and ensure that CMSA traditions and practices are accurately reflected in the Bylaws.

In early 2014, along with the annual board ballot, all CMSA voting members will be receiving

a copy of the draft Bylaws and a Board-approved letter that more fully describes the modifications and the reasons for the changes. CMSA and the Board of Directors strongly recommend a vote in favor of the Bylaw revisions.

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CMSA will offer \$2,000 scholarships to students who will be enrolled in an undergraduate program at an accredited college, university or community college during the 2014-2015 academic school year. Applicants are not limited to any particular field of study.

Each individual must obtain and complete the required documents listed below and submit them to be received no later than noon on **February 14, 2014** to: CMSA, 10900 E. 183rd St., #300, Cerritos, CA 90703 or fax to: (562) 865-2944. Winners will be notified by **March 21, 2014**. The awards recognition will take place at the CMSA's 96th Annual Convention at the Hyatt Regency Monterey Hotel & Spa in Monterey, Calif., during the Scholarship Awards Luncheon, **May 3, 2014**.

Application Requirements:

- 1) Completed scholarship application form.
- 2) Résumé.
- 3) Two letters of recommendation. Whenever possible, letters should be typewritten. One letter should be from a teacher/professor, counselor or school administrator; and one letter should be from a community business member (not family).
- 4) A copy of your most recent transcript/report card.
- 5) Completed essay of 500-1000 words addressing the following topic:

People often quote Alexander Graham Bell (1847-1922) who said, "When one door closes, another one opens." Describe a time when this circumstance occurred in your life.

Eligibility Requirements:

- * Student **MUST** be a California resident and an employee or child/grandchild of a CMSA mover or associate member company. The member company must have a current **ACTIVE** membership status for at least one year and no outstanding balance.
- * High school students must have a minimum high school GPA of 3.0.
- * College students must show proof of enrollment and minimum cumulative GPA of 2.0.
- * Student must be enrolled in an undergraduate program at an accredited four-year college, university or community college during the 2014-2015 academic school year.

Criteria for Selection:

Upon meeting the minimum eligibility requirements, scholarship recipients will be selected upon the quality and excellence of the essay.

CMSA scholarship awards will be mailed directly to the recipient in the name of the college or university for use during the 2014-2015 academic school year only.

If you have any questions, please call the CMSA office at (562) 865-2900.

2014 CMSA Scholarship Application

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Email Address: _____

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Expected College Graduation Date: _____

Name of Employer or Parent/Grandparent (Sponsor) Associated with CMSA:

Name of Company: _____ Position: _____

Address of Company: _____
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CAL-T Permit number (if applicable): _____

Sponsor's Signature: _____

(CMSA will not fund a scholarship to an ineligible student. If the student was paid before being identified as ineligible, CMSA will take steps to remedy the situation. *See eligibility requirements BEFORE applying for this scholarship.*)

Names of colleges and universities applying to and/or currently enrolled in:

*

*

Major Field of Interest:

High School GPA: _____ Current College GPA: _____

Student's Signature: _____ Date: _____

Please list your extra-curricular and community activities. Include work experience, family activities and hobbies. (Use separate sheet if needed.)

Please answer the following in your essay in 500-1000 words:

People often quote Alexander Graham Bell (1847-1922) who said, "When one door closes, another one opens." Describe a time when this circumstance occurred in your life.

Calendar of Events

Wed., November 13 Monterey Bay
Chapter Meeting

Tues., November 13 San Diego
Chapter Meeting

Thurs., November 14 Central Coast
Chapter Meeting

**Wed., November 20 OC/Beach Cities
Golf Tournament**

Sat., November 30 2014 Roster Update
Submission Deadline

**Fri., December 6 Northern Region
Chapter Crab Feed**

Wed., December 11 Greater LA-OC/BC
Joint Chapter Meeting

Tues., December 17 North Bay
Chapter Meeting

Thurs., December 19 Sacramento Chapter
Meeting

Wed., January 8 San Diego
Chapter Meeting

Tues., February 4 Ventura/S. Barbara
Chapter Meeting

Wed., February 5 Greater Los Angeles
Chapter Meeting

Wed., February 19 Northern Region
Chapter Meeting

**Wed., March 19 San Diego Chapter
Golf Tournament**

Wed., April 9 Greater Los Angeles
Chapter Meeting

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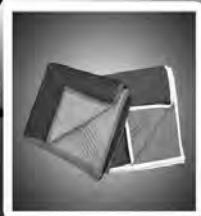
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CPUC Investigations Result in Enforcement Actions and Fines Imposed on Various Moving Companies

SAN FRANCISCO, October 31, 2013 – The California Public Utilities Commission (CPUC), in its ongoing commitment to safety and consumer protection, took a number of actions to protect consumers from illegally operating moving companies during the third quarter of 2013.

CPUC staff took the following enforcement actions against moving companies for violations of the Public Utilities Code and CPUC rules and regulations, including Maximum Rate Tariff 4 (Max 4) that contains maximum rates that carriers must observe as well as rules and regulations governing intrastate moves:

Administrative Citations

- LA Moving Inc., (MTR 0190619), based in Tarzana, was fined \$1,200 for failing to issue a Combined Agreement for Moving Services and Freight Bills showing all information as required.
- Nam Kheo Moving Inc., (MTR 190814) based in Garden Grove, was fined \$1,500

for failing to include a “Not to Exceed” price, failing to provide the “Important Information For Persons Moving Household Goods Booklet”, failing to provide the “Important Notice About Your Move” to shippers, Max 4 violations and failing to maintain a claim register for loss and damage claims.

- Hercules Moving Systems Inc., (MTR190477) based in Los Angeles, was fined \$2,500 for Max 4 violations, failing to include a “Not to Exceed” price and failing to complete the “Important Notice About Your Move”.
- Ram Moving Corp dba AVL Moving Systems, (MTR 190164) based in Santa Clara, was fined \$1,500 for failing to provide the shippers with the “Important Notice about Your Move”, failing to provide the “Important Information for Persons Moving Household Goods” booklet, failing to issue a Change
(*CPUC Investigations cont. on page 15*)



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(CPUC Investigations cont. from page 14)

Order for Service and Max 4 violations.

Criminal Actions

Vadim Bayramov dba Hermes Movers, San Diego, (Unlicensed): The San Diego County District Attorney's Office filed a four-count misdemeanor complaint in San Diego Superior Court for violations of PU Code 5133 (three counts) and 5314.5 (one count), operating and advertising without CPUC authority. The defendant did not show for arraignment on July 15, 2013. Arraignment was rescheduled to July 31, 2013, and the defendant appeared in court and pled not guilty. A settlement conference is expected to be scheduled.

Overcharges and Refunds

CPUC staff assisted and/or directed moving companies to refund consumers more than \$11,000 for overcharges and other violations of the Max 4.

Official Notice

The following four companies were issued an Official Notice for advertising and operating

without a permit.

1. The Small Delivery Co., Los Angeles (MTR 190954)
2. Kim Eilar dba Fast, Affordable Movers, Colton (Unlicensed)
3. Mark Harrell dba Only Choice Movers, Menifee (unlicensed)
4. Skynet Moving Enterprises Inc., San Bernardino (Unlicensed)

Cease and Desist Notice

The following 20 companies were issued a cease and desist notice for operating and advertising without a valid permit (unlicensed, revoked or denied):

1. The Movers, Beaumont (Unlicensed)
2. McGuire Movers, San Francisco (Unlicensed)
3. Gardner Barron Frank, Woodland Hills (MTR 0119165)
4. All Knight Moving, Ontario (Unlicensed)
5. Bartle Brothers Moving Inc., San Diego (MTR 189253)
6. Tom Arnett dba Pro Movers and Deliveries,

(CPUC Investigations cont. on page 16)

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(CPUC Investigations cont. from page 15)

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FACTS ABOUT

Truck and Bus Regulation Compliance Requirements Summary

Fleets have flexibility to comply

On December 12, 2008, the California Air Resources Board approved the Truck and Bus regulation to significantly reduce particulate matter, or PM, and oxides of nitrogen emissions from existing diesel vehicles operating in California. This fact sheet describes the regulatory requirements consistent with the amendments considered by the Board in December 2010.

What vehicles are affected by the truck and bus regulation?

The regulation applies to nearly all diesel fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned and for privately and publicly owned school buses. Other public fleets, solid waste collection trucks and transit buses are already subject to other regulations and are not part of the truck and bus regulation. Trucks that transport marine containers must comply with the drayage truck regulation.

What are the compliance requirements for heavier trucks and buses?

Engine Model Year Schedule for Heavier Trucks	
Engine Year	Requirement from January 1
Pre-1994	No requirements until 2015, then 2010 engine
1994-1995	No requirements until 2016, then 2010 engine
1996-1999	PM filter from 2012 to 2020, then 2010 engine
2000-2004	PM filter from 2013 to 2021, then 2010 engine
2005-2006	PM filter from 2014 to 2022, then 2010 engine
2007-2009	No requirements until 2023, then 2010 engine
2010	Meets final requirements

Heavier trucks and buses with a GVWR greater than 26,000 pounds would have two primary ways to comply. Fleets could comply with the compliance schedule by engine model year or could use a phase-in option that is more flexible.

Starting January 1, 2012, heavier trucks would be required to meet the engine model year schedule shown to the left. Fleets that comply with the schedule would install the best available PM filter on 1996 model year and

newer engines and would replace the vehicle 8 years later. Trucks with 1995 model year and older engines would be replaced starting 2015. Replacements with a 2010 model year or newer engines meet the final requirements, but fleets could also replace with used trucks that would have a future compliance date on the schedule. For example, a replacement with a 2007 model year engine complies until 2023. By 2023 all trucks and buses must have 2010 model year engines with few exceptions. No reporting would be required if complying with this schedule.

Phase-In Option for Heavier Trucks	
Compliance Date	Vehicles with PM Filters
January 1, 2012	30%
January 1, 2013	60%
January 1, 2014	90%
January 1, 2015	90%
January 1, 2016	100%

In addition, there would be a phase-in option that allows fleets to decide which vehicles to retrofit or replace, regardless of engine model year. Fleets must report information about all of their heavier trucks starting January 31, 2012, to use this option.

Fleets could comply by demonstrating they have met the percentage requirement each year as shown in the table. For example, by 2012 the fleet would need to have PM filters on 30 percent of the heavier trucks and buses in the fleet. This option counts 2007 model year and newer engines originally equipped with PM filters toward compliance and would reduce the overall

number of retrofit PM filters needed. Any engine with a PM filter regardless of model year would be compliant until at least 2020. Beginning January 1, 2020, all heavier trucks and buses would need to meet the requirements specified in the Compliance Schedule for Heavier Trucks.

Are there any credits or exemptions fleets can use?

Starting January 1, 2012, fleets that report and use the phase-in option for heavier trucks, could take advantage of credits to delay requirements for other heavier trucks in the fleet until 2017 for the following:

- PM filters installed before July 2011
- Early purchase of cleaner engines before 2012 (originally equipped with PM filters)
- Reducing the number of trucks since 2006
- Adding fuel-efficient hybrids or alternative fueled engines to the fleet

All fleets could make any vehicle equipped with a PM filter prior to 2014 compliant until 2020, or could make all heavier vehicles in the fleet exempt from meeting the replacement requirements until 2023 if all heavier trucks in the fleet are equipped with PM filters prior to 2014. Fleets would need to report by January 31, 2014 to take advantage. Vehicles operated less than 1000 miles per year can also be exempt from the general requirements but must be reported in the compliance year.

What are the requirements for lighter trucks and buses?

Lighter trucks and buses with a GVWR of 14,001 to 26,000 pounds would not have compliance requirements until 2015. The Engine Model Year Schedule for Lighter Trucks table lists the compliance dates that would apply by engine model year for lighter trucks. Starting January 1, 2015, lighter trucks with engines that are 20 years or older would need to be replaced with newer trucks. Starting January 1, 2020, all remaining trucks and buses would need to be replaced so that they would all have 2010 model year engines or equivalent emissions by 2023. No reporting would be required.

Engine Model Year Schedule for Lighter Trucks

Engine Year	Replacement Date
1995 and older	January 1, 2015
1996	January 1, 2016
1997	January 1, 2017
1998	January 1, 2018
1999	January 1, 2019
2003 and older	January 1, 2020
2004-2006	January 1, 2021
2007-2009	January 1, 2023

Fleets would also have the option to install a PM filter retrofit on a lighter truck by 2014 to make the truck exempt from replacement until January 1, 2020, and any

lighter truck equipped with a PM filter retrofit prior to July 2011 would receive credit toward the compliance requirements for a heavier truck or bus in the same fleet.

Are there any other provisions for exemptions or delays?

The regulation has special provisions that delay some or all of the compliance requirements, but fleets must report to take advantage of them. By April 29, 2011, fleets would need to report to qualify for lower use and specialty agricultural truck exemptions until 2017 or 2023 and must report hour meter readings for sweepers with auxiliary Tier 0 engines. Fleets would need to report by January 31, 2012 to take advantage of delays until 2014 for small fleets with one to three vehicles, log trucks, lower use construction trucks, and vehicles operating in parts of the state with less polluted air.

What are the requirements for school buses?

School buses with a GVWR more than 14,000 pounds would need to meet PM filter requirements from 2012 to 2014. School bus fleets would need to demonstrate that 33 percent of their buses have PM filters by 2012, 66 percent by 2013 and 100 percent by 2014. If an engine cannot be equipped with a PM filter it will need to be replaced by January 1, 2018. Pre-1977 model year school buses must be replaced by 2012. No reporting is required, but fleets must keep records.

If I decide to sell my vehicle, do I have to notify the buyer of the requirements of this regulation?

Yes. Any person selling a vehicle subject to the Truck and Bus Regulation must provide a specific disclosure statement in writing to the buyer on the bill of sale, sales contract addendum, or invoice. See Regulatory Advisory 416 at www.arb.ca.gov/enf/advs/advs416.pdf.

For more information

Other fact sheets and additional information are available at: www.arb.ca.gov/dieseltruck or by calling ARB's diesel hotline at (866) 6DIESEL (866-634-3735). To obtain this document in an alternative format or language, please contact (866) 634-3735. TTY/TDD/ Speech to Speech users may dial 711 for the California Relay Service.

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