

California Takes Radical Step to Reduce Truck Pollution

First-of-its-kind requirement for electric trucks

SACRAMENTO –The California Air Resources Board (CARB) adopted a first-in-the-world rule requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California will be zero-emission.

This bold and timely move sets a clean-truck standard for the nation and the world and marks the New-som administration's most important air pollution regulation to date. It zeroes in on air pollution in the state's most disadvantaged and polluted communities.

"California is an innovation juggernaut that is going electric. We are showing the

world that we can move goods, grow our economy and finally dump dirty diesel," said Jared Blumenfeld, California's Secretary for Environmental Protection.



Many California neighborhoods, especially Black and Brown, low-income and vulnerable communities, live, work, play and attend schools adjacent to the ports, railyards, distribution centers, and freight corridors and experience the

heaviest truck traffic. This new rule directly addresses disproportionate risks and health and pollution burdens affecting these communities and puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and

(ELECTRIC TRUCKS continued on page 8)

IMPORTANT NOTICE

In mid-June, the Bureau of Household Goods and Service (BHGS) mailed out the Bureau Workers' Compensation Report for period of January 1, 2019 to December 31, 2019 to be completed by all moving companies with revenues over \$350K. If your company received one, be sure to send in the completed report by the due date.

DUE DATE: SEPTEMBER 15, 2020

If you have any questions, please call BHGS at (916) 999-2041.



CHAIRMAN'S CORNER

by John Chipman, Jr.

Do you think AB5 is the only sucker punch aimed at California movers? Think again. Congress' Protecting the Rights to Organize Act of 2019 ("Pro Act") is potentially a Jiu Jitsu style

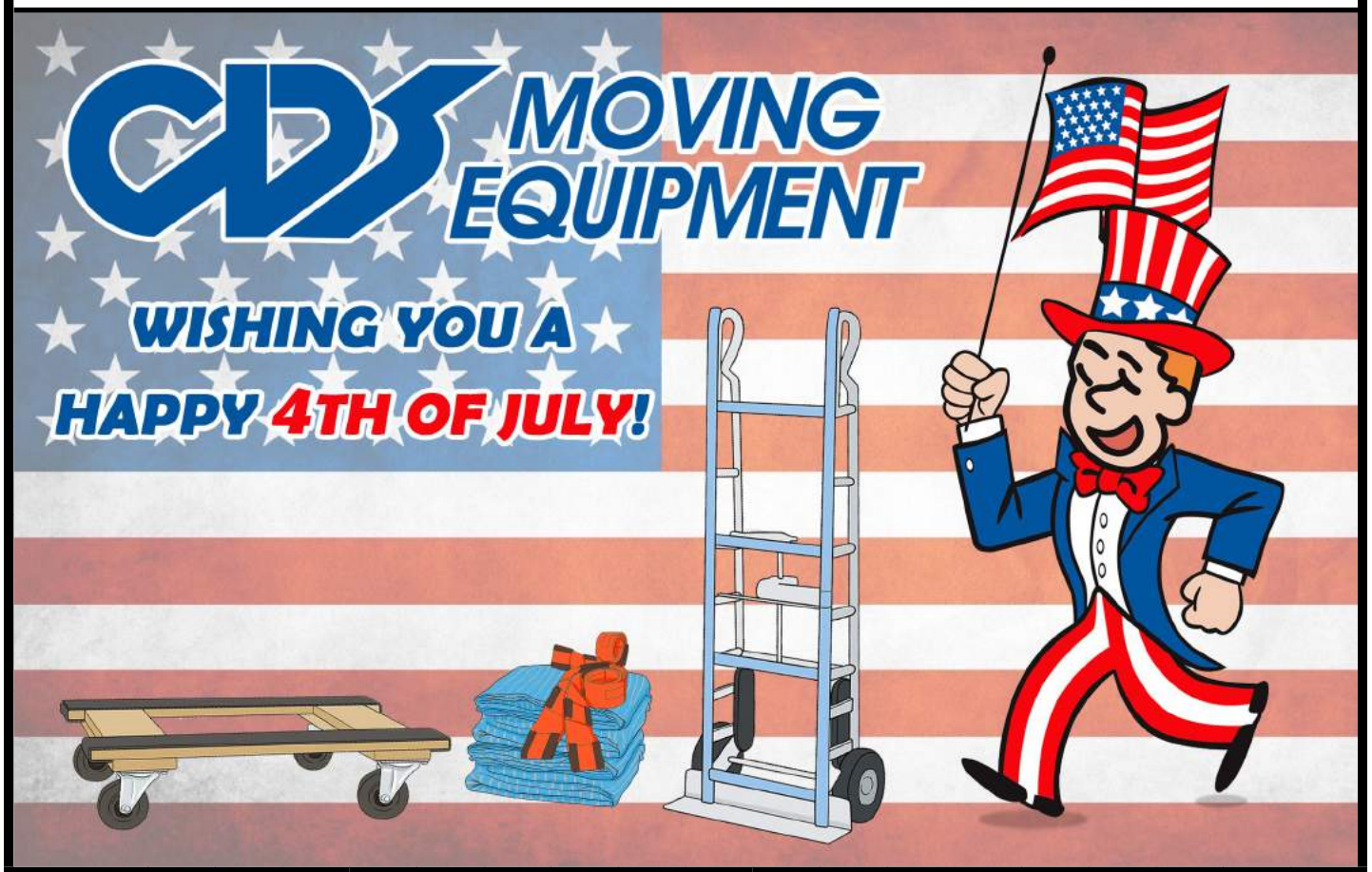
choke hold on the business necks of all 50 states. The Pro Act would expand the definition of "Joint Employer", strengthen Labor Unions, and make it legally impossible for Van Lines and independent movers everywhere to utilize the independent contractor model. Before that happens, here's what movers should know about the Pro Act.

Most businesses aren't familiar with the Pro Act, but they should be. The bill quietly passed the House of Representatives in February while most Americans were focused on the Impeachment proceedings. The Senate refused to vote on the bill. Unfortunately, this doesn't mean the Pro Act is

dead. If voters change the leadership in the Senate and White House during the November elections, the Pro Act will rise from the grave. A change in the political balance of power in Washington could mean the Pro Act could become law in early 2021. "In the event the Senate flips, Democrats have voiced this legislation would be among their first priorities", according to Katie McMichael, Director of Government Affairs for the American Moving & Storage Association.

Where did the Pro Act come from? It turns out Hollywood movies, Napa wines, and In & Out Burger are not the only things CA is exporting to the rest of the Country. CA's AB-5 was packed and loaded in Sacramento and sent via exclusive van to Washington DC politicians who embraced it with open arms. When they unpacked AB-5 they found a new way to attack the independent contractor model. Just like AB-5, the Pro Act creates a *presumption* of an employment relationship between employers and independent contractors (ICs). The presumption can be overcome by meeting the standards of CA's so called three part "ABC Test".

(CHAIRMAN'S CORNER continued on page 4)





PRESIDENT'S COMMENTS

By Steve Weitekamp

The COVID 19 Pandemic has made 2020 one of the strangest years in any of our lifetimes. This strangeness also applies to the California legislature and the ability to lobby bills that impact our industry. A brief Legislative Update addressing the logistics of the legislative session shows some of the challenges that we currently face. Generally, the California Legislature breaks for a summer recess from 7-1 to 8-4 then returns for final review and vote on active bills with a close of the session on 8-31. Any bills that have not been voted on by the close of session 8-31-2020 this year (end of a two-year cycle) die at the end of session.

This year's legislative schedule is continually being modified by COVID 19 with a summer break (in the abbreviated session) scheduled from 7-1 to 7-13. But now, several Assemblymembers have tested positive

for COVID 19 so the Speaker of the Assembly is not sure when they will restart the legislative session, they are definitely not coming back 7-13. We are unclear when they will reconvene, it could be 7-22 or later. Regardless, the legislative year still ends 8-31.

In June, with the support and signatures of the International Association of Movers (IAM), the American Moving and Storage Association (AMSA), several other state Associations, and California Moving and Storage Association (CMSA) members, we wrote a letter to US TransCom Command, Mr. Rick Marsh and Colonel Marshanna Gipson on behalf of movers servicing DoD shipments. Our letter spoke to safety concerns of our crews servicing DoD shipments in the heat of the summer without any significant relief from Personal Protection Equipment (PPE) challenges. We were particularly concerned about the safety of crew members loading trailers and/or containers in difficult conditions without military members or their dependents even close by. It seems more than just impractical to wear PPE in a hot trailer for any extended period.

(PRESIDENT'S COMMENTS continued on page 5)



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(CHAIRMAN'S CORNER continued from page 2)

Most relationships with ICs can pass parts A and C of the test. However, Part B is legally insurmountable when applied to the moving industry's typical sub hauler relationship, including local, intra and interstate drivers.

Part B sounds harmless enough: "the service is performed outside the usual course of the business of the employer..." The problem is ICs perform intra state and interstate moving services, which is within the core business the moving industry provides to its national, commercial and private customers. As the District Court noted in January, 2020, "the ABC test appears to be rigged in such a way that a motor carrier cannot contract with an IC owner-operator without classifying them as employees." *California Trucking Association v. Becerra*.

If enacted, the Pro Act would fundamentally change how movers operate throughout the US. ICs wouldn't be entrepreneurs; they'd be employees. ICs would be denied the opportunity to take on greater risk in exchange for higher compensation, flexible scheduling, and the ability to accept and re-

ject work as they see fit. According to Chuck White of the International Association of Movers, "The moving industry is seasonal in nature. Our valued ICs need to be able to continue to set their own company footprint, without forced employment, and other arrangements not to their benefit."

Van lines and independent movers would suffer, too. If ICs become employees then the expense and liability would shift overnight to the "presumptive employers". Unions would surely be tempted to organize interstate drivers. AMSA's Katie McMichael sums it up this way: "The Pro Act seeks to enact a wish list of the labor unions. Businesses could suddenly face liability for workplaces they don't control and workers they don't employ. It would eliminate all Right-to-Work laws. This would be a nightmare for the moving community." The shift in expense and liability would also mean reevaluating many customer contracts. With the economy in a Covid-19 headlock, is there a mover in the US who wants to renegotiate agreements with national accounts and

(CHAIRMAN'S CORNER continued on page 7)



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(PRESIDENT'S COMMENTS from page 3)

The good news was that Mr. Rick Marsh answered back very quickly and showed some desire to continue a dialog on the issue. The challenging news was that he was very definitive on several issues that I feel are important to share with you here.

Mr. Marsh does not support any change to the requirement for moving crews to wear face coverings while working in the residence. According to him, **if movers are working in a home, they must wear a face covering, even if a family tells them not to worry about it!**

He also shared that rather than loosening requirements on the use of face coverings while working in customers' homes, he believes this is going to be an enduring requirement and will become 'standard operating procedure' (as it is becoming so in other aspects of everyday life).

In response to our suggestion that crew members have the option of face shields as opposed to masks in the trailer or container, Mr. Marsh stated that he understands our point on face shields while working in trailers

and in storage units and was open to proposals. While not insurmountable, there are challenges. Some states have made face coverings mandatory (to include California). Mr. Marsh said he won't implement business rules that are less restrictive than state mandates. Variance in protocols (i.e. which type of face covering is acceptable in which scenario) invites confusion for industry personnel and families alike. I'm interested in how the companies you represent would implement this rule adjustment in a manner that leaves no confusion as to which face coverings are suitable in which settings.

It has been suggested that if moving companies feel their crews cannot comply with the current PPE requirements then the Blackout functionality or the use of refusals is available to companies to use in order to reduce the exposure to the requirements. Our letter asked: Is that what DOD really wants? As temperatures rise and conditions become more extreme that is exactly what may happen. The resulting reduction in capacity, exactly when DOD most needs its partnership with industry, is not what either

(PRESIDENT'S COMMENTS continued on page 8)

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RMCs ?

More ominously, movers who fight to retain the IC business model against the Pro Act would face the risk of governmental enforcement actions, as well as criminal and civil penalties.

The Pro Act could end the injunction of AB-5 in CA. CA Movers have slipped out of the AB-5 chokehold for the moment. Thanks to the legal expertise of the California Trucking Association ("CTA") enforcement of AB-5's ABC test by CA has been temporarily enjoined as to any motor carrier operating in CA. *CTA v. Becerra*. Hopefully, the District Court's injunction will become permanent. Not to get too deep into the legal weeds, but the District Court found that AB-5's ABC test is arguably pre-empted by the FAAAA Act. The Court writes: "...the FAAAA likely preempts 'an-all-or-nothing' state law like AB-5 that categorically prevents motor carriers from exercising their freedom to choose between using independent contactors or employees." Other Federal Courts have also

found that the ABC test runs afoul of FAAA Act. Unfortunately, if it becomes Federal law, the Pro Act could remove the FAAAA defense from the trucking industry, which could spell doom for movers everywhere, not just in CA.

Is it time for the moving industry to tap out under the weight of AB-5 and the Pro Act? Not at all; it's time to fight. Consider how enactment of the Pro Act would affect your moving company. Will it squeeze the life out of your business? If so, it makes sense for our industry to generously support organizations and congressional candidates that will oppose the Pro Act. Oh, and don't forget to write your congressperson and vote.

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(ELECTRIC TRUCKS continued from page 1)

zero-emission “last-mile” delivery trucks and vans by 2040.

“For decades, while the automobile has grown cleaner and more efficient, the other half of our transportation system has barely moved the needle on clean air,” said CARB Chair Mary D. Nichols. “Diesel vehicles are the workhorses of the economy, and we need them to be part of the solution to persistent pockets of dirty air in some of our most disadvantaged communities. Now is the time – the technology is here and so is the need for investment.”

Trucks are the largest single source of air pollution from vehicles, responsible for 70 percent of the smog-causing pollution and 80 percent of carcinogenic diesel soot even though they number only 2 million among the 30 million registered vehicles in the state.

This requirement to shift to zero-emission trucks, along with the ongoing shift to electric cars, will help California meet its climate goals and federal air quality standards, especially in the Los Angeles region and the San Joaquin Valley – areas that suffer the highest levels of air pollution in the nation. Statewide, the Advanced Clean Truck regulation will lower related premature deaths by 1,000.

The rule drives technology and invest-

ment, phasing in available heavy-duty zero-emission technology starting in 2024 with full transformation over the next two decades. This sends a clear signal to manufacturers, fleet owners and utilities that the time to invest in zero-emission trucks – and the economy – is now. It builds on California’s leadership as a manufacturer of zero-emission transportation.

In the coming months, CARB will also consider two complementary regulations to support today’s action. The first sets a stringent new limit on NOx (oxides of nitrogen), one of the major precursors of smog. This will require that new trucks that still use fossil fuels include the most effective exhaust control technology during the transition to electric trucks. There is also a proposed requirement for larger fleets in the state to transition to electric trucks year over year.

Today’s action was preceded by multiple CARB regulations to transition to zero-emission passenger cars, cleaner diesel fuel and improved technologies to limit diesel emissions for all trucks and buses. Over the past few years, CARB has also set rules to electrify buses used by transit agencies and shuttles at the state’s largest airports by 2030.

Source: CARB

(PRESIDENT’S COMMENTS from page 5)

stakeholder group wants. Simply by applying some commonsense guidelines, we believe that an appropriate and SAFE set of rules can be outlined to better fit the summer conditions.

In the end, Mr. Marsh answered the question in our letter by saying he would rather industry black-out and refuse shipments than have TSPs service those shipments in a manner that puts DOD families at risk.

CMSA is still hopeful we can get some reprieve and we are looking for alternative ways to address these important health and safety issues on behalf of our movers. Stay tuned!



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HEAT-RELATED ILLNESSES

WHAT TO LOOK FOR

WHAT TO DO

HEAT STROKE

- High body temperature (103°F or higher)
 - Hot, red, dry, or damp skin
 - Fast, strong pulse
 - Headache
 - Dizziness
 - Nausea
 - Confusion
 - Losing consciousness (passing out)
- Call 911 right away-heat stroke is a medical emergency
 - Move the person to a cooler place
 - Help lower the person's temperature with cool cloths or a cool bath
 - Do not give the person anything to drink

HEAT EXHAUSTION

- Heavy sweating
 - Cold, pale, and clammy skin
 - Fast, weak pulse
 - Nausea or vomiting
 - Muscle cramps
 - Tiredness or weakness
 - Dizziness
 - Headache
 - Fainting (passing out)
- Move to a cool place
 - Loosen your clothes
 - Put cool, wet cloths on your body or take a cool bath
 - Sip water
- Get medical help right away if:**
- You are throwing up
 - Your symptoms get worse
 - Your symptoms last longer than 1 hour

HEAT CRAMPS

- Heavy sweating during intense exercise
 - Muscle pain or spasms
- Stop physical activity and move to a cool place
 - Drink water or a sports drink
 - Wait for cramps to go away before you do any more physical activity
- Get medical help right away if:**
- Cramps last longer than 1 hour
 - You're on a low-sodium diet
 - You have heart problems

SUNBURN

- Painful, red, and warm skin
 - Blisters on the skin
- Stay out of the sun until your sunburn heals
 - Put cool cloths on sunburned areas or take a cool bath
 - Put moisturizing lotion on sunburned areas
 - Do not break blisters

HEAT RASH

- Red clusters of small blisters that look like pimples on the skin (usually on the neck, chest, groin, or in elbow creases)
- Stay in a cool, dry place
 - Keep the rash dry
 - Use powder (like baby powder) to soothe the rash



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Rebel Van Lines signs with Stevens Worldwide

Compton, Calif., moving service joins the fourth largest relocation company in the United States



COMPTON, Calif. — Rebel Van Lines, recently joined Stevens Worldwide Van Lines agency network as a prime interstate agent. Previously affiliated with Arpin Van Lines, Rebel Van Lines joins more than 50 Stevens agents across the country.

The Southern California moving company, a Certified Woman Owned Small Business, has been serving families and businesses in the area since 1971, when Anna Cardwell and Billy D. Greek, father of current owner Maureen Serio, founded the company after years of experience in the moving industry.

“Anna and my father were both strong, independent, take-charge people, so they knew they could start their own business,” Maureen Serio said. “They set the business up for success so that when my dad passed away, I had not only my years of experience in the industry and with Rebel to lean on, but also the family-owned buildings and equipment, and a great location. It’s been exciting to be able to focus my attention on other avenues to help Rebel continue to grow.”

That experience and success has allowed Rebel Van Lines to focus on moving families safely in the Los Angeles area. Rebel Van Lines has also done exceptional work within the State of California, including office relocations and installation for various departments such as the California Depart-

ment of Public Health, the Department of Motor Vehicles, Los Angeles Public Libraries, Water Board and the US District courts. Rebel also works with hospitals in the area for relocation and office and industrial projects.

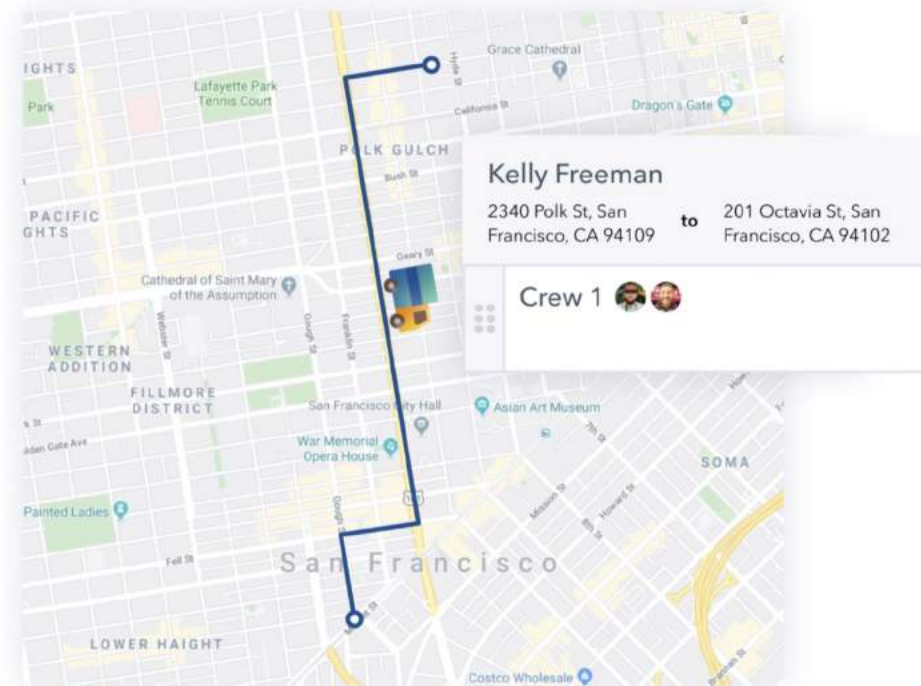
“The Stevens agency family couldn’t be happier as we welcome Rebel Van Lines into the fold,” said A.J. Schneider, Executive Vice President of Stevens Worldwide Van Lines. “Maureen and the rest of her hard-working team will fit right in with our network.”

The team at Rebel Van Lines partners with their community in many ways, including purchasing most of their supplies locally within the City of Compton, taking part in the annual round table discussions and meeting regarding issues within the city. The company belongs to the Chamber of Commerce and makes annual donations to various functions in the City of Compton for children. Rebel Van Lines is located at 2100 S Alameda St, Compton, CA 90221. They can be reached by phone at 800-421-5045 or 310-884-7620 or online at

www.rebelvanlines.com. As an essential service, the moving company is open and performing moves during the COVID-19 (coronavirus) outbreak, while following the CDC guidelines.

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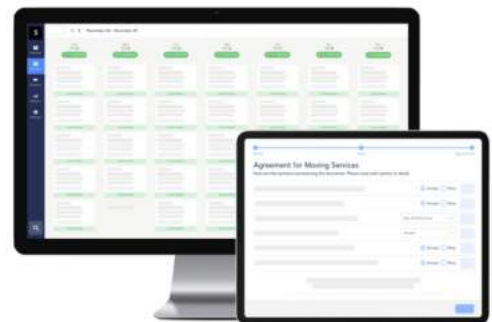
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Face Coverings, Masks, and Respirators

Last Updated (6/29/20)

COVID-19 is thought to spread when a person who is infected with the virus speaks, sneezes, or coughs when in close (within 6 feet) contact with another person. If you are infected with the virus, you may spread the disease even if you feel well.

Wearing a face covering can reduce the spread of COVID-19 by limiting the release of infectious particles into the air. Wearing a face covering also reinforces physical distancing, and shows you care about the health of others.

Public health officials now [require Californians to wear masks](#) or cloth face coverings in most settings outside the home. And workers in certain industries are required to wear a mask or respirator while on the job.

So it's important to understand the different kinds of face coverings, masks and respirators and the right way to wear them.

WARNING: Face coverings do **not** protect the user and are **not** a respirator or personal protective equipment (PPE).

Who needs a face covering, mask, or respirator?

Face coverings:

- Anyone going outside their home
- Workers in customer-facing industries
- Workers in offices, factories, or any group setting
- Other workers, as dictated by [industry guidance](#)

Surgical masks:

- Medical personnel in certain situations, such as surgery
- Workers in some other industries

Respirators:

- Doctors, nurses, and other health care workers caring for patients with COVID-

19 and other infectious diseases

- Other workers exposed to harmful air

Who shouldn't wear a face covering?

- Children under 2 years old
- Anyone with respiratory issues where it would impede their breathing
- Anyone unable to remove the mask without help

• Workers who are required to wear a surgical mask or respirator

When should you wear a face covering?

You should wear a face covering whenever you'll be around someone you don't live with, including:

- In any indoor public space
- When waiting in line
- When getting health

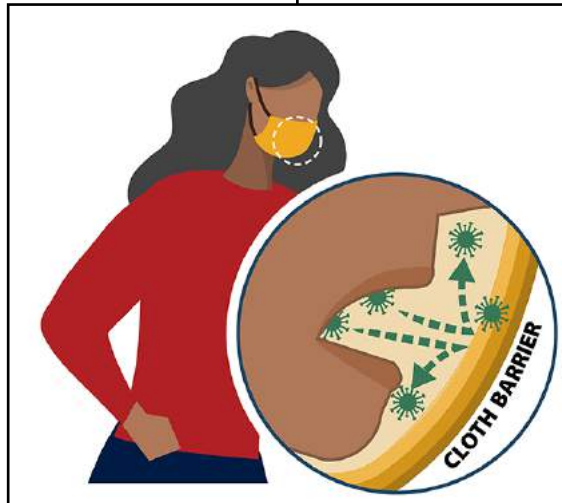
care

- On public transportation or when ridesharing
- At work, when moving through common areas such as hallways
- At work, when sharing common areas or a room or enclosed area with others (unless you are required to wear a surgical mask or respirator)
- Outdoors, if you can't stay at least 6 feet away from others

When can I take my face covering off in public or at work?

There are times when it's okay to take your face covering off, such as:

- When eating or drinking
- If a hearing-impaired person needs to read your lips
- If wearing a face covering imposes a risk to you at work
- When you're not sharing a common area, room or enclosed place with others
- At work, when at your desk or workstation if it is not accessible to the public



(FACE COVERINGS continued on page 14)

and you can maintain at least six feet of distance from others at all times

- When you are getting a service to the nose or face
- When outdoors in public and can stay six feet from others who are not members of your household
- You should replace the face covering as soon as you can after these activities to reduce risk of infection.

Note: Face coverings remain strongly encouraged even when not required.

Kinds of face coverings, masks, and respirators

There are many kinds of face coverings, masks, and respirators. See this [chart](#) for a summary.

Cloth face covering

This is cloth used to cover the nose and mouth, that is tied behind the head, secured to the head with elastic straps, or secured over the ears with elastic loops. It is made of cotton, silk, linen, or neoprene, and can be machine-made or hand sewn. A home-made version can be improvised from a scarf or t-shirt. They should be made of a tightly woven fabric. Face coverings made of loosely woven fabric will not protect people around the user.

Most people should wear a cloth face covering. This is so there can be enough surgical masks and N95 respirators for



Center for Disease Control

medical personnel.

Wearing a cloth face covering doesn't take the place of physical distancing. It is effective when combined with keeping a 6-foot distance from others.

Use and care: Wear a clean mask every time you go out. Wash in the laundry or by hand between uses. See more instructions from the [California Department of Public Health](#).

Where to find: Many online sellers now offer masks in a variety of materials. You can also make your own. Read how in this [cloth mask guidance from the CDC](#).

Surgical mask

This is a manufactured disposable mask, often used in surgery.

Don't buy surgical masks for personal use. They are part of PPE needed by medical professionals and other workers.

Use and care: Start with a new mask every day. Replace and dispose of it according to your workplace guidelines.

Stay informed

[CDC guidance on cloth face coverings](#)

Source: California Department of Health

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New Research Documents the Scale of Nuclear Verdicts in the Trucking Industry

Highlights Multi-faceted Approach to Controlling Litigation Losses

Arlington, VA – The American Transportation Research Institute (ATRI) today released comprehensive research that confirms that large verdicts against trucking fleets are increasing dramatically, both in number and in size of awards. ATRI's research is partially based on a newly created trucking litigation database that provides detailed information on 600 cases between 2006 and 2019. In the first five years of the data, there were 26 cases over \$1 million, and in the last five years of the data, there were nearly 300 cases.

This study was identified as the highest research priority for the industry by ATRI's Research Advisory Committee in 2019.

In response to arguments that nuclear verdicts reflect real-world cost increases,



the research documents that from 2010 to 2018, the size of verdict awards grew 51.7 percent annually at the same time that standard inflation grew 1.7 percent and healthcare costs grew 2.9 percent.

The research also surveyed and interviewed dozens of defense and plaintiff attorneys as well as insurance and motor carrier experts, and generated a qualitative analysis for why the litigation landscape has changed, recommendations for modifying pre-trial preparations, litigation strategies and mediation approaches, and how large verdict awards impact both safety and insurance.

"This issue has had a stifling impact on motor carriers and industry stakeholders – well beyond those involved in a truck crash," said Rob Moseley, Founding Partner with

(NUCLEAR VERDICTS continued on page 16)



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(NUCLEAR VERDICTS continued from page 15)

Mosely Marcinak Law Group. "ATRI's research on litigation provides important guidance on leveling the playing field between truckers and trial lawyers, both in and outside of the court room."

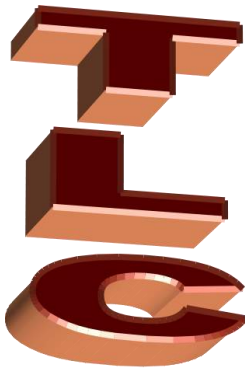
"Runaway verdicts are increasing in both size and numbers. This study documents a frequency in excessive awards that, while not surprising, tells us that the trial system

has gotten off track. Foundational changes are needed in the way we determine non-economic and punitive damages," said Clay Porter, Partner at Porter Rennie Woodard and Kendall.

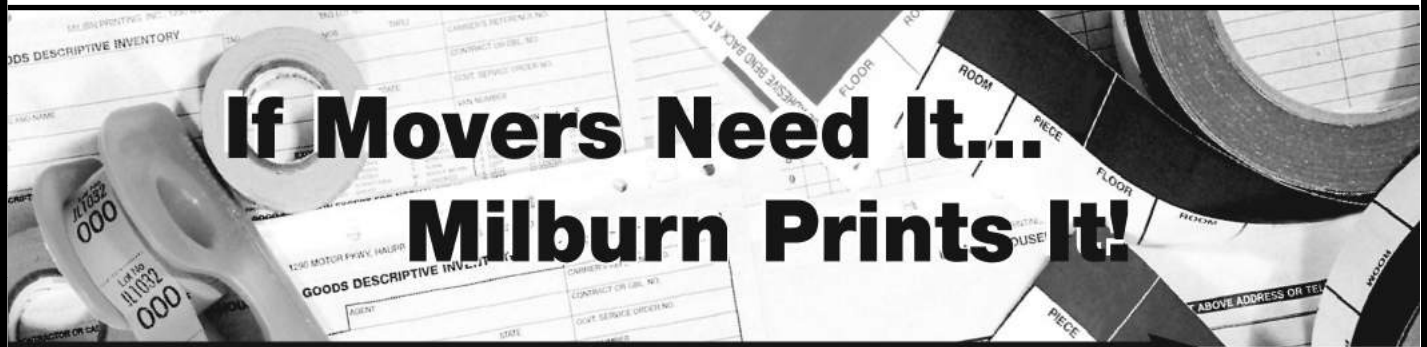
The report – *Understanding the Impact of Nuclear Verdicts on the Trucking Industry* – is available for download on ATRI's website: <https://bit.ly/TruckingReport>

Source: ATRI

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Noteworthy CMSA Scholarship Awards

In last month's issue of The Communicator, we listed all of the CMSA Scholarship winners. However, we did not mention the scholarships named after noteworthy CMSA members, which would have normally been recognized at the annual convention.

The Doug & Becky Hill Outstanding Essay Award

The award is named after Former CMSA President Doug Hill and his wife, Becky, who started the CMSA Scholarship Program. Matthew Meyer was the recipient of this year's award having been chosen to have the most outstanding essay by our outside evaluator and received a special \$3,000 scholarship award.



Becky & Doug Hill



Matthew Meyer

The Salvatore P. Cardinale Memorial Award

Salvatore "Sal" Cardinale of Cardinale Moving & Storage passed away in November 2019. Former CMSA Chairman Vince Cardinale (2008-2009) is one of Sal's three children that now run the family business. In lieu of flowers, his family asked that donations be given to the CMSA Scholarship Fund.

The recipient of this award is Dominic Geissel.



Sal Cardinale



Dominic Geissel

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Association Leaderboard Report

| Association | | Enrolled Movers | Association | Total Lbs. |
|---|------------------------|-----------------|--|------------|
| 1 | California (CMSA) | 74 | 1 Illinois (IMAWA) | 1,906,449 |
| 2 | Southwest Movers (SMA) | 52 | 2 California (CMSA) | 1,411,434 |
| 3 | Illinois (IMAWA) | 40 | 3 Southwest Movers (SMA) | 1,374,301 |
| CMSA Report Food Collected and Delivered | | | 4 Pennsylvania (PMSA) | 1,354,519 |
| | | | 5 Florida (FMWA) | 1,072,649 |
| Monthly | Year to Date | All Time | Top Agents of the Month | |
| 71,538 lbs. | 113,999 lbs. | 1,411,434 lbs. | 1. Worldwide Moving & Storage 2. Unique Moving & Storage 3. Ace Relocation Systems - Los Angeles | |
| 59,615 meals | 94,999 meals | 1,087,470 meals | | |

CALENDAR OF EVENTS

DUE TO THE CALIFORNIA SHELTER IN PLACE ORDER, ALL EVENTS ARE POSTPONED UNTIL FURTHER NOTICE. FOR THE MOST UP-TO-DATE INFORMATION, PLEASE CHECK THE CMSA CALENDAR OF EVENTS.

<https://bit.ly/CMSACalendarofEvents>

CLASSIFIED ADVERTISING

CHARGES: 1-5 Lines \$15; \$2 each additional line. CMSA box number \$5. Special heading/setup is extra. Email: rhifumi@thecmsa.org to place your advertisement.

BUSINESS WANTED

We are interested in purchasing all or a part of your business. We are able to provide quick cash for certain assets. We can assist in an exit strategy. Major CA markets are desired. Discussions will be in strictest confidence. Send information to CMSA, Box J1, 10900 E. 183rd St., #300, Cerritos, CA 90703.

FOR SALE

Large quantity of **storage vaults** for sale. Price subject to quantity purchased. Call John at 415-716-7341 or Email: irishexpress@gmail.com.

EMPLOYMENT OPPORTUNITY

Looking for managers in L.A./Orange and Northern Bay Area. Must be extremely computer literate. Must be good with people and should have experience in the Moving and Storage Industry. Send resumes and letters of inquiries to: CMSA, Box J2, 10900 E. 183rd St., #300, Cerritos, CA 90703.

EMPLOYMENT OPPORTUNITY

General Manager needed for a family-owned moving company in Santa Clarita. Must have experience in the HHG Industry and good with people. Email resumes and inquiries to: kelly@losangelesmoving.com

EMPLOYMENT OPPORTUNITY

Rebel Van Lines is looking to hire Class A & B drivers. To apply, please email nan@rebelvanlines.com or call 800-421-5045.

HISTORICAL PHOTO

These pictures capture a moment of time in CMSA history. Through the good times as well as the times of struggles, CMSA members share a sense of comradery and gain strength in numbers. If you have any pictures you would like to share, please email them in JPEG format to: information@thecmsa.org.



CMSA Board Member Jeanette Homan (left) of Lambert Transfer & Storage and her team wear masks as the new norm of doing business.



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