



CMSA President Steve Weitekamp Testifies Against AB 224



On July 14, 2021, CMSA President Steve Weitekamp gave his testimony to the California State Senate Business, Professions & Economic Development (BP&ED) Committee to oppose AB 224 (Daly), which would exempt motor carriers transporting household goods that are licensed at the federal level from having to also secure a state permit with the Department of Consumer Affairs' Bureau of Household Goods and Services (BHGS). Despite clear federal authority for the state to regulate intra-state transporters of household goods, this bill seeks to weaken BHGS' oversight, increase state enforcement costs, subject consumers to mistreatment & fraud, and create a path for unregulated movers to operate in the California.

Testimonies were given a three-minute time limit. Here is the testimony given on behalf of CMSA:

Good morning, Mr. Chair and members

of the Committee. Steve Weitekamp, president of the California Moving and Storage Association, the 104-year-old trade association representing over 525 member companies serving the California Consumers in the regulated environment of Household Goods moving. We want to thank Committee staff for their work on AB 224 these last few months, but unfortunately, we remain strongly opposed to this bill.

We appreciate the assessment of the Committee Consultant. As the analysis notes, we believe that federal law clearly gives California the ability to regulate the transportation of household goods within our borders and the focus of the existing regulations is not centered around who loads or unloads a truck, but rather the transport of household goods over the roadway. It is when household goods are in transport that consumers are most at risk.

(AB 224 continued on page 6)

The BP&ED Committee Members ultimately passed AB 224. Here is how they voted.

Aye:

Richard Roth [D] (District 31, Riverside)
Bob Archuleta [D] (District 32, Norwalk)
Josh Becker [D] (District 13, San Mateo)
Bill Dodd [D] (District 3, Vacaville, Napa, Santa Rosa, Vallejo)
Melissa Hurtado [D] (District 14, Bakersfield, Hanford)
Brian Jones [R] (District 38, El Cajon, Escondido)
Connie Leyva [D] (District 20, Pomona, San Bernardino)
Josh Newman [D] (District 29, Fullerton)
Rosilicie Ochoa Bogh [R] (District 23, Rancho Cucamonga)

No:

Melissa Melendez [R] (District 28, Murrietta, Indio)

Not Voting:

In attendance at meeting, but did not vote.
Susan Talamantes Eggman [D] (District 5, Stockton)

Didn't Vote:

Not in attendance at meeting to vote.
Patricia Bates [R] (District 38, Laguna Hills, Encinitas)
Dave Min [D] (District 37, Irvine)
Richard Pan [D] (District 6, Sacramento)

Let your senator know we oppose this bill!



CHAIRMAN'S CORNER

by *Former CMSA Chairman*
PATRICK LONGO (2015-2016)

Well, I'm back to writing a CMSA Chair column for the Communicator. Being that I am certainly not an esteemed writer, this does feel like a mild-to-moderate form of torture. Kidding! Happy to give my two cents about the industry this month and what is happening from my little corner of the California moving market.

I really give John Chipman, Jr. tons of credit for extending his CMSA Chair position beyond his commitment. Great job, John! We are all lucky to benefit from your hard work and dedication, am good to go on filling in for you this month. Enjoy it man.

Here we are continuing to live Groundhogs Day in dealing with this Covid pandemic. Reflecting just a month ago, I certainly thought we were through the worst and gaining some normalcy through increased vaccinations and less spread.

BOOM!

Then July and Delta variant hit town.

Back again to worrying nonstop about our crews and customers staying safe. We here at Andy's take this role very seriously, and the laser focus on this can be just exhausting. Add in a remarkably wonderful moving season this summer – Thank God, right? We are all just doing our best to hold strong and get these moves done well with quality and really step up to our role to be an essential service to the California public.

Our customers are more educated this year on moving delays. Thanks to the media focus on our driver shortage combined with a massive California exodus, I have to say that customers haven't been as angry on delays this year. Jill and I even got in on the action and were interviewed by ABC here in Los Angeles. Educating the public to the reality of our business felt great. We were proud to represent all movers and especially our fellow CMSA members, even if I did have to appear on camera. Fairly painful torture once again, but I survived.

I hope that all our fellow CMSA movers and suppliers are safe and healthy and get-

(CHAIRMAN'S CORNER continued on page 4)

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PRESIDENT'S COMMENTS

By Steve Weitekamp

As I sat down with the mission of writing this month's column, I found myself being continually distracted by the ringing phone. Not unusual being that it is one of the first workdays in a summer month in what has become the longest peak season ever. There is never a shortage of issues to address from members and consumers and not everyone is pleased with their situation. On rare occasions, it can feel like the water is getting pretty deep. It was in one of these moments when I took another call and the member on the other line seemed to understand that today had been a day for me. He had his own issue but took a few moments to get me back on the right track. Thank you. You don't have to spend much time with CMSA members to understand that those one-on-one relationships forged by our common issues and his-

stories is the best part of our Association and what makes the CMSA number one.

This issue of the Communicator includes a copy of the current California Air Resources Board (CARB) Truck and Bus Regulation worksheets. As we begin the process of advocacy and education related to the next phase of regulation, 100% Zero Emission Vehicles (ZEV) by 2045, there are many items of serious concern. For example, how can we be required to make the huge leap of faith (at a tremendous cost) of implementing a ZEV fleet when the current electric grid is challenged to service already existing demand? Please don't forget that many vocational trucking uses, like moving, are seasonal, with the peak occurring at exactly the same time that the current electric capacity is frequently at a breaking point. We are fighting an uphill battle in direct opposition to the political climate in our state. But like the Truck and Bus rule, where we had some significant success, we will continue to fight, working for further delays and separation of vocational trucking.

Let me add one more point about the

(PRESIDENT'S COMMENTS continued on page 5)

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(CHAIRMAN'S CORNER continued from page 2)

ting through this crazy 2021. We are proud to serve alongside you all, and proud to serve the moving public.



Former CMSA Chairmen Jill Longo & Patrick Longo with their children.

Editor's Note: With CMSA Chairman John Chipman Jr. serving as chair for two years, CMSA has scheduled several guest columnists to replace half of his Chairman's Columns. We thank Chairman Chipman and look forward to his column next month.



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(PRESIDENT'S COMMENTS from page 3)

CARB. Anyone who rode a stingray bike around the metropolitan areas of California in the 1960's and 70's (just thinking about it makes my lungs burn) knows that CARB has accomplished a lot over their first 50 years. In 1967, there were 186 smog alerts in California by 2019 there were 0. We have also seen a 90% cut in black carbon since 1967. Anyone who cares about our planet, or their family should celebrate this accomplishment.



But here's the issue, those results were achieved by changes to the fuel and requiring manufactures to use new technology in future models of cars and light trucks. The new CARB model as seen in the Truck and Bus Regulations is far different. Focused on the forced retirement of working equipment purchased with no expectation of an early expiration date rather than the attrition-based implementation of new technology. Because the focus of regulation has been on the politically smaller community of commercial trucks and not cars, "I don't own a truck" the political pushback has been more manageable for CARB and the political class.

September is quickly approaching, and Chairman Chipman and I will be visiting Twin Counties, San Diego, and Orange County chapter meetings early in the month. We definitely hope to see you there!



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THIS SIDE UP

Thanks to California regulations, most recently addressed in SB 19 (Hill) California consumers that utilize moving services are safer than consumers around the country from financial crimes related to scam movers that proliferate nationwide. This bill would weaken consumer protections by allowing companies engaged in the transportation of household goods to exempt themselves from state oversight. As currently drafted, it would not matter if the company were a traditional freight hauler transporting the occasional container full of household goods or a consumer utilizing a company like PODS, which promotes itself as a moving company and can facilitate all aspects of a move.

The argument that what the sponsors perceive as innovation should allow them to operate without the regulations that serve the California consumer so well is a moral hazard. The jobs argument is pure sophistry. Enactment of this bill would only move jobs from the regulated company to the unregulated, creating no new jobs. Additional,

BHGS permitted movers have served as essential service providers since the beginning of the statewide Shelter in Place Orders.

Data provided by the Bureau of Household Goods and Services clearly shows that consumer complaints and investigations at the Bureau are overwhelmingly focused on unlicensed activity. We believe the proliferation of complaints regarding unlicensed activity will only continue to grow if this bill is successful and carriers of household goods are allowed to skirt state licensing requirements.

Finally, the Bureau's permitting process is not complicated, the Bureau is an excellent resource for companies seeking licensing, and the license is held by the company and not by the individual drivers or employees. Because freight companies offering household good moving services do not believe they should have to be licensed by the state is not a justifiable reason to remove the state's ability to protect consumers. Thank you and we respectfully ask for your no vote.

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Government of Canada Announces Easing of Border Measures for Fully Vaccinated Travelers

The Government of Canada is prioritizing the health and safety of everyone in Canada by taking a risk-based and measured approach to re-opening its borders. Thanks to the hard work of Canadians, rising vaccination rates and declining COVID-19 cases, the Government of Canada is able to move forward with adjusted border measures.

On September 7, 2021, provided that the domestic epidemiologic situation remains favorable, the Government intends to open Canada's borders to any fully vaccinated travelers who have completed the full course of vaccination with a Government of Canada-accepted vaccine at least 14 days prior to entering Canada and who meet specific entry requirements.

As a first step, starting August 9, 2021, Canada plans to begin allowing entry to American citizens and permanent residents, who are currently residing in the United States, and have been fully vaccinated at least 14 days prior to entering Canada for non-essential travel. This preliminary step allows for the Government of Canada to fully operationalize the adjusted border measures ahead of September 7, 2021 and recognizes the many close ties between Canadians and Americans.

Subject to limited exceptions, all travelers must use ArriveCAN (app or web portal) to submit their travel information. If they are eligible to enter Canada and meet specific criteria, fully vaccinated travelers will not have to quarantine upon arrival in Canada.

To further support these new measures, Transport Canada is expanding the scope of the existing Notice to Airmen (NOTAM) that currently directs scheduled international



commercial passenger flights into four Canadian Airports: Montréal-Trudeau International Airport, Toronto Pearson International Airport, Calgary International Airport, and Vancouver International Airport.

Effective August 9, 2021, international flights carrying passengers will be permitted to land at the following five additional Canadian airports:

- Halifax Stanfield International Airport;
- Québec City Jean Lesage International Airport;
- Ottawa Macdonald–Cartier International Airport;
- Winnipeg James Armstrong Richardson International Airport; and
- Edmonton International Airport.

These airports, in cooperation with the Public Health Agency of Canada, the Canada Border Services Agency and Transport Canada, are working to implement the measures necessary to safely welcome international passengers as soon as possible after August 9, as conditions dictate.

All travelers, regardless of vaccination status, will still require a pre-entry COVID-19 molecular test result. However effective August 9, 2021, the Government of Canada is adjusting its post-arrival testing strategy for fully vaccinated travelers. Using a new border testing surveillance program at airports and land border crossings, fully vaccinated travelers will not need a post-arrival test unless they have been randomly selected to complete a Day 1 COVID-19 molecular test. There are no changes to the mandatory testing requirements for unvaccinated travelers.

This strategy allows the Government of Canada to continue monitoring variants of

(CANADA continued on page 9)



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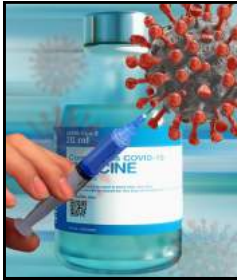


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concern in Canada and vaccine effectiveness. Using these layers of protection, the Government of Canada can monitor the COVID-19 situation in Canada, respond quickly to threats, and guide decisions on restricting international travel.

Finally, with the advent of increased vaccination rates in Canada, declining COVID-19 cases and reduced pressure on health care capacity, the three-night government authorized hotel stay requirement will be eliminated for all travelers arriving by air as of 12:01 A.M. EDT on August 9. Fully vaccinated travelers who meet the requirements will be exempt from quarantine; however, all travelers must still provide a quarantine plan and be prepared to quarantine, in case it is determined at the border that they do not meet the necessary requirements.

While Canada continues to trend in the right direction, the epidemiological situation and vaccination coverage is not the same around the world. The Government of Canada continues to advise Canadians to avoid non-essential travel outside of Canada – international travel increases your risk of exposure to COVID-19 and its variants, as well as of spreading it to others. Border measures also remain subject to change as the epidemiological situation evolves. As Canada looks to welcome fully vaccinated travelers from the U.S., the federal government will continue to monitor the situation and provide updated travel advice to Canadians.



QUICK FACTS

1) To be eligible to enter Canada for discretionary travel on the basis of vaccination status, travelers must use the ArriveCAN app or web portal. Travelers must ensure that mandatory requirements are met prior to departing for Canada. In addition, some provinces and territories may have their own entry restrictions in place. Check and follow both the federal and any provincial or territorial restrictions and requirements before travelling.

2) In addition to receiving a full series of a vaccine authorized by the Government of Canada, fully vaccinated travelers must also: provide COVID-19-related information electronically through ArriveCAN (app or web portal) including proof of vaccination prior to arrival in Canada; meet the pre-entry testing requirements; be asymptomatic upon arrival; and have a paper or digital copy of their vaccination documentation in English or French (or certified translation) ready to show a government official on request as evidence.

3) A person who submits false information on vaccination status could be liable to a fine of up to \$750,000 or six months imprisonment or both, under the Quarantine Act, or prosecution under the Criminal Code for forgery. Violating any quarantine or isolation instructions provided to travelers by a screening officer or quarantine officer when entering Canada is also an offence under the Quarantine Act and could lead to a \$5,000 fine for each day of non-compliance or for each offence committed, or more serious penalties, including six months in prison and/or \$750,000 in fines. Non-compliant air travelers may also be subject to fines of up to \$5,000 for each offence committed under the Aeronautics Act.

4) Based on public health advice, Transport Canada has extended the Notice to Airmen (NOTAM) that restricts all direct commercial and private passenger flights to Canada from India for an additional 30 days (i.e. until August 21, 2021, at 23:59 EDT). All direct commercial and private passenger flights to Canada from India are subject to the NOTAM. Cargo-only operations, medical transfers or military flights are not included. Transport Canada has also extended the requirement related to third-country pre-departure COVID-19 tests for travelers to Canada from India via an indirect route. This means that passengers who depart India to Canada via an indirect route will continue to be required to obtain a COVID-19 pre-departure test from a third country other than India before continuing their journey to Canada.



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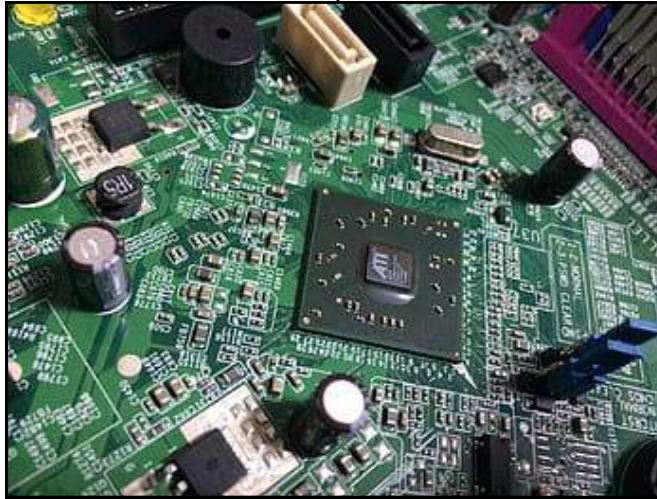
Semiconductor Shortage Impacts Trucking

As some of you might be aware, there is a global semiconductor shortage. Others may be asking, "What is a semiconductor?" You can look up the definition in a dictionary, but what you really need to know is that every modern technology used today needs a semiconductor chip to work. Everything from smartphones to washing machines to medical devices and to trucks needs one of these! Most of these semiconductors are made in Taiwan and China.

According to various news sources, the hardest hit by this shortage is the auto industry. (Anyone having a hard time getting a new truck?) The shortage occurred during the pandemic when shifting demands of semiconductor chips occurred. There was a decline of semiconductor orders from automakers when travel shut down, but there was a dramatic increase for semiconductors for personal electronics as more people started working from home and sheltering in place.

As pandemic restrictions began to ease

in the second half of 2020, there was an explosion of people wanting new cars and trucks. Semiconductor manufacturers did not have enough capacity to fill the auto industry orders because it had already allocated semiconductor chips to consumer electronics.



In a recent Commercial Carrier Journal (CCJ) article, Freight Transportation Research (FTR) Vice President Don Ake was cited as saying that the chip shortage has reduced new truck inventories 26% from 2019 and that chip production is expected to increase in the next

few months, but that a healthy rebound will take time. Apparently, it's not just a chip constraint. Ake mentioned that on the trailer side where there were no microprocessor constraints, there were labor shortage issues holding things back.

Auto makers are having a tough time finding workers. According to CNN Business, manufacturers are having to compete for entry-level talent against e-commerce

(SEMICONDUCTOR SHORTAGE continued on page 12)

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(SEMICONDUCTOR SHORTAGE continued from page 11)

giants like Amazon and Chewy.

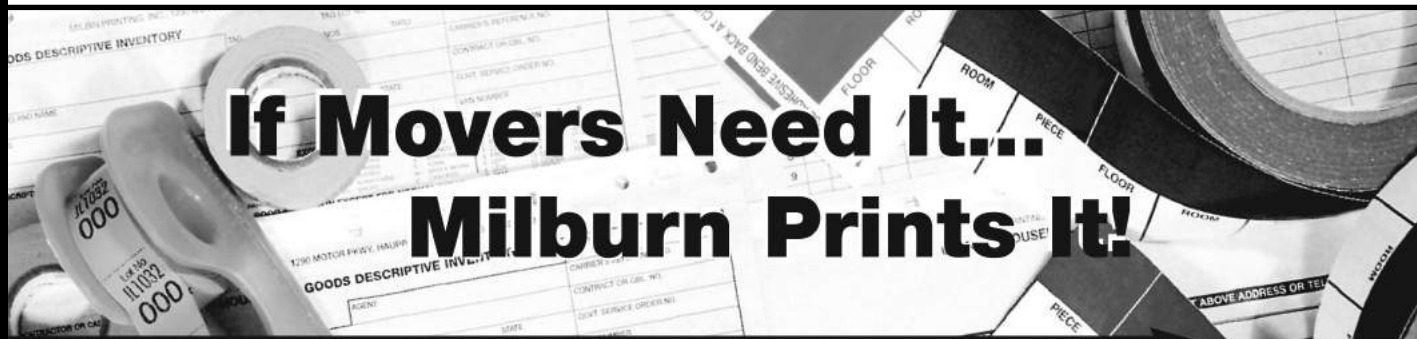
Delays in new production hasn't been bad for everyone. CCJ reported that Enterprise truck and van rental surge brought on by growing e-commerce sales and a shortage in new truck inventory helped the company to counter losses incurred during the pandemic for Enterprises' car division. Richie Bros. Auctioneers were also mentioned as citing unprecedented demand driving used tractor-trailer prices up 30% year-over-year from its auction and marketplace sites.

Are there any other factors causing the semiconductor shortage? The Harvard Business Journal also brought up a few other factors contributing to the semiconductor shortage, including the geopolitical affect from the Trump-era China trade wars, fires in Japan factories that made electronic auto devices, shipping container shortages (more explanation on this later), and travel restrictions reducing the number of airfreight options. The *Tank Transport* even reported water damage at shipping facilities in Aus-

tin, TX ruining a shipment of chips coming in through Mexico. So, apparently there are a lot of factors!

How about the backlog at the ports?! Who hasn't seen a line of ships waiting to unload its cargo? During the beginning of the pandemic, there was a lull in the number of shipments being received because of the global pandemic. However, once people got settled in at home, there was an e-commerce boom and shipments could not be unloaded fast enough. This in turn has caused delays in returning those containers as well as shipping goods out. On top of that, remember when a container cargo ship got stuck in the Suez Canal and blocked passage for six days?!

The pandemic has showed us that with a global economy, we are shockingly dependent on other countries and how easily a supply chain breakdown can affect us. The Biden administration is discussing ways to bolster the domestic chip industry with a proposed \$50 billion to support chip manufacturing and research as part of the \$2 trillion infrastructure proposal.



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Tonya Corcoran Assigned as BHGS Assistant Director/Deputy Bureau Chief



Effective July 29 2021, Tonya Corcoran began serving as Assistant Director/Deputy Bureau Chief at the Bureau of Household Goods and Services.

Tonya has served the Department of Consumer Affairs (DCA) since 1989 in various roles including Deputy Director of Administrative Services, Chief for the Bureau of Electronic and Appliance Repair, Home Furnishings, and Thermal Insulation and most recently as Chief Deputy Registrar at the Contractors State License Board. Additionally, she has served as Chief of numerous DCA bureaus and as the Department's Labor Relations Officer.

On August 5, 2021, CMSA President Steve Weitekamp had the opportunity to virtually meet with Ms. Corcoran to review our trade associations history and regulatory goals. He shared positive comments about Bureau staff and en-



Tonya Corcoran

gagement as well as areas that we hopefully will see further enhancements. CMSA looks forward to working with Tonya and her team to continue the work of protecting California consumers and supporting the legal and BHGS permitted movers.

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Truck and Bus Regulation Compliance Requirement Overview



This summary describes the compliance requirements and options available for vehicles that operate in California. There are different requirements based on the weight category of your vehicles. This summary has been updated to reflect the voided 2014 amendments.

What vehicles are affected by the Truck and Bus Regulation?

The Truck and Bus regulation affects individuals, private companies, and Federal agencies that own diesel vehicles with a Gross Vehicle Weight Rating (GVWR) greater than 14,000 lbs. that operate in California. The regulation also applies to public-

ly and privately owned school buses; however, their compliance requirements are different and reporting is not required. The regulation does not apply to state and local government vehicles and public transit buses because they are already subject to other regulations. Vehicles that are exempt from other heavy duty diesel regulations, such as Cargo Handling Equipment, Drayage Truck, and Solid Waste Collection Vehicle regulations, may be subject to the Truck and Bus Regulation (regulation). Drayage and solid waste collection trucks with 2007 to 2009 model year engines must meet the requirements of the regulation by January 1, 2023.

(TRUCK AND BUS continued on page 16)



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(TRUCK AND BUS continued from page 15)

What are the compliance requirements for heavier trucks and buses?

Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with a schedule by engine model year or owners can report to show compliance with more flexible options.

All heavier vehicles with 1996 or newer model year engines should have a PM filter (OEM or retrofit). Vehicles with 1995 model year and older engines should have been replaced by January 1, 2015. By January 1, 2023, all trucks and buses must have 2010 model year engines with few exceptions. No reporting is required if complying with this schedule.

| Engine Model Year Schedule for Heavier Vehicles | |
|---|--|
| Engine Model Year | Requirements for Heavier Trucks 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 or newer | Meets final requirement |

* Must install a PM filter by January 1, 2014 if not originally equipped.

Engine Model Year Schedule for Lighter Vehicles

Engine Model 2010 Engine Required

| | |
|----------------|-----------------|
| 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 |

What are the requirements for lighter trucks and buses?

Lighter trucks and buses with a GVWR of 14,001 to 26,000 lbs. have replacement requirements starting January 1, 2015. The Engine Model Year Schedule for Lighter vehicles shown in the table to the right lists the compliance dates by engine model year for existing lighter trucks. Starting January 1, 2015, lighter vehicles with engines that are 20 years or older must be replaced with newer trucks (or engines). Starting January 1, 2020, all remaining vehicles need to be

(TRUCK AND BUS continued on page 17)

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replaced so that they all have 2010 model year engines or equivalent emissions by January 1, 2023. No reporting is required with this schedule.

Can I replace my vehicle with a used vehicle to delay my compliance deadline?

Yes, used vehicles with 2010 model year or newer engines meet the final requirements; but you may also replace with used trucks that have a future compliance date on the schedule. For example, you may replace a vehicle with one that has a 2007 model year engine, which will comply until 2023 if equipped with a PM filter. By January 1, 2023, it will need to be upgraded to a 2010 model year engine with rare exceptions.

Can I install PM filters on trucks that are required to upgrade to 2010 model year engines and be compliant?

No, all owners had the opportunity to extend the use of an existing truck by installing a PM filter before January 1, 2014 regardless of fleet compliance option used. Owners that did not install PM filters before January 1, 2014 and do not use flexibility options must replace existing trucks (or engines) according to the applicable model year schedule.

Are there any flexibility options I may opt into now to delay my replacement requirements?

Yes, the only option available to newly opt into is the Low-use Exemption. Vehicles that travel less than 1,000 miles per calendar year in California, including vehicles that are not operated (even if they have a non-op registration) are eligible. In addition, if the vehicle is designed to power other equipment that can only be used while stationary, like a drill rig or a concrete pump, the engine or power take off must also be operated less than 100 hours per year to qualify. The low-use option allows the vehicle to be exempt from PM filter and engine replacement requirements. Annual odometer reporting is required, and readings must be provided for any period of non-compliance and may be for other reasons.

Are there any options for specific industries or areas of operation?

Vehicles that are currently using the Work Truck or Construction Truck option, that are not compliant with the model year schedule because the vehicle has an older engine, may continue to use the delay until the replacement deadline as long as they don't exceed yearly mileage limits and report in January of each compliance year.

Vehicles that are currently claiming the NOx Exempt Area Extension may continue using this option if they have a PM filter (OEM or retrofit) and exclusively travel in those areas. Vehicles with 1996 to 2006 model year engines that have a PM filter (OEM or retrofit) may operate throughout California until replacement is required per the Engine Model Year schedule. Once replacement is required, a vehicle with a PM filter will be exempt from the replacement requirement if the vehicle does not leave the NOx areas and is reported. Any vehicle already required to be replaced per the Engine Model Year schedule requirements (such as lighter vehicles or heavier vehicles with 1995 and older model year engines) must already have a PM filter and remain exclusively in the NOx Exempt areas.

Vehicles already using the Agricultural Vehicle Extension and Log Truck Phase-In options may delay replacement as long as they remain eligible until 2023 or the specified date, respectively.

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.

Where can I get more information?

Fact sheets, compliance tools and regulatory documents about the Truck and Bus Regulation are available at www.arb.ca.gov/dieseltruck.

Source: California Air Resources Board

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Association Leaderboard Report

| CMSA Report Food Collected and Delivered | | | Association | Total Lbs. |
|---|--------------|-----------------|--------------------------|------------|
| Monthly | Year to Date | All Time | 1 Pennsylvania (PMSA) | 2,455,104 |
| 21,968 lbs. | 74,167 lbs. | 1,506,591 lbs. | 2 Illinois (IMAWA)) | 2,202,437 |
| 18,306 meals | 61,806 meals | 1,255,492 meals | 3 California (CMSA) | 1,506,591 |
| | | | 4 Southwest Movers (SMA) | 1,485,978 |
| | | | 5 North Carolina (NCMA) | 1,369,699 |

Hunger Fact

There are only 28 counties in the entire United States where a worker earning the minimum wage could afford to rent a one-bedroom home.

CALENDAR OF EVENTS

| | | | |
|--------------|---|---------------------------|--|
| Tue., Aug 17 | Chapter Presidents/ Leadership Orientation | Fri., Oct 1 | Monterey Bay Chapter Golf & Bocce Tournament Del Monte Golf Course and Embassy Suites Monterey, CA |
| Tue., Sep 7 | Twin Counties Chapter Meeting (TBD) | Sat., Oct 23 | North Bay Chapter Bocce Tournament Marin Bocce Federation San Rafael, CA |
| Wed., Sep 8 | San Diego/Imperial Coun ties Chapter Meeting (TBD) | Fri. - Sun. Nov. 5 - 7 | CMSA Fall Board Meeting Omni Rancho Las Palmas Rancho Mirage, CA |
| Thu., Sep 9 | Orange County /Beach Cit ies Chapter Meeting (TBD) | | |

EMPLOYMENT OPPORTUNITY

Hemsted's Moving & Storage, Redding, CA is **HIRING Class A & B drivers, warehouse/operations, and general office positions.** Applicants must pass background check & drug/alcohol screening. Paid vacation, 401k, health ins. available. Submit resumes and inquiries to hemsteds@hemsteds.com. All discussions/applications will be conducted in the strictest confidence.

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.

CLASSIFIED ADVERTISING

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.

EMPLOYMENT OPPORTUNITY

Luigys Moving is looking to hire Class A & B drivers & helpers. Please email resume to: moveme@luigysmoving.com or call 415-413-4646

FOR SALE

Kennedy Van & Storage, Inc.
2225 McKinnon Avenue
San Francisco, CA 94124
The Kennedys are retiring. The entire moving company is for sale. 450 vaults, equipment, storage accounts, everything! If interested, please contact James Kennedy (415) 608-2095.

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.

To place your classified ad, call CMSA at (562)865-2900 or email us at information@thecmsa.org. CHARGES: 1-5 Lines \$15; \$2 each addt'l line.

HISTORICAL PHOTOS



1971 CMSA Convention - Truck and Trailer Display. "50 Years Ago" 53rd Annual CMSA Convention Newporter Inn, Newport Beach, CA April 14 - 17, 1971.



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