

CHANGES TO THE LAW – RESULT OF CMSA LOBBYING EFFORTS!

AB 2956, Committee on Transportation.
Transportation.

Approved by Governor on September 13,
2022. Law effective January 1, 2023.

Existing law, the Household Movers Act, re-named household goods carriers “household movers” and transferred regulatory authority for those carriers from the Public Utilities Commission to the Division of Household Movers within the Bureau of Electronic and Appliance Repair, Home Furnishings, and Thermal Insulation in the Department of Consumer Affairs.

This bill would delete obsolete references to “household goods carriers” and the Public Utilities Commission and replace them with “household movers” and the Department of Consumer Affairs, in accordance with the act.

SEC. 4. Section 2810.1 of the Vehicle Code is amended to read:

2810.1. (a) Any traffic officer may stop any commercial vehicle, as defined in Section 260, that is a rental vehicle and inspect the bills of lading, shipping, delivery papers, or

other evidence to determine whether the driver is transporting household goods in violation of the Household Movers Act (Chapter 3.1 (commencing with Section 19225)) of Division 8 of the Business and Professions Code. The officer may only stop and inspect where the officer has probable cause to believe that the vehicle is being operated in violation of that act.

(b) It is a public offense, for which an officer may issue a citation, for a driver to unlawfully transport household goods in violation of the Household Movers Act. That public offense is punishable as prescribed in Article 8 (commencing with Section 19277) of Chapter 3.1 of Division 3 of the Business and Professions Code. It is an infraction to refuse to submit to an inspection as authorized by subdivision (a).

(c) A copy of the citation for any offense described in subdivision (b) shall be sent by the department that employs the traffic officer to the Chief of the Bureau of Household Goods and Services. A copy of a citation shall be removed from any record of the bureau upon a showing that the person was

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IMPORTANT NOTICE

We are preparing the 2023 CMSA Membership Roster.
Did your company move? Did your website address change? Had any staff changes?

PLEASE LET US KNOW!

Submit your completed 2023 Roster Update form by **November 30, 2022**.
The form can be found at the end of this issue.



CHAIR'S CORNER

by Shiree Hammer

Fall has arrived, although the weather still feels like summer. September marked the start of my tour around the state with CMSA President Steve Weitekamp. As the incoming Chair, this is what I was looking forward to the most. Visiting the different chapters around the state and meeting with the movers and associate members. Having served as president of the Orange County/Beach Cities chapter for the last four years, I certainly appreciate the hard work put in by all 12 chapter presidents. Each chapter has its own personality, and it will be great to experience this in person. Please make sure to get out there and support the fundraising events and meeting as your chapter president is working hard behind the scenes. In September, we visited the Twin Counties chapter, San Diego/Imperial Counties chapter, and my home chapter Orange County/

Beach Cities. The Twin County chapter president, Ed Coelho, put on a great meeting at Black Angus to kick off the start of the season. This chapter is also home to the Vice Chair, Jesse Chabot. Next, we ventured to Petco Park in San Diego for a baseball fundraising event. Andria Skiff organized a fun family affair in the private seating section of Pacifico Porch. It was a definite success and lots of fun. At the Orange County/Beach Cities meeting Julie Gerrick, from Sav On Moving, was voted in as the new chapter president. Congratulations to Julie, she will do a great job. Also, a big thank you to the sponsors of these events as well—Victory Packaging, CDS Moving Equipment and Dewitt Move Worldwide.

As we tour the state and speak on the State of the Industry, one thing for certain is that AB 5 is still at the forefront as a major concern for our movers. This issue is concerning to movers of all shapes and sizes and would require a complete overhaul of worker reclassification. I think a big issue is the frustration with exactly what the future

(CHAIR'S CORNER continued on page 4)





PRESIDENT'S COMMENTS

By Steve Weitekamp

Deja Vu all over again. For the first time in three years, we were again able to conduct our industry's Moving Day on Capitol Hill, this time with our new national association, the ATA Moving and Storage Conference. This is an annual event that I have been a part of every year since 2006, except for the COVID years. As usual, I boarded my Southwest flight on a Sunday morning and had a layover in Nashville before arriving in DC in the early evening. As I boarded my second flight in Nashville, I thought the flight attendant, a small older man with a grey beard and a southern accent seemed familiar. About 10 minutes into my flight, I remembered how I knew him. The last time I flew to Washington DC he was part of the flight crew. In 2019, he seemed to notice me as I was one of only a few passengers wearing a sports coat on a

Sunday afternoon flight, something one has to do if traveling with only a carry-on bag, and I was typing away on my laptop. I generally like to catch up on my writing as I fly. As we were disembarking from our flight he was at the door, repeating the obligatory thank you to each person getting off the plane, until he got to me when he stopped, looked me square in the eye, and said in an ominous tone, "Welcome to the Swamp." I assumed from his demeanor that he believed that I was part of the problem. Oh well, you can't please everyone.

We conducted committee and board meetings in the elegant and brand-new ATA headquarters near the Washington Navy Yard in Washington DC. They have a wrap-around patio on their 8th floor and even a brand-new semi-tractor in the lobby of their industrial chic space. They also have a media studio and staff, allowing me to shoot two videos. I had the privilege of leading a 3 1/2 hour Rogue Operator Summit that included presentations from a Special Agent of the Federal Bureau of Investigation, the director of fraud prevention from AARP, and

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(CHAIR'S CORNER continued from page 2)

holds and what the next right steps to take are. Especially since these steps might not be the same for every mover. The lack of clear guidance and solutions leaves a lot on the table. This topic has been looming since 2019 and is testing the patience of many movers. The CMSA is continuing to monitor this subject and will keep us posted on any developments.

In last month's article, CMSA President Steve Weitekamp touched on the idea of "Under Promise Over Perform." Shortly after reading his article, I was sitting at a local business and saw a giant lit-up sign in their

entryway that said, "We are in the business of exceeding expectations." The same concept just worded differently. Customer service seems to be lacking more than ever. As I thought about why I chose this particular local establishment, I realized without even thinking about it, I had chosen their service over price in this instance. It's a concept movers could profit from.

Another benefit of touring the state is also visiting the physical locations of movers and members of a particular chapter. Thank you to VIP Transport, Oakley Relocation, Dewitt Move Worldwide and Ace Relocation for your hospitality in September.

(PRESIDENT'S COMMENTS continued from page 3)

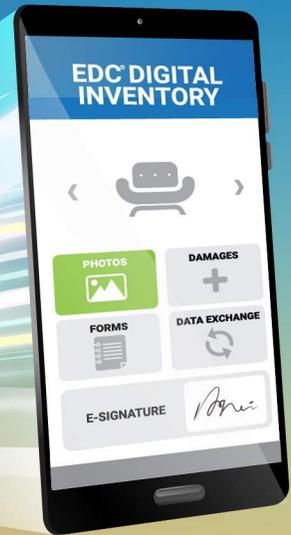
the Executive Director of the National Crime Prevention Council. We had lively discussions and were very pleased to add such an impactful consumer education element to our Enforcement Task Force. Additional good news is that the DOJ and the DOT office of the Inspector General have started to conduct effective enforcement actions related to the criminal activity of rogue operators.

On Lobby Day, we started at ATA's second location in DC—a first-class ATA lobbying headquarters, a three-story building with a rooftop lounge within a block of the Capitol. Our lobbying group for Capitol Hill was one of the most effective teams we have assembled for speaking to California members of congress as well as the offices of our two California Senators, which included Griselda

(PRESIDENT'S COMMENTS continued on page 6)



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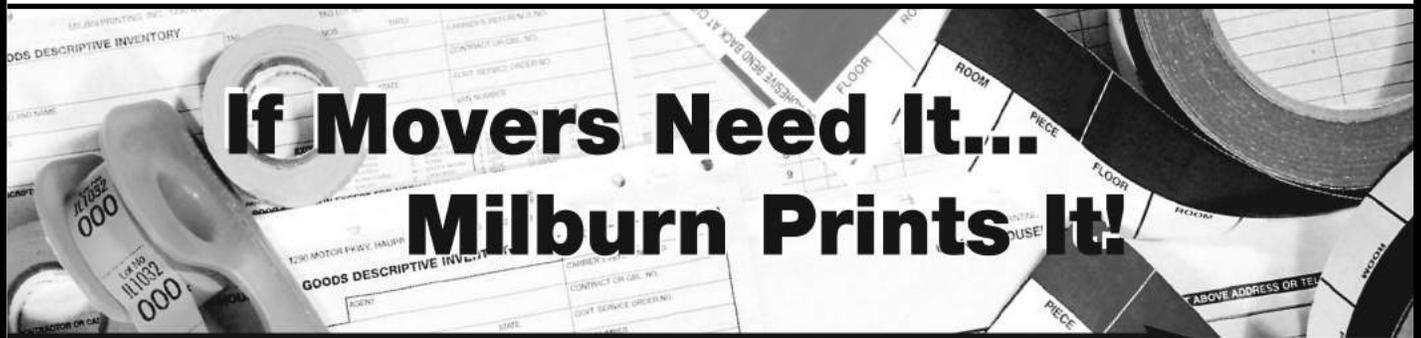
and Charlie Gonzalez of CG Moving, Rick Smith and Sofia Marr of CMS Relocation and Logistics, Mario Reyes of Southbay Moving Systems, and Heidi Liou of Super-move. It was my privilege to be the selected leader for this group. Also participating in Lobby Day were CMSA Senior Chairman John Chipman Jr. and ATA MSC Vice Chair Bill Lovejoy. We covered issues that are important not only to members of the CMSA but also to movers around the country. Issues included Rogue Operators and federal enforcement, the ProAct, and concerns about destroying the IC model that works so well for the entire country. We made sure that all understood our concerns about California's AB 5 as well. Additionally, we reinforced the need for the National Defense Authorization Act (NDAA) to include a standardized Base Access protocol and that Personally Identifiable Information (PII) like Names and Social Security numbers be scrubbed from all manifests before the US Government sells any information to private industry, something that is currently done

with information the department of Homeland Security receives on all international shipments.

The CMSA and our issues were very well represented in Washington DC.



California Lobbying Team (L-R): Rick Smith, Charlie Gonzalez, Griselda Gonzalez, Heidi Liou, Sophia Marr, Steve Weitekamp, Congressional Staffer, and Mario Reyes.



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FMCSA Rule Change for Interstate Moving (Effective 6/27/22)

ENFORCEMENT BEGINS 10/31/22

Updates to the Federal Motor Carrier Safety Administration (FMCSA) Consumer Protection regulations that will impact moving company paperwork and processes are set to become effective on June 27, 2022.

These regulatory changes are overall a positive for both the industry and consumers. They will streamline document requirements, increase efficiency across all stages of a move, and support efforts to combat fraud.

Because they are the first changes to the household goods regulations in many years, the ATA Moving & Storage Conference has developed this regulatory update to help movers better understand the new requirements, especially as they differ from current practices.

In addition to this high-level summary, we encourage you to review the complete details of the new requirements: <https://www.fmcsa.dot.gov/regulations/federal-register-documents/2022-08808>. Please contact the ATA MSC's Jakelyn Cardoza (jcardoza@trucking.org) with any questions.

Applicability

- **The Consumer Protection regulations continue to apply exclusively to C.O.D. interstate household goods shipments, where the shipper owns the goods being moved and pays their own shipping charges.** *These regulations do **not** apply to government, military, or other household goods shipments where a national account arranges and pays the charges for the shipper's move.*

Physical surveys now required and can be virtual

- **The definition of "physical survey" has been expanded** to include both on-site and virtual surveys which may be conducted remotely. Virtual surveys can be either live OR pre-recorded video with opportunity for follow-up to address questions, that allow the carrier to clearly identify the household goods to be transported.
- **Physical surveys (meeting the new definition) are now required for all shipments**, 1) unless waived by the shipper in writing; 2) the waiver is signed by the shipper before goods are loaded; and 3) the waiver is retained as an addendum to the bill of lading. *Past regulations did not require physical surveys for shipments beyond 50 miles from the carrier's / agent's location.*

New estimates required when changes made before loading

- Carriers **must prepare a NEW binding estimate or new non-binding estimate** when the shipper tenders additional items or requests additional services before the shipment is loaded. *Past regulations allowed use of revised estimates when additional items were tendered or additional services requested. An estimate still cannot be changed or replaced once loading commences and a new bill of lading is still required when a new estimate is provided.*

Consumer protection information must be provided earlier

- **When carriers and household goods brokers provide a written estimate, they are required to provide shippers with BOTH** the FMCSA's "Ready to Move?" pamphlet and the "Rights & Responsibilities When You Move" booklet. *Note: Past regulations required providing the "Rights & Responsibilities" booklet before a shipper executes the order for service.*

(REGULATORY UPDATE continued on page 8)

- **Before execution of the bill of lading, carriers must provide** a concise and accurate estimate of charges, information on applicable sections of their tariff, a summary of their arbitration program, and description of their consumer complaint and inquiry process. *Past regulations required this information to be furnished prior to execution of the order for service.*

Order for service no longer required

- **The Final Rule permits movers to eliminate the order for service document.** All references to the order for service document in the Consumer Protection regulations have been replaced with a reference to the bill of lading. *If carriers continue to issue an order for service, it should not conflict with other provisions of the Consumer Protection regulations.*

Changes to the bill of lading

- The bill of lading must **include the physical address, telephone number, and DOT number** of all motor carriers who will participate in the shipment.

Bill of lading must be provided at least three days before loading

- **Carriers must prepare and issue the bill of lading at least 3 days before the shipment is scheduled to be loaded.** *Past regulations did not have a specific requirement for when the carrier must provide the bill of lading or order for service. The Final Rule does not exempt moves scheduled less than 3 days in advance from these requirements; it also does not prohibit booking these short notice moves.*
- **Shippers must sign and date the bill of lading at least 3 days before the shipment is scheduled to be loaded.** *Past regulations did not have a specific requirement for when the shipper must sign the bill of lading or order for service.*

Shippers must have three days to rescind the bill of lading

- **After the shipper signs the bill of lading, carriers must provide them the opportunity to rescind the bill of lading without penalty for a 3-day period.** *Past regulations limited this right to when the shipper scheduled the shipment to be loaded more than 3 days after signing the order for service.*

Shippers cannot be required to sign any blank documents

- Shippers **can never be required to sign a blank bill of lading or other document**, and they may only be required to sign an incomplete document before loading if it contains all relevant shipping information except actual shipment weight under non-binding estimates and any other information necessary to determine the final charges for all services performed that cannot be determined before loading.

Carriers must use an “invoice” to collect charges

- A freight bill is no longer a required document with every shipment. The Final Rule **now requires carriers collecting charges post-delivery to issue an invoice** containing all information required by Title 49 US Code of Federal Regulations Part 373 Subpart A.

Additional provisions

- FMCSA has **officially adopted the 2013 updates to the “Rights & Responsibilities” booklet**, and movers should only be distributing hard and / or electronic copies of the 2013 version or providing links to a true and accurate copy of the 2013 version on their websites. *Pre-2013 versions should be disposed of, and web / electronic versions or links should be updated.*
- Both carriers and household goods brokers with a website must **prominently display a link to the FMCSA’s “Ready to Move?” pamphlet**. This can either be a link to the FMCSA website or to a true and accurate copy of that document on their own website.

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California Finds Truck Parking Shortage Complicated by EV Mandates

California is among the leaders pushing for wider adoption of zero-emission commercial vehicles, but the state is confronting the dual challenges of resolving a shortage of truck parking and the need to build charging infrastructure accessible to tractor-trailers.

This is especially true near major container ports — a key area targeted for cleaner truck operations — according to a state transportation expert.

“It’s not a dream that zero-emission trucks are going to happen someday in California — they are happening right now,” said Eric Fredericks, freight policy coordinator at the California State Transportation Agency. “It’s a big challenge, and it’s especially im-

portant for our owner-operators, who sometimes park near where they live.”

Fredericks discussed linking truck parking with the state’s zero-emission executive orders and regulations during a Sept. 30 National Coalition on Truck Parking virtual workshop, which drew 300 online participants.

Representing the California Department of Transportation — which is part of CalSTA — Fredericks is helping establish the state’s port and freight infrastructure program. He noted that a study of state truck parking revealed “there’s essentially no truck parking with[in] 60 miles of the major container ports,” a potential problem for California’s

(TRUCK PARKING SHORTAGE continued on page 11)

Table 7. Very High Priority Regions and Corridors

Region/ Corridor (ID)	Spaces	Peak hour Utilized Spaces	Peak hour Undesignated Trucks	Peak Hour Deficit
I-80 Corridor Truckee (D3-1)	58	48	175	-165
Sacramento (D3-3)	356	309	372	-325
Oakland (D4-3)	810	862	268	-320
West Covina (D7-3)	0	0	231	-231
Los Angeles (D7-4)	85	7	881	-803
I-40 Corridor Needles (D8-2)	18	55	145	-182
I-15 Corridor Victorville (D8-5)	975	1,084	131	-240
Inland Empire (D8-6)	1,660	1,577	1,126	-1,043
I-10 Corridor Blythe (D8-9)	128	97	256	-225
San Joaquin County (D10-1)	897	878	352	-333
San Diego (D11-1)	509	166	437	-94

zero-emission vehicle plans.

The California Air Resources Board is developing a medium- and heavy-duty zero-emission fleet regulation “to achieve a zero-emission truck and bus California fleet by 2045 everywhere feasible, and significantly earlier for certain market segments such as last-mile delivery and drayage applications.”

Fredericks characterized having available truck parking with EV infrastructure as “a huge issue” in meeting mandates.

Caltrans is partnering with the state energy commission to assess the impact of zero-emission heavy trucks on its electricity load, forecasting and modeling to determine EV

charging needs for heavy trucks, and studying standardization and how to incorporate EV infrastructure in truck parking.

He stressed that planners have learned that charging infrastructure, “can’t fit into the normal footprint of [truck] parking spaces. So we need to build more truck parking spaces. That’s really critical to make sure we have charging infrastructure and we don’t reduce the number of available spaces to meet our client goals.”

Given the parking shortages — especially around ports — state officials have been gathering input from multiple stakeholders, including trucking companies, individual owner-operators, the California Trucking Association, warehouse representatives, electric truck manufacturers and other government agencies.

Researchers also are concerned about the safety implications of insufficient truck parking, as an average of one passenger

vehicle per day is striking a truck parked along some highway routes. Fredericks indicated the findings could be low as the research does not incorporate the entire state.

“This is the first time we know that, in California, we really measured the safety impacts of having trucks parked on the side of the highways,” he said. “We especially found a lack of truck parking near areas where there [is] a lot of freight in warehousing facilities.”

Fredericks said the state has developed a truck parking demand model to help determine needs that arise at individual types of facilities, and devise solutions to mitigate demand. He added that officials are looking for private sector partnerships for new

truck parking sites, since not all state-owned land is suitable.

Source: *Transport Topics*

“It’s a big challenge, and it’s especially important for our owner-operators, who sometimes park near where they live.”

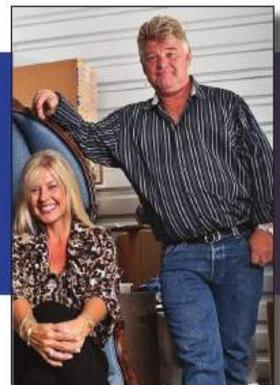


Eric Fredericks, freight policy coordinator at the California State Transportation Agency

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National Van Lines New Agent Addition: Well Done Moving, Inc.

Broadview, IL September 7, 2022—National Van Lines is proud to welcome Well Done Moving of Fresno, CA, to our team.

Well Done Moving owners Carlos and Danielle Torres started their moving company in December 2009. Carlos got his start in the moving industry while he attended college. What began as a side-hustle to help others ultimately led to the opening of this family business.

“Our tagline is ‘We work hard so you don’t have to!’” Carlos Torres said. “We aim to make moving as easy as possible, and were recently voted The Best of Central California. This was an award that’s even more meaningful, as the people



Owner Carlos Torres pictured second photo at the top.

in our area decided it. We’re proud of our company and the reputation we have.”

Well Done Moving joined the National Van Lines family this summer. “Partnering with a reputable company like National Van Lines was an opportunity we couldn’t pass up,” Carlos Torres said. “We are excited to increase our market share and expand our business because of this partnership.”

The future goals of Well Done Moving are to remain Central California’s highest-rated moving company and become the preferred mover for businesses and residential customers.

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FMCSA Proposes All Interstate CMVs Have Electronic ID Systems

Federal trucking regulators have issued a proposal that would require every commercial motor vehicle operating in interstate commerce be equipped with an electronic identification system that would help inspectors better target high-risk motor carriers.

The advance notice of proposed rule-making, issued by the Federal Motor Carrier Safety Administration in a Sept. 21 Federal Register notice, asks stakeholders their thoughts on several critical questions — including privacy and security issues — on how the agency should proceed on myriad technology challenges.

“FMCSA is soliciting further information regarding various aspects of electronic identification including the best possible technical and operational concepts along with associated costs, benefits, security, vulnerability, privacy and other relevant deployment and operational implications,” the notice said.

Trucking stakeholders also are being asked to comment on questions ranging from what data should be included as part of the electronic identification to precisely how should the data be transmitted and received, and how should privacy of the data be protected.

The end goal of the proposal is to establish requirements that would enable safety officials to more efficiently and accurately identify a vehicle’s motor carrier record while moving via wireless electronic means, the notice said.

That may not be easy and could take time. By press time, a groundswell of opposition to the idea was underway. The overwhelming majority of the more than 400

commenters sampled — mostly small and independent truckers — were vehemently opposed, often characterized as an example of government as “big brother.”

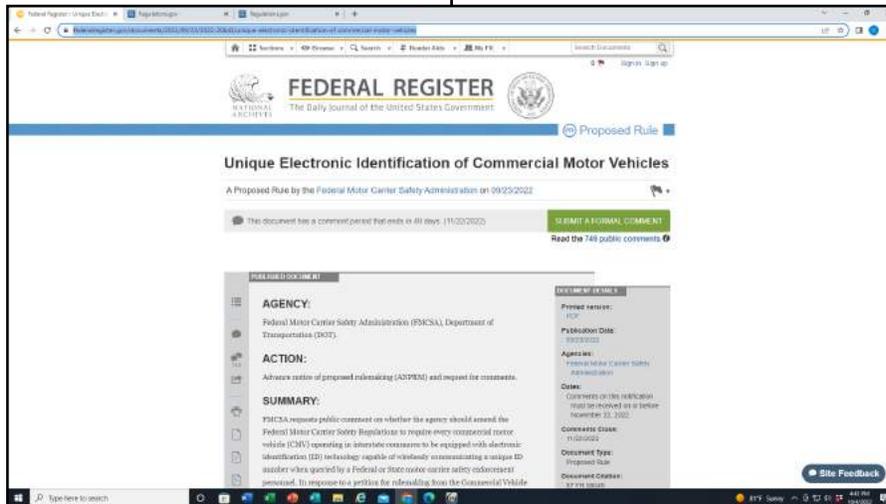
Dan Horvath, vice president of safety policy for American

Trucking Associations, said ATA is “supportive of examining ways to increase roadside enforcement of CMVs.”

With a shortage of inspectors and a growing number of trucks on the road, the new requirement would be intended to help identify carriers who should be pulled off the road for inspections while allowing carriers and drivers with good records to avoid unnecessary inspection stops, Horvath said. ATA has not yet taken a position on the proposal, which may be years from adoption, Horvath said.

“Being that this is an ANPRM, it’s at a high level, and FMCSA is asking technical questions about operational costs, benefits, security vulnerabilities, and privacy,” Horvath said. “Certainly, the concept of wireless roadside inspections is something that could have a benefit to highway safety. But the devil is always in the details.”

The FMCSA proposal is the result of a petition requested by the Commercial Vehicle Safety Alliance, first in 2010 and again in



<https://www.federalregister.gov/documents/2022/09/23/2022-20643/unique-electronic-identification-of-commercial-motor-vehicles>
Comments due by November 22, 2022.

(ELECTRONIC ID SYSTEMS continued on page 15)

(ELECTRONIC ID SYSTEMS continued from page 14)

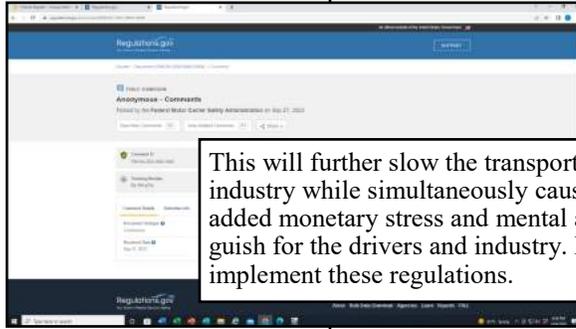
2015. CVSA argued that an electronic identification system would not only help inspectors target high-risk carriers but also help carriers with good ratings avoid numerous inspections.

“We have not as an organization specified the technology that we believe should be used to achieve the goal.

We’re not technology experts in that sense,” said Adrienne Gildea, CVSA’s deputy executive director.

While Gildea said inspectors can use the technology at weigh stations, more importantly a mobile inspector can set up along the highway and capture the identification system of moving trucks or drivers with questionable safety histories.

“The whole point now is let’s get the conversation started, because there are so many questions,” Gildea said. “There needs to be answers.



This will further slow the transportation industry while simultaneously causing added monetary stress and mental anguish for the drivers and industry. Don't implement these regulations.

“This is not tracking the truck. This isn’t leaving a little bread crumb trail of where the truck has been. What it does is notify an inspector of the vehicles in their vicinity that would be a good idea for inspection.

Right now, we can’t do that.”

Some truckers suggested privately that the electronic identifier could have an impact

on data businesses such as PrePass Safety Alliance.

“A simple identifier on a vehicle does not present a threat to bypass, but the scope of the ANPRM would require the transmission of vast amounts of data on the truck, carrier, and driver,” said Mark Doughty, president of PrePass Safety Alliance. “That new mandate on data should be of concern not just to PrePass but to all stakeholders in the trucking industry.”

Source: Transport Topics



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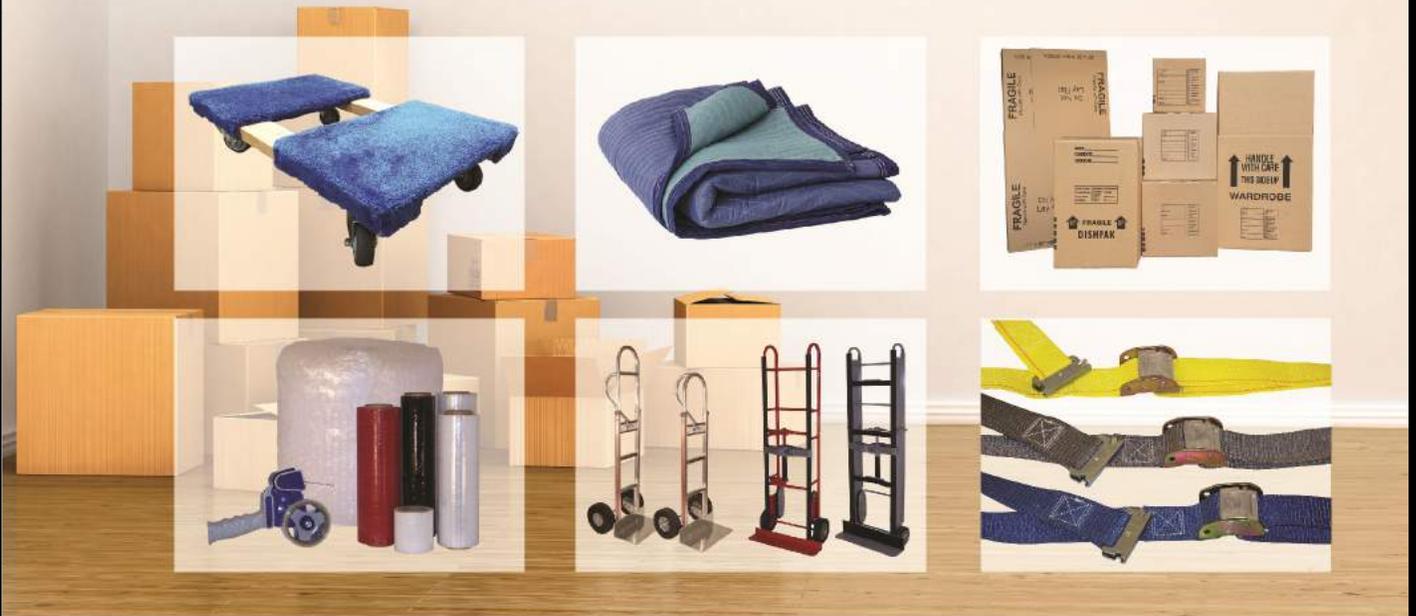
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(CHANGES TO THE LAW continued from page 1)

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WELCOME TO CMSA!



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138 Years In The Making



**Kentucky Trailer
Custom-Built Truck
Bodies**

Tough. Safe. Dependable. That's what you need in a truck body, and it's what we put in every vehicle we've built since 1879. No one builds a better truck body than Kentucky Trailer. No one. Each is custom made, and every one is
"Built KT Strong"

CONTACT US:
To order your
Custom-Built Truck Body.
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Contact:

888-598-7245

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Association Leaderboard Report

Association		Enrolled Movers	CMSA Report Food Collected and Delivered		
1	California (CMSA)	85	Monthly	Year to Date	All Time
2	Southwest Movers (SMA)	74	4,511 lbs.	148,073 lbs.	1,256,096 lbs.
3	Illinois (IMAWA)	44	3,759 meals	123,394 meals	1,046,747 meals
4	Florida (FMWA)	44			
5	North Carolina	40			

JOIN THE MOVE FOR HUNGER NETWORK

WHAT YOU RECEIVE: 1) Customized marketing materials to promote Move for Hunger. 2) Listing on the "Find A Mover" page - thousands of searches for socially responsible movers on Mover For Hunger's website. 3) Unlimited Box Labels - to designate which boxes are for donations. 4) Complimentary truck decals - for your entire fleet. Call Move For Hunger at (732)774-0521 or email taylor@moveforhunger.org.



CALENDAR OF EVENTS

<p>Tue., Oct. 4 Central Valley Chapter Meeting</p> <p>Fri., Oct. 7 Monterey Bay Chapter Cardinale Classic Bocce & Golf Tournament</p> <p>Tue., Oct. 11 Ventura/Santa Barbara Chapter Meeting</p> <p>Wed., Oct. 12 Greater Los Angeles Chapter Meeting</p>	<p>Tues., Oct. 18 North Bay Chapter Mtg</p> <p>Wed., Oct. 19 Northern Region Chapter Meeting</p> <p>Wed., Oct. 19 San Diego/Imperial Counties Chapter Meeting</p> <p>Thur., Oct. 20 Sacramento Chapter Meeting</p> <p style="text-align: center;">105th Annual CMSA Convention Omni Rancho Las Palmas May 16-21, 2023</p>
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CLASSIFIED ADVERTISING

CHARGES: 1-5 Lines \$15; \$2 each add'l line. CMSA box number \$5. Special heading/setup is extra. Email: information@thecmsa.org to place your ad or call (562)865-2900.

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.

Reach potential employees by placing a classified ad in *The Communicator!*

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.

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.

HISTORICAL PHOTO



Moving Day on Capitol Hill (Sept. 20, 2022), this time with our new national association, the ATA Moving and Storage Conference.



A number of CMSA members participated in the event.



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Royal Hawaiian Movers
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HAWAII

We offer twice weekly service to all islands. Our rates include fuel surcharges and delivery services up to 50 miles from the port of **Oahu, Maui, Hilo or Kona.**



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ALASKA

Our all in rate includes fuel surcharges and delivery services up to 50 miles from the port of **Anchorage, AK.**



DeWitt Guam
A DEWITT COMPANY

GUAM

We are the Guam experts. Our all in rates include fuel surcharges and delivery services anywhere in **Guam.**

CONTACT US FOR A QUOTE TODAY

www.DeWittMove.com
info@DeWittMove.com | 858.560.1621

Have you checked your roster? If all is correct, check **Yes and return form with your Company Name. If you need corrections made, please complete this entire form and check **CORRECTIONS NEEDED** .**

CMSA ROSTER & WEBSITE UPDATE - 2023

Company Name:			
Main Office Street Address:			
City:		State:	ZIP:
Published Mailing Address:			
City:		State:	ZIP:
Phone #:		Toll-Free #:	
FAX #:	Published Website Address:		
Published Email Address:			
Name of Principal Company Officers / Position Title: (Check (✓) one person to receive postal mailing. All names listed with email addresses will receive emails regarding chapter notices, link to online Communicator and announcements. Use additional sheet if needed.)			
<input type="checkbox"/> Name:	/ Title:		Email Address:
<input type="checkbox"/> Name:	/ Title:		Email Address:
<input type="checkbox"/> Name:	/ Title:		Email Address:
Branch Offices: (\$10 additional fee per month for each branch listed. DO NOT include main office.)			
Address:		Phone #:	
City:	State:	ZIP:	FAX #:
Manager Name:		Email:	
Address:		Phone #:	
City:	State:	ZIP:	FAX #:
Manager Name:		Email:	
(Use additional sheet if needed.)			
IF YOU ARE A HOUSEHOLD GOODS MOVER, PLEASE ANSWER THE FOLLOWING:			
	<u>Main Office</u>	<u>Branch #1</u>	<u>Branch #2</u>
1. Name of van line affiliation if any.			
2. Do you have a warehouse?			
3. If yes, give square footage.			
4. Do you have a public scale?			
5. If yes, state capacity in pounds.			
(Note corrections or additions in <u>any</u> public scale listing in current ROSTER on page 2.)			
Did you check your Roster? Yes <input type="checkbox"/> No <input type="checkbox"/>		Did you check the CMSA website? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Signature:	Position:		Date:
Please return to: CMSA, 10900 183rd St., Suite 300, Cerritos, CA 90703, or FAX to: (562) 865-2944			
Email: information@thecmsa.org Phone #: (562) 865-2900			
RETURN BY NOVEMBER 30, 2022			
			(TURN PAGE OVER)

NOTE ANY CORRECTIONS OR DELETIONS IN PUBLIC SCALE LISTING (IN BACK OF ROSTER) BELOW:

Company Name:		
Address:	City:	State:
County:	ZIP:	Phone #:
Company Name:		
Address:	City:	State:
County:	ZIP:	Phone #:

IF YOU ARE AN ASSOCIATE MEMBER - Please mark the appropriate box(es) below.
One category listing is free. Additional category listings cost \$20 per category per year.

- | | |
|--|--|
| <input type="checkbox"/> Association | <input type="checkbox"/> Leasing - Employee Equipment |
| <input type="checkbox"/> Attorneys | <input type="checkbox"/> Local Search Directory |
| <input type="checkbox"/> Auctioneers | <input type="checkbox"/> Manufacturer-Commercial Vans / Trucks |
| <input type="checkbox"/> Auto & Boat Relocation | <input type="checkbox"/> Mobile Storage |
| <input type="checkbox"/> Commercial Mover | <input type="checkbox"/> Moving Company Marketing |
| <input type="checkbox"/> Computer Services | <input type="checkbox"/> Moving Equipment / Rentals |
| <input type="checkbox"/> Consultants | <input type="checkbox"/> Nevada Movers |
| <input type="checkbox"/> Crates / Containers | <input type="checkbox"/> Ocean Carrier |
| <input type="checkbox"/> Crating, Packing & Shipping | <input type="checkbox"/> Organizing, Packing and Resettling Svcs |
| <input type="checkbox"/> Credit Card Processing | <input type="checkbox"/> Pack & Ship |
| <input type="checkbox"/> Custom Trailer Manufacturer | <input type="checkbox"/> Paper Products / Packing Materials |
| <input type="checkbox"/> Diesel Testing & Services | <input type="checkbox"/> Payment Technology |
| <input type="checkbox"/> Drug & Alcohol Testing | <input type="checkbox"/> Port Agent |
| <input type="checkbox"/> Fleet Fueling Solutions | <input type="checkbox"/> Printing Services |
| <input type="checkbox"/> Freight Forwarders | <input type="checkbox"/> Repairs, Sales, Truck, Trailers |
| <input type="checkbox"/> Furniture Dealer Corp. Move Mgmt Svcs | <input type="checkbox"/> Ocean Carrier |
| <input type="checkbox"/> Furniture Delivery | <input type="checkbox"/> Roofing & Waterproofing |
| <input type="checkbox"/> Furniture Installation | <input type="checkbox"/> Search Engine Optimization |
| <input type="checkbox"/> Hawaii Movers | <input type="checkbox"/> Software |
| <input type="checkbox"/> HHG Trucker | <input type="checkbox"/> Third Party Specialty Services |
| <input type="checkbox"/> Hydraulic Liftgate Mfg | <input type="checkbox"/> Truck Sales / Rentals |
| <input type="checkbox"/> Independent Contractor | <input type="checkbox"/> Uniforms / Apparel / Design |
| <input type="checkbox"/> Insurance / Financial Services | <input type="checkbox"/> Van Line Companies |
| <input type="checkbox"/> Laborer Sourcing | <input type="checkbox"/> Warehouse Racking / Rental Equipment |
| <input type="checkbox"/> Leads / Marketing | <input type="checkbox"/> Other: _____ |

Check (✓) "ALL CHAPTERS" or check specific chapters that you would like to receive emails from about upcoming chapter meetings.

() ALL CHAPTERS

- | | | |
|-------------------------|---------------------|---------------------------|
| () Central Coast | () Monterey Bay | () Sacramento |
| () Central Valley | () North Bay | () San Diego |
| () Greater Los Angeles | () Northern Region | () Twin Counties |
| () Mid Valley | () OC/Beach Cities | () Ventura/Santa Barbara |