

Balance Cost Concerns with Achieving Climate Goals

Businesses and consumers could face higher fuel costs from proposed changes to the longstanding state Low Carbon Fuel Standard (LCFS) program, the California Chamber of Commerce is warning air board regulators.

The CalChamber is urging the California Air Resources Board (CARB) to revise the proposed LCFS amendments to ensure they are cost-effective and feasible, as required by law.

The LCFS was originally designed to en-



courage the production and use of low-carbon transportation fuels via market mechanisms that avoid picking technology winners and losers, the CalChamber reminded CARB members in a recent letter.

The CalChamber has long supported regulatory market mechanisms — such as a well-designed cap-and-trade program — that reduce greenhouse gas emissions at the lowest cost to businesses and consumers throughout California.

(BALANCE COST CONCERNS continued on page 5)

IMPORTANT NOTICE

We are preparing the 2025 CMSA Membership Roster.
Did your company move? Had any staff changes? Did your website change?

PLEASE LET US KNOW

Submit your completed 2025 Roster Update Form by December 15, 2024.
The form can be found at the end of this issue.



CMSA 2025 College & Vocational Scholarship Applications Now Available!

See Page 15 & 16 for the College Application or visit:

[2025 CMSA Scholarship Requirements and Application.pdf](#)

For the Vocational Scholarship application, visit:

[CMSA Vocational Scholarship](#)



CHAIRMAN'S CORNER

by Vince Cardinale

Well, October has been an interesting month to say the least. The economy continued to be spotty at best. The Presidential election is over, and I for one will be happy not to receive

8 or more Campaign Texts and/or emails daily.

Being the optimist that I am, I choose to view our current not so great business times not as a problem, but as an opportunity - a challenge to think outside of the box and be creative. Although it may not seem like it is possible, we can thrive in the economic situations we're dealing with today. It all depends on where we choose to put our focus and what actions we decide to take.

I am continually asked by friends, business associates, and colleagues how our business is doing. People seem to be interested in how other businesses are doing during these up and down times. What I tell

them is that we seem to be doing OK, and I believe this is true because we have diverse business lines. If you are waiting for the office phone to ring and for orders to be taken instead of being sold, then you are probably not very busy.

The time has ended when all we had to do was be able to coordinate manpower and equipment to service all the moves that were being offered. Having diverse business lines means just that - be diverse, try new things.

I believe we must go out into the marketplace to find & create new business opportunities; they will not just find us. Take advantage of your CMSA membership. Reach out to fellow members. Seek out other best practices from fellow CMSA members and ask suggestions of what they are doing for means of diversification. You will be surprised to find how many members are willing to help and share best practices information.

One of the things I truly enjoy as CMSA Chairman is visiting the various chapters. During the month of October, CMSA Presi-

(CHAIRMAN'S CORNER continued on page 4)





PRESIDENT'S COMMENTS

By Steve Weitekamp

It's hard to believe that the 2024 Presidential Election is finally behind us. I know that there are California Moving and Storage Association (CMSA) members who cover the entire political

spectrum. Some are happy, and some are concerned, but hopefully, we can quickly get back to an environment where, while we may disagree, we are not disagreeable. I have to be optimistic; my position has always been that looking for the good in people and situations is always the best policy.

The CMSA Board of Directors convened our Fall Board meeting in late October at the Omni Rancho Las Palmas Resort and Spa in Rancho Mirage. This property, always a favorite of our membership, will be the site of our 2026 convention. The board, comprised of a diverse group of nineteen movers and two associate members, repre-

sents big and small companies that also represent all lines of business. We review the association's business and get feedback on existing and proposed programs. A lot of time and effort is dedicated to the four CMSA standing committees: Insurance, Government Affairs, Membership, and Military Affairs. Thanks to the board for their efforts and CMSA staff for organizing and administering a valuable meeting.

The CMSA Board has initiated a new program in our scholarship portfolio. This effort will be a thank you to young people within our organization who decide to serve in the U.S. Military. Upon verification of successful completion of a qualified basic training program, the active-duty service member will be awarded \$500. We are excited to start this addition to the 2025 scholarship program.

SB 1451 (Ashby) Signed by Governor Newsom changes an important aspect of Interstate moving. Effective January 1, 2025, Interstate movers, with shipments that have an origin, stop, or destination in California will be required to have an Interstate

(PRESIDENT'S COMMENTS continued on page 6)

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(CHAIRMAN'S CORNER continued from page 2)

dent Steve Weitekamp and I visited the Northern Region & North Bay Chapters. I enjoyed seeing many long-time friends; some I hadn't seen in many years and also meeting new ones.

Thank you to North Bay Chapter President J.R. Maricich for your hospitality and for your commitment to our Association. And thank you to Northern Region Chapter Co-Presidents Olga Garcia & Griselda Gonzalez for introducing the fun game of Loteria to me and many other of the attendees. It was sure fun and something different other than the typical raffle prize drawing.

Visiting fellow members' warehouse is also one of my favorite parts of being Chairman. A special thank you to Cal Farnsworth and Ken Robertson for the personal tour of their warehouse facility. And for Cal's personal tour of his hometown of San Rafael. It was awesome seeing and hearing about Cal's upbringing in this beautiful coastal town.

Thank you to John Chipman, Jr. for your tour of the new and very impressive Chip-

man Corporation headquarters in San Ramon. And to James Thomas of NOR-CAL Moving Services for the awesome tour of their 330,000 sq ft warehouse facility in Hayward and for taking the time to introduce us to and meet with NOR-CAL Moving Services CEO Anthony Vukovic. Anthony was gracious to offer us time in his busy schedule as I don't think we were on his calendar.

October was a busy month for me and President Steve. In addition to the 3 chapter visits, we also had our Fall Board meeting at the site of the 2026 CMSA Convention. The beautiful Rancho Las Palmas Hotel in Rancho Mirage, CA.

We discussed many important topics affecting our Industry, including a report from Shane Medlin of Champion Risk Insurance updating us on what to expect in the upcoming new year regarding pricing for Workers Comp Insurance and Health Insurance. We also heard updates regarding the Global Household Goods Contract, BHGS update from our Government Affairs committee and many other important topics.

(CHAIRMAN'S CORNER continued on page 6)

A Thanksgiving-themed advertisement for Pioneer Moving & Storage. The background is a solid dark blue. On the left side, there is a large, detailed illustration of a golden cornucopia overflowing with various items, including several cardboard boxes of different sizes, pumpkins, gourds, and clusters of purple and green grapes. The word "PIONEER" is written in large, bold, red capital letters with a slight 3D effect. Below it, the address "2430 GRAND AVE. SANTA ANA, CA 92705" is written in white, bold, sans-serif capital letters. Underneath the address, the phone number "P: 714-540-9751" and fax number "F: 714-428-0291" are listed in white, bold, sans-serif capital letters. To the right of the cornucopia, the words "Happy Thanksgiving" are written in a large, stylized, yellow-gold font. "Happy" is in a script-like font, and "Thanksgiving" is in a bold, blocky font with a slight shadow.

Proposed LCFS Changes

The CARB staff has proposed accelerating the LCFS by increasing the regulation's existing stringency through 2030 and setting a new target to reduce carbon intensity 90% by 2045.

The staff asserts the proposal is intended to align the LCFS with the 2022 Scoping Plan and California's carbon neutrality goals. In its letter, the CalChamber told CARB members it is concerned the costs of the proposal may outweigh the benefits and impose higher fuel costs on businesses and consumers, continuing the increases over several decades.

Potential Impact

The CARB regulatory impact assessment estimates the proposed regulatory change would translate to a \$0.47/gallon increase in gasoline prices in 2025, rising to a \$1.80 increase starting in 2040.

The assessment also estimates the potential for modest-but-lower gross state output, employment and personal income compared to a staff-set baseline.

Other Factors

Recently enacted [ABX2-1](#) authorizes the California Energy Commission to impose minimum transportation fuel inventories on oil refiners in the state. The CalChamber opposed ABX2-1 because of the risk it could create fuel shortages and increase fuel prices for businesses and consumers.

Following adoption of ABX2-1, one company announced plans to close a Los Angeles oil refinery at the end of 2025. The closure would reduce the state's diminishing refinery capacity by 8%, increasing the risk of fuel price volatility and fuel unavailability.

Balance Needed

In closing its letter, the CalChamber urged CARB members to seriously consider the broader concerns about businesses and consumers when taking up the proposed LCFS amendments.

"We can still achieve our climate goals, while striking a more reasonable balance that will help mitigate cost impacts on businesses and consumers who are disproportionately bearing the increased costs of our ambitious climate reduction goals," the CalChamber said.

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(CHAIRMAN'S CORNER continued from page 4)

In closing I look forward to seeing many of you as President Weitekamp and I visit some of Sothern California chapters during

the month of November. And as we a nearing the Holiday Season, I want to personally wish all of you and your families a very Happy and blessed Thanksgiving Holiday.

(PRESIDENT'S COMMENTS continued from page 3)

Permit with the Bureau of Household Goods and Services. The application for Interstate Only Moving will cost \$500 and require some of the same information as an intrastate permit requires, excluding: fingerprinting, tariff knowledge exam, equipment reporting, and insurance information. Additionally, they will need to provide Agent of Service information. They will still be required to file a quarterly report that includes revenue from in-state transportation and services. Interstate

permit holders will be listed on the BHGS website and any intrastate work performed will be the same violation of the law as a non-permitted operator.

CMSA is pleased to welcome the Dispatchers Convention back to California. March 26 – 30, 2025 will be the 49th annual convention and thanks to CMSA member company Republic Moving and Storage, it will be in San Diego, California.



Happy Thanksgiving



December

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Tesla Targets Full Semi Production by End of 2026

A Tesla Semi completed 384 miles on a single charge and 806 miles over 24 hours during the North American Council for Freight Efficiency's Run on Less-Electric Depot program in September 2023. (PepsiCo)

Tesla expects production of its Semi Class 8 tractor to accelerate to full throttle by the end of 2026, according to a senior executive, as the automaker begins to offer more details and express ever more enthusiasm about the vehicle.

The world's most valuable company by market capitalization previously said Semi production capacity in Reno, Nev., would be 50,000 tractors per year.

Earlier timelines for the start of produc-

tion of the tractor also are holding steady at present, Vice President of Vehicle Engineering Lars Moravy said during an Oct. 23 earnings conference call. Tesla posted a third-quarter 2024 profit of \$2.17 billion, up 17% year on year, and revenue totaling \$25.18 billion, up 8%.

"We're on track to start pilot builds in the second half of next year with production starting in the first half of 2026 and ramping really throughout the year to full production," Moravy said during the earnings call.

Those augmentations on what to expect followed comments by Moravy during the world's most-watched automaker's first-quarter 2024 earnings call that Reno's first Semis were expected late this year

(TESLA PRODUCTION continued on page 8)



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(TESLA PRODUCTION continued from page 7)

with customers starting to receive the tractors in 2026.

While executives, including CEO Elon Musk, have tended to concentrate on Tesla's many other products during recent earnings calls, particularly its artificial intelligence work, Moravy and his boss bantered excitedly about the Semi for the first time during the most recent earnings call.

Moravy first downplayed appetite and expectations for the Semi, saying production growth would depend on customer appetite, but Musk quashed such pragmatism about an upcoming product line.

The Tesla Semi tractor on display at an industry trade show.

"I don't think we're going to be limited, honestly," said the world's richest man. "We have kind of ridiculous demand for the Semi."

He added, "Yes. Fundamentally, if you've got a Semi, the fully considered cost per mile per ton of transport is better than a diesel truck. Any company that doesn't adopt an electric Semi will lose. It's not a subjective thing."

Musk's enthusiasm and excitement rubbed off on Moravy, a one-time Honda

suspension designer who has worked at Tesla for nearly 15 years.

Moravy told analysts and investors that PepsiCo drivers do not want to drive any other truck once they have driven a Semi. A longtime pioneer in testing the Semi, PepsiCo ranks No. 2 on the Transport Topics Top 100 list of the largest private carriers in North America. PepsiCo operates 12,590 tractors, according to TT data.

"It's easy to drive... and it's fast," noted Musk, with Moravy replying: "Super fast — maybe too fast."

"And that's a benefit not only for the driver and for the goods but also for safety in terms of other drivers on the road. You don't get stuck behind the Semi; you're not like in a slowdown situation," Moravy added.

The Semi was first introduced in 2017, with Musk vowing tractors would be on the road by 2019 and have a ballyhooed range for a battery-electric truck of 500 miles.

Product launch delays are not without precedent in Tesla's at times rocky history, but the Austin, Texas-headquartered company's challenge to legacy truck makers is nearing fruition, with Musk promising a global showdown.

(TESLA PRODUCTION continued on page 11)



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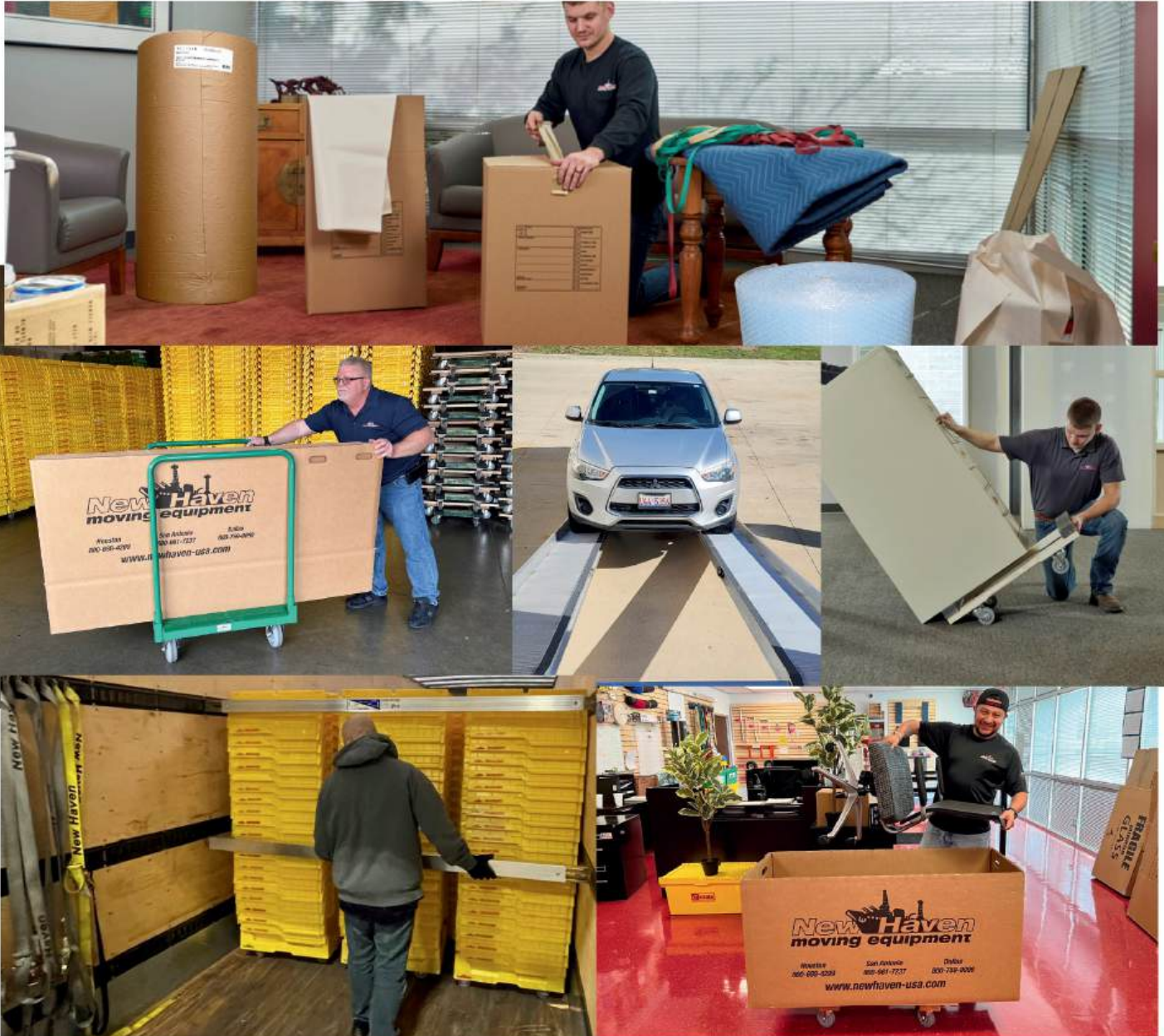
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(TESLA PRODUCTION continued from page 8)

On Oct. 15, Musk wrote on the X social media platform he owns that the “Tesla Semi will be available worldwide,” as the tractor was displayed outside Tesla’s Giga Berlin factory.

Construction of the factory for the Semi production lines began in 2023 at the site of the existing Gigafactory Nevada.

Around the same time, Tesla handed over 15 Semis to PepsiCo in Modesto, Calif. By September 2023, the Semis were showing off their capabilities in the North American Council for Freight Efficiency’s Run on Less-Electric Depot program, with one completing 384 miles on a single charge and 806 miles over 24 hours.

NACFE Executive Director Mike Roeth was impressed.

“The Tesla numbers speak for themselves. They are showing us sort of the future,” Roeth told reporters at the time. “It’s like the art of the probable here; we hear art

of the possible, well, this is more the art of the probable, because it is real trucks, real freight.”

Employees at DHL Supply Chain USA — the No. 14-ranked logistics company on the TT Top 100 — also are impressed, they said earlier in October.

During a two-week trial in the summer, DHL integrated the truck into 3,000 miles of normal operations out of Livermore, Calif., including one trip of 390 miles with a gross combined weight of 75,000 pounds on a single charge.

“Our verdict: The Tesla Semi is ready for prime time!” DHL said, adding that it was encouraged by how quickly drivers gained confidence with the vehicle. As a result, the company is looking to integrate more tractors into its network once production begins, the company said.

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Litigants Allege EPA Cannot Legally Mandate Electric Trucks

Appellate Review of GHG 3 Rule Sought

The Environmental Protection Agency lacks legal authority to mandate electric vehicles, according to a court brief filed by a coalition of 24 states and various economic interests seeking federal appellate court review.

The U.S. Court of Appeals for the D.C. Circuit review request challenges EPA's "Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles-Phase 3."



Litigant say forcing a shift from nearly zero new electric heavy-duty vehicles today to 45% by 2032 will cause major logistical challenges and increase transportation costs nationwide. (Joe Cicak/Getty Images)

The Oct. 16 court filing alleges the mandate requiring large trucks to transition to all-electric vehicles would significantly impact truck manufacturers, fuel and energy markets, the biofuel industry, farmers and

trucking companies.

"Despite that lack of congressional authorization, EPA has announced a de facto electric heavy-duty vehicle mandate that, like its light-duty-vehicle mandate, sets

(LITIGANTS continued on page 18)

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CMSA College Scholarship 2025

CMSA will offer \$2,000 scholarships to students who will be enrolled in an undergraduate program at an accredited college, university, or community college during the 2025-2026 academic school year. Applicants are not limited to any particular field of study.

Each individual must obtain and complete the required documents listed below and submit them to be received no later than noon on **Tuesday, February 4, 2025**, to CMSA, 10900 E. 183rd St., #300, Cerritos, CA 90703, or e-mail to information@thecmsa.org or fax to: (562) 865-2944. Winners will be notified by **March 10, 2025**. The awards recognition will take place at the CMSA's 107th Annual Convention at Bally's Lake Tahoe, Lake Tahoe Nevada, **during the Awards Luncheon on April 26, 2025**.

Application Requirements:

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

"It's not whether you get knocked down, it's whether you get up."
- Vince Lombardi

Reflect on a time when you faced a setback. How did you respond, and what did that experience teach you about resilience?"

Eligibility Requirements:

- * Student **MUST** be a California resident and an employee or child/grandchild of a CMSA mover or associate member company. The member company must have a current **ACTIVE** membership status for at least one year and no outstanding balance.
- * High school students must have a minimum high school GPA of 2.5.
- * College students must show proof of enrollment and a minimum cumulative GPA of 2.5.
- * Student must be enrolled in an undergraduate program at an accredited four-year college, university, or community college during the 2025-2026 academic school year. Minimum nine units per semester/quarter.

Criteria for Selection:

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

CMSA scholarship awards will be mailed directly to the recipient in the name of the college or university for use during the 2025-2026 academic school year only.

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

2025 CMSA Scholarship Application

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Address of Company: _____
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Sponsor's Signature: _____
(CMSA will not fund a scholarship to an ineligible student. If the student was paid before being identified as ineligible, CMSA will take steps to remedy the situation. *See eligibility requirements BEFORE applying for this scholarship.*)

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

*

*

Major Field of Interest:

High School GPA: _____ Current College GPA: _____

Student's Signature: _____ Date: _____

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

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

"It's not whether you get knocked down, it's whether you get up."
- Vince Lombardi

Reflect on a time when you faced a setback. How did you respond, and what did that experience teach you about resilience?"

If you are notified as being a scholarship recipient, you will have 10 days to respond to the CMSA scholarship notification, or you will forfeit the scholarship.

CALENDAR OF EVENTS

Fri., Nov 8	Sacramento Chapter Fall Golf Tournament	Fri., Dec 6	Northern Region Chapter Annual Holiday Dinner
Tues., Nov 12	Twin Counties Chapter November Meeting	Tues., Dec 10	North Bay Chapter December Meeting
Wed., Nov 13	San Diego Chapter November Meeting	Tues., Jan 7	Twin Counties Chapter Special Military Meeting
Wed., Nov 13	Monterey Bay Chapter November Meeting	Wed., Jan 8	San Diego Chapter Special Military Meeting
Thurs., Nov 14	Orange County/ Beach Cities October Meeting	Thur., Jan 9	Central Valley Chapter Special Military Meeting
Sat., Nov 16	Central Valley Chapter Corn Hole Tournament	107th Annual CMSA Convention April 22 - 27, 2025 Bally's Lake Tahoe Lake Tahoe, NV	
Wed., Dec 4	Greater LA/Orange County Chapters 2024 Holiday Dinner/ Toy Drive		

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greenhouse-gas emission standards that manufacturers can meet only by decreasing production of internal-combustion-engine vehicles and dedicating an increasing percentage of their fleets to electric vehicles or subsidizing the electric-vehicle production of their competitors through credit purchases,” the brief said. “These new standards are so stringent that EPA projects some 45% of America’s new heavy-duty vehicles will be electric by 2032 to comply — up from practically zero today.”

Nebraska is leading the 24-state coalition seeking to block EPA’s rule. The other participants range from fuel groups to the Arizona state Senate. The coalition first filed its review request with the appeals court in May.

“Historically, EPA promulgated greenhouse gas-emission standards for heavy-duty vehicles jointly with the National Highway Traffic Safety Administration and set standards that could be achieved without electric vehicles,” the court document said. “But in April 2023, after the administration signed its international accord, EPA proposed its first-ever solo greenhouse-gas emission standards for heavy-duty vehicles. Finalized on April 22, 2024, those standards — at issue in this case — are more stringent than any prior standards.”

The appellate review-request brief said that two aspects of EPA’s new heavy-duty emission standards are key to the agency’s effort to force electrification of the nation’s heavy-duty vehicle fleet.

First, EPA promulgated standards that manufacturers can meet only on a fleet-average basis, rather than an individual-vehicle basis. Second, EPA decreed that in determining a manufacturer’s compliance with the standards, electric vehicles will be treated as producing zero emissions, according to the group’s brief.

“The economic significance of EPA’s rule is immense,” the group of participants argued. “By EPA’s own projection, the rule will cost vehicle manufacturers well over \$20 billion through 2055. And EPA reaches that

projection only by assigning much of the relevant cost (which its rule would independently impose) to California’s Advanced Clean Trucks program, which faces pending litigation.

“Absent that sleight-of-hand, the projected costs to manufacturers alone would be well over \$50 billion, which will be passed on to businesses and consumers. EPA’s electric-vehicle bias also caused it to arbitrarily ignore biofuels as a “viable” and “obvious alternative” for reducing greenhouse gas emissions.”

The group also argued that battery-electric heavy-duty vehicles typically have shorter mileage ranges than internal-combustion-engine vehicles, take longer to refuel and are substantially heavier — meaning that each trip takes longer and carries less freight.

“Forcing a shift from nearly zero new electric heavy-duty vehicles today to 45% by 2032 will cause major logistical challenges and increase transportation costs nationwide, affecting some two-thirds of all freight moved in the United States and countless businesses,” the review request document said. “Those effects collectively make the major economic significance of EPA’s rule indisputable.

“Nor will the necessary public charging infrastructure exist in the time frame EPA imagines. [20-megawatt] stations are not easy to build and permit, and adding one is equivalent to adding a whole town to the electric grid. EPA is also overly optimistic about the grid upgrades needed; it assumes that transformers can be installed in three to eight months, but transformers take two to four years to be delivered and installed.”



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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

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.



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Association Leaderboard Report

CA Leaders for the month of October

Total

1	Daly Movers	12,686 lbs.
2	Advantage Moving & Storage	7,299 lbs.
3	Mother Lode Van & Storage	2,013 lbs.

CMSA Report Food Collected and Delivered

Monthly	Year to Date	All Time
22,574 lbs.	285,343 lbs.	1,906,566 lbs.
18,811 meals	237,785 meals	1,588,805 meals

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ALASKA

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GUAM

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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 - 2025

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. <u>DO NOT</u> 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 DECEMBER 15, 2024 (no guarantee changes will be made if received after due date)			
(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"/> Lab Moving: Temp.Sensitive Matl and Chems |
| <input type="checkbox"/> Attorneys | <input type="checkbox"/> Leads / Marketing |
| <input type="checkbox"/> Auctioneers | <input type="checkbox"/> Leasing - Employee Equipment |
| <input type="checkbox"/> Auto & Boat Relocation | <input type="checkbox"/> Manufacturer-Commercial Vans / Trucks |
| <input type="checkbox"/> Background Checks | <input type="checkbox"/> Mexico Movers |
| <input type="checkbox"/> Cargo Optimization and Securement | <input type="checkbox"/> Military Move Management |
| <input type="checkbox"/> Commercial Mover | <input type="checkbox"/> Mobile Storage |
| <input type="checkbox"/> Computer Services | <input type="checkbox"/> Move Management |
| <input type="checkbox"/> Consultants | <input type="checkbox"/> Moving Company Marketing |
| <input type="checkbox"/> Corporate Headquarters | <input type="checkbox"/> Moving Equipment / Rentals |
| <input type="checkbox"/> Crates / Containers | <input type="checkbox"/> Nevada Movers |
| <input type="checkbox"/> Crating, Packing & Shipping | <input type="checkbox"/> Organizing, Packing and Resettling Svcs |
| <input type="checkbox"/> Credit Card Processing | <input type="checkbox"/> Out-of-State Mover |
| <input type="checkbox"/> Custom Trailer Manufacturer | <input type="checkbox"/> Pack & Ship |
| <input type="checkbox"/> Dispute Resolution | <input type="checkbox"/> Paper Products / Packing Materials |
| <input type="checkbox"/> Door Frame Protection Devices | <input type="checkbox"/> Payment Technology |
| <input type="checkbox"/> Drug & Alcohol Testing | <input type="checkbox"/> Port Agent |
| <input type="checkbox"/> Employee Benefits | <input type="checkbox"/> Printing Services |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Repairs, Sales, Truck, Trailers |
| <input type="checkbox"/> Fleet Fueling Solutions | <input type="checkbox"/> Search Engine Optimization |
| <input type="checkbox"/> Freight Forwarders | <input type="checkbox"/> Software |
| <input type="checkbox"/> Furniture Dealer Corp. Move Mgmt Svcs | <input type="checkbox"/> Third Party Specialty Services |
| <input type="checkbox"/> Furniture Delivery | <input type="checkbox"/> Truck Sales / Rentals |
| <input type="checkbox"/> Hawaii Movers | <input type="checkbox"/> Van Lines |
| <input type="checkbox"/> HHG Trucker | <input type="checkbox"/> Warehouse Racking / Rental Equipment |
| <input type="checkbox"/> Insurance / Financial Services | <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 |