

# The Tar Heel Van

SECOND QUARTER 2021

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**OCTOBER 7-9, 2021 • HOLIDAY INN RESORT  
WRIGHTSVILLE BEACH, NC**

We're excited!

We are actually going to do this—Have a convention! It's been a rough few years for our convention—between hurricanes and the pandemic, we've been without a convention way too long!

But it's coming! October 7-9 at the Holiday Inn in Wrightsville Beach. This has always been a great location for us and this year will be no different.

*(Continued on page 8)*

## NCMA Board of Directors

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## From the President

Happy peak moving season in the South! I know everyone is super busy, so I am keeping this brief!

Recently I learned that several van lines are proud to support R.E.D. Fridays. R.E.D. stands for "Remember Everyone Deployed." R.E.D. has asked that you wear red on Fridays to show support for all the men and women that are deployed. By wearing something red, you are acknowledging the sacrifice these service members are making for the USA. Also, it shows that even though they are far away from home, they and their loved ones are not forgotten. I think this is a great idea because it seems that most the emphasis on this is mainly around the Christmas holidays. Remember Everyone Deployed keeps this message alive all through the year.

Looking ahead—We are having our annual Convention! Please register for the convention. It is scheduled for October 7-9, 2021 at the Holiday Inn Resort in Wrightsville Beach, NC. Registration info is included in this issue and on our website.

My best advice for getting through the summer moving season: Just take one day at a time. Remember the saying "the only thing constant in life is change."

This certainly applies to our industry.

Take care and I look forward to seeing you in October.

Dru



Dru Burgin

NCMA President

Sells Service

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**Richard Baker** brings 25 years of packaging experience to the moving storage industry and is looking forward to assisting with your packaging, handling and protection needs. Experienced in all aspects of corrugated printing and packaging with a growing knowledge of the moving and storage industry, please feel free to reach out to him with questions about Victory Packaging as well as the products and services they have to offer.

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## Johnston Community College trains truck drivers as shortage threatens supply chain

By Matt Talhelm, WRAL reporter

The demand for truck drivers is soaring as North Carolina rebounds from the pandemic. The industry is short 60,000 drivers nationwide.

The [North Carolina Truck Driver Training School](#) at Johnston Community College (JCC) is the oldest truck driver school in the country. The school is working to put a dent in the driver shortage. Right now, 22 students are going through an 8 week program with classroom and on-the-road training to become professional truck drivers.

"I think the respect for the profession has increased over the past year as people realize stores were not able to replenish basic goods," said John Freer, the school's lead instructor. John Hill is following in his father's footsteps to become a driver. The Army Staff Sergeant is stationed at Fort Bragg. He's transitioning out of the military into a new career behind the wheel of a big rig.

"It's an opportunity, it's a career, it's a job – something that's never going to go away," said Hill.

The program is slowly building back up its class sizes after shutting down for 75 days early in the pandemic. It's only at about a third of pre-COVID capacity. At the same time, the supply chain is rebounding.

"Truck drivers bring it through the back door and when I walk in through the front door and don't see it, you recognize inventory is not being replenished as quickly because there's a lack of drivers to move the number of loads available," said Freer.

Industry trend tracker [DAT Freight & Analytics](#) shows the amount of freight ready to move this May was up 287.6% from May 2020. The number of trucks to drive those items dropped 15.8% year-to-year.

"We may be facing shipping delays, higher inventory costs, and there even might be more shortages again in the stores," said [North Carolina Trucking Association](#) President Crystal Collins.

The Association says 86% of communities in the state depend exclusively on trucks to move goods. Collins tells WRAL News the Association is trying to get funding from the General Assembly to buy equipment and increase class sizes at community college driver training programs. It is also working to encourage retired drivers to become instructors.

"The demographics are working against us. As retirements are taking place, we're not seeing the same number of new entrants into our industry," said Collins.

The school at JCC is registering students for the next driver training class which will begin in late June.



(Continued from page 1)



We're working hard on this year's event.

Our featured speaker on Friday will be Steve Gilliland. Steve is a wonderful speaker who will add a lot to our convention.

We're bringing back our cornhole tournament for Thursday night. More information will be out later. Our golf tournament will be Friday afternoon and the banquet will be Friday night.

You can get your packet [here](#).

More events will be added and more information will be sent to you.

Just wanted to make sure that you have this on your calendar!

See you at the beach in October!!

**HUB International** has provided us with this helpful brochure:

[OSHA Recordkeeping/Reporting FAQ](#)



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Standard features of interest: stainless steel rear-end and side door thresholds, door access from all three walls, 60" attic, vertical logistics posts, LED lighting inside and out (includes in-box switch/timer), inside wall kickplates, side and ceiling wood panels, galva- nized ramp racks, etc.

Sample of our options: vault/pallet/container body door configuration, liftgates, slide-out tailgates (stain- less), grab handles, bellyboxes, in-body weigh scales, full graphic department (design/print/install), camera kits, lighted floor markers, etc.

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- Splinter free (splinters are the biggest worker comp issue associated with wood liftvans.)

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The MP40 is designed to stack 2 high or side by side for easy truck storage. MP40 is built w/durable bottom tray and any crate component can be replaced for optimal durability.



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- Side impact protection
- Full tip-over protection
- Fast to pack - Fast to unpack.
- Distribution centers across the US and Europe

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PleatWrap Furniture wrap  
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Tissue Inner: 48" wide x 250'  
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## Get Ready for the First Election of IAM's US Domestic Asset Based Mover Chair and Vice Chair

IAM's U.S. based Domestic Asset-Based Mover Group (DAB) is building momentum within IAM. Over a year ago, IAM put together a task force of IAM company representatives to provide the Association their significant insight on creating a value proposition to attract more U.S. asset-based moving companies into IAM. This task force (TF-DAB) met regularly with the IAM staff to work on a number of initiatives important to their DAB moving businesses.

TF-DAB accomplished a lot in a short period of time. In support of DAB Movers, IAM can now provide your interstate compliance capabilities with the Federal Motor Carrier Safety Administration (FMCSA); we transitioned the TF to a more formal DAB Mover Management Board (DMB) governed by a DAB Organizing Document that lays out the purpose and functioning of the DMB; created DAB content during IAM's Annual Meeting; held multiple "DAB-Hour" webcasts on TF-DAB/DMB recommended topics; created a monthly DAB Digest newsletter created by IAM DABs for DABs; and had a large contingent from the DMB meet in Austin, TX at the annual Dispatcher's Convention...hosted by one of our original TF and DMB company members (Apple Moving)...to host the Dispatcher's breakfast, talk to attendees about the DAB initiative, and hold an open bar social hour to network with fellow DABs (IAM members and non-members alike).

Coming from a humble start about a year ago, IAM now has nearly 100 DAB Movers as member companies. It is therefore, time to formally elect a new DMB Chair and Vice Chair for the first time. The vote will take place amongst member companies of the IAM DAB Mover Group, as proscribed in the DAB Organizing Document.

This historic vote will occur near the end of August, in time for the new DAB Management Board Chair and Vice Chair to be announced at the IAM Annual Meeting in Orlando, FL.

If your company fits the profile of an IAM DAB Mover, and you aren't already a part of the DAB Mover Group, contact IAM's Membership team ([membership@iamovers.org](mailto:membership@iamovers.org)) to find out how to join. If a member of your DAB company would like to run for the DMB leadership positions to help IAM shape its efforts on the issues and needs of US Asset-Based Movers, get ready to throw your name in the hat. And if you're already a part of the overall DAB Mover Group, get ready to name your company's voting representative for the first-ever DMB election.

If you have any questions or comments about IAM's DAB Mover Group, you can also contact IAM's staff lead for the DAB, Dan Bradley, at [daniel.bradley@iamovers.org](mailto:daniel.bradley@iamovers.org). The DMB is doing great things for asset-based movers, and we'd love you to get involved to take advantage of the great networking, educational, and learning opportunities the DMB is building.

## NEWS YOU CAN USE

[WRAL Channel 5 interview Movin' On Movers about the difficulty of moving companies finding employees](#)

[A Guide to Equipping Your Moving Truck](#)

[The Real Cause of Jackknifing Trucks](#)

[International Association of Movers Annual Meeting  
October 13-16 in Orlando, Florida](#)

[Move for Hunger](#)—always needs help!

## NCMA Public Service Announcement

The NCMA has issued our first ever Public Service Announcement to warn the public about the pitfalls of using illegal movers. Feel free to show this to your customers or add it to your website!

The video is on the home page of our website. Commissioner Floyd McKissick, Jr. introduces the video. It is also available on YouTube: <https://www.youtube.com/watch?v=cLTPhWj9kz0>



# Trucking Risk Advisor

## April 2021

### CVSA Announces 2021 International Roadcheck Focus

The Commercial Vehicle Safety Alliance (CVSA) recently announced this year's International Roadcheck, which is scheduled for May 4-6, 2021. The International Roadcheck is an annual, three-day enforcement initiative that emphasizes the importance of commercial motor vehicle and driver safety through a blitz of roadside inspections across North America. During the event, an influx of CVSA-certified professionals will conduct the following North American Standard (NAS) inspections on vehicles:

- **Level I** inspections consist of 37 steps, including an examination of commercial vehicles' mechanical fitness and of drivers' operating requirements. This is the most common type of inspection during the event.
- **Level II** inspections generally include everything that can be checked without getting physically under the vehicle.
- **Level III** inspections include a review of driver requirements, such as a commercial driver's license, vehicle documentation, cargo and record of duty status.
- **Level V** inspections are equivalent to the Level I NAS inspection. The only difference is that drivers are not present. These inspections normally occur after an incident or arrest.

The CVSA also establishes a specific emphasis each year for inspections. Last year's focus was on driver requirements, while this year's will be on lighting and hours of service (HOS) compliance. According to the CVSA, this year's focus was selected based on results from the 2020 International Roadcheck. Lighting was one of the most common types of out-of-service vehicle violations last year, accounting for over 10% of total vehicle violations. HOS compliance was the top type of out-of-service driver violation last year, contributing to approximately one-third of overall driver violations.

Per this year's emphasis, each inspection will ensure that vehicles' lighting devices are fully operable and in adequate condition. In addition, these inspections will include a review of drivers' documentation regarding their time spent behind the wheel and rest periods to confirm HOS compliance.

In the midst of the ongoing COVID-19 pandemic, the CVSA emphasized that all inspections will be conducted with proper health and safety protocols in place. Further, vehicles containing COVID-19 vaccine shipments will not be stopped for inspections unless a serious violation or imminent hazard is detected. To read more about this year's blitz, click [here](#).







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- 87x47x87 • Shroud Available
- Splinter free (splinters are the biggest worker comp issue associated with wood liftvans.)
- Weighs 160Lbs. (200Lbs. less weight compared to wood)





There is enough to keep an eye on while behind the wheel. As a member of the National Association of Independent Truckers, one thing you should not have to worry about is your healthcare. Importantly, being on the road doesn't mean being out of touch with your doctor.



The SHOWBenefits app is a centralized access point for all your virtual healthcare needs and services.

Telemedicine is becoming an integral part of wellness. Practicing patient care via a digital platform allows you to talk to your doctor live over the phone or video chat. Fast, convenient care represents just two of the many benefits of telemedicine. In addition, patients and doctors agree that telemedicine often leads to an improved quality of care and more reliable patient follow-through.

Since they are speaking to a physician from the comfort of their surroundings, patients are more likely to open up. They feel less stressed and more comfortable. The doctor gains a more honest assessment of patient health and expectations.

But it's more than just reaching out to a provider and have a one-on-one conversation. You also can send and receive messages from your doctor using chat messaging, email, and secure file exchange.

Of course, virtual visits may not be as typical as traditional in-person doctor's appointments, but there are many benefits:

- Virtual visits can address health issues wherever you are, even from the comfort of home.
- Staying put cuts down on time off from work, commuting, travel in bad weather, the need for childcare.
- Virtual healthcare tools can shorten wait times to see the doctor.
- Telemedicine also expands the range of your access to specialists who live further away.

The SHOWBenefits app features medical carrier integration, lowers healthcare costs, and provides access to value-added programs. In addition, this benefits-focused virtual wallet offers a centralized location for current medical plan information, real-time deductible tracking, up to 15 electronic ID cards, and more.

You can get many types of care through telemedicine, including wellness visits, prescriptions, urgent care, and remote monitoring services. Also conveniently included in the SHOWBenefits app are network, prescription, and medical procedure lookups plus price comparison tools.

The SHOWBenefits app streamlines how healthcare is delivered by consolidating medical and healthcare services onto one mobile platform. The app is available on iPhone and Android devices.

The latest technology drives costs down and makes the process affordable to more healthcare providers and patients. As a result, the number of people using telemedicine has increased steadily through the years. Hence, more than half of all U.S. hospitals now have a telemedicine program.

Today's best healthcare and insurance services are delivered quickly and conveniently, directly to your smartphone or tablet. The SHOWBenefits app helps to make complex, simple.

As an NAIT member, you have access to free telemedicine – including phone calls, chat/text, and video meetings with U.S. licensed and based physicians – plus pharmacy locations and prescription pricing and coupons. Learn more about the quick and easy access to all NAIT benefit programs at [www.naitusa.com](http://www.naitusa.com) or call Mona Brimeyer at 877-770-6248.

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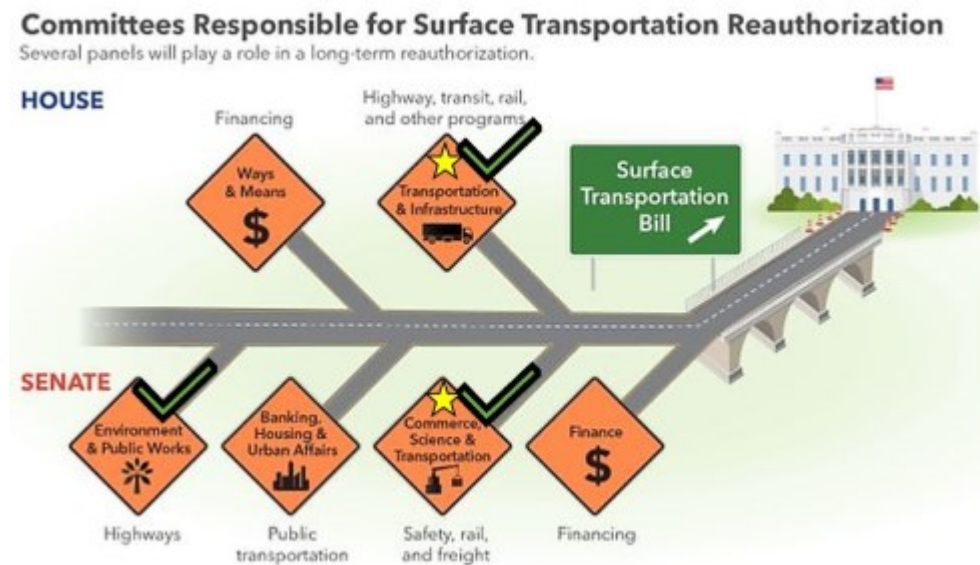
**Contact Mike Goheen at 804-298-5383 or [mgoheen@quarlesinc.com](mailto:mgoheen@quarlesinc.com).**





## Highway Bill- What are the next steps?

As many of you are aware the ATA Moving and Storage Conference was able to include two industry priorities in the upcoming Highway Reauthorization Bills. But when will these bills pass and what are the next steps?



There are multiple Committees in Congress with jurisdiction over parts of the upcoming Highway Bill. As the chart shows above, six Committees have to pass bills before the Highway Bill is complete.

The signs with check marks are the Committees that have already passed legislation for their respective areas. The signs with stars indicate bills that contain household goods legislation. Our industry is regulated through the House Transportation & Infrastructure Committee and Senate Commerce, Science & Transportation, both of which included our priority language.

Before our policies can be implemented three more Committees need to pass their bills (Senate Finance, Senate Banking House & Urban Affairs and House Ways & Means) before the full House and Senate vote on their overall packages. This process could deviate slightly depending on how discussions are going between lawmakers.

Once the House and Senate vote on their Committees legislation the bills go to Conference where a select group of lawmakers negotiate and work out the differences between the two bills.

Because the household goods provisions are in both House and Senate bills they will likely not need to be

*(Continued on page 19)*

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debated or changed during Conference. Once the Conference Committee is finished the bill goes to the White House for the President's signature.

### ***When will the bills pass?***

The largest hurdle in these discussions is finding a viable solution for how to pay for the price tags of the bills which are in the hundreds of billions. Democrats and Republicans are considering multiple approaches and ATA is supportive of working with Congress to consider a variety of solutions that are fair to the trucking community. Lawmakers are anxious to find a lasting solution before funding critical for our highway programs expires this fall. This means that the remaining Committees need to finalize their bills and come up with a funding solution before authorizations run out this fall.

The household goods legislation will not move forward for implementation until the other Committees complete their bills and a funding solution is found. The Moving and Storage Conference will keep you posted as things progress.

### ***Is the Highway Bill the same as the Infrastructure Package I hear about on the news?***

No. President Biden alongside Democrats and Republicans are pushing for a separate, one time additional bill that focuses on investing more money on various and broad reaching infrastructure projects. The bill would finance a range of programs, including the largest investment in public transit in U.S. history, repairs to roads and bridges, a network of 500,000 chargers for electric vehicles, the elimination of lead service lines in the nation's water systems, expansions of broadband internet service, cleaning up pollution and new, "resilient" power lines.



### **Highway Bill Reauthorization- Moving and Storage Update**

Over the past two weeks Congress has made progress on the necessary Highway Reauthorization bills. Both the House and Senate passed legislation that reflects the policy priorities set forth by the ATA Moving and Storage Conference. These policies not only help consumers but provide a streamlined paperwork process for household goods movers to reflect the modernizing developments in the industry.

The House and Senate bills both included in their unveiled bills the inclusion of the Household Goods Working Group Recommendations. The House bill also included language seeking to clarify the definition of "broker". While the Senate version did not include the broker language in the original bill text, during the mark up process Sen. Sinema from Arizona offered an amendment to include the House language which was accepted.

These are positive steps forward for industry and consumers alike and the Conference looks forward to working with the House and Senate as the process moves forward. Below are highlights from the policy provisions included specific to household goods.

**HHG Working Group Recommendations-** The 2015 FAST Act (Highway Reauthorization) required FMCSA to form a working group with industry partners to better find ways to protect consumers from rogue operators while also

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streamlining the move process. The report included 19 recommendations however some of them required a change in the law. The language in the House and Senate bills require FMCSA to issue rulemaking to implement the following changes:

- A.) Requires movers to provide “Your Rights and Responsibilities When You Move” document when an estimate is provided. Movers should be allowed to provide this document in paper or electronic form via a hyperlink on the carrier’s website.*
- B.) Allows movers to provide “Your Rights and Responsibilities When You Move” electronically without a signed receipt from the shipper.*
- C.) If a shipper requests additional services or tenders’ additional items prior to loading the shipment but after an estimate has been signed the carrier must provide a new estimate with changes. This protects the consumer by closing a loophole exploited by rogue operators to inflate charges.*
- D.) Requires movers to offer visual surveys for all household goods shipments regardless of distance, updating the old requirement for physical surveys.*  
*Allows movers and shippers to employ the use of virtual surveys (remote cameras or other technology) at the convenience of the shipper and mover. Physical surveys would still be permitted, and consumers would retain the right to waive the survey.*
- E.) Allows movers to waive using a separate order for service if the information is combined into the bill of lading. Would allow movers to consolidate duplicative paperwork.*
- F.) Sets out the requirements for the bill of lading, most notably requiring contact information and physical location of the carrier to be included, while making it optional for movers to provide the information for any other motor carrier or carriers who will participate in the shipment to avoid confusion about who to contact.*
- G.) Replaces the term “freight bill” or “expense bill” with the term “invoice” to use a term more commonly understood by consumers. Would allow movers to combine the items listed on the freight bill onto the invoice.*
- H.) Renames the FMCSA publication ESA 03005 to “Choose Your Mover” and; Requires all household goods motor carriers to provide a link or copy of the publication on their website.*

**Broker Registration-** The Government Affairs Committee formed a task force to tackle the emerging issues we are seeing in HHG brokering space. The requirements in place for HHG brokers aptly protect consumers and carriers alike however, as this business model has moved online current definitions for brokering have become outdated. ATA MSC has asked FMCSA to clarify exactly what constitutes online brokering for household goods shipments.

As many in the industry are aware there are online companies that act as brokers but are not registered and in turn, do not follow Federal brokering requirements. These entities provide misleading advertisements to consumers about their services, provide lowball estimates and pricing, do not provide consumers with proper disclosures and in egregious cases, connects customers with unlicensed movers.

The language in the House and Senate bills requires FMCSA to look at this problem and work with industry to properly define what brokering shipments means in this modern age. Once completed, it will allow carriers to ensure they are working with properly licensed entities in the brokering space as well as protect consumers from any companies not properly licensed.

For any questions please contact the Katie McMichael at [kmcmichael@trucking.org](mailto:kmcmichael@trucking.org)

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## USTRANSCOM Personal Property Advisory #21-0081A, Supersedes USTC PP Advisory #21-0081

**Date:** 16 June 2021

**From:** USTRANSCOM Defense Personal Property Management Office (DPMO), Scott AFB, IL 62225

**To:** All Military Service Headquarters Representatives, Worldwide Personal Property Shipping Offices (PPSOs), Personal Property Processing Offices (PPPOs), and Department of Defense (DoD) Approved Transportation Service Providers (TSPs)

**Subject:** **Update** Use of **CONUS** Non-DoD Approved Storage in Transit (SIT) Facilities for 2021 Defense Personal Property System (DPS) Shipments

1. In an effort to enable access to additional capacity, Transportation Service Providers (TSPs) are temporarily authorized to use **CONUS** Non-DoD approved SIT facilities.
2. **Effective immediately through 30 September 21, TSPs may use CONUS Non-DoD approved facilities listed in DPS.**
3. Regardless of the Non-DoD SIT facility used, the TSP remains solely responsible for the shipment, any service failure, and business rules violation: 400NG, the Claims and Liability, and Tender of Service (TOS), and DTR, Part IV.
  - 3.1. TSP is NOT authorized to use a mini storage facility to store customer's HHGs.
  - 3.2. The landlord must acknowledge and state in the lease that holding shipments hostage is a violation of Federal Law; IAW USC Title 37, Section 453, which states in part, "No carrier, port agent, warehouseman, freight forwarder, or other person involved in the transportation of property may have a lien on, or hold, impound, or otherwise interfere with the movement of baggage and household goods being transported under this section. (*emphasis added*)."
4. This temporary authorization to use Non-DoD approved SIT facilities does not waive or alter the TSP's responsibilities to meet all other standing requirements and business rules.
5. TSP must meet the following minimum requirements:
  - 5.1. Warehouse Operational Layout Fire Plan (Posted in the warehouse)
  - 5.2. A fire protection system,
  - 5.3. Fire system maintenance and inspection plan
  - 5.4. Flood plain information (Outside 100-year plan)
  - 5.5. Burglar/Intrusion Alarm Service
  - 5.6. Pest Control Program

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5.7. See attachment for layout

**6. PPSO's Responsibilities:**

6.1. Manage shipments in accordance with the business rules (DTR, Part IV, Ch. 402,400NG, and the TOS).

**6.2. Conversion to Customer's Expense:**

6.2.1. PPSO will exhaust every means possible to contact the customer before converting shipment.

6.2.2. PPSO must verify if the shipment is in a DoD or Non-DoD approved facility to determine how the shipment will be handled. The Non-DoD facility address will contain the letters "NDA" at the beginning of the Company Name.

6.2.2.1. Example: **NDA – Smith Moving and Storage**

6.2.3. Before converting shipment, PPSO will instruct the TSP to move shipment to the closest DoD Approved facility at customer's destination (Block 18).

**7. SIT first available delivery date (FADD) will not start prior to or on the warehouse effective date in DPS.**

7.1. If the government is unable to update DPS SIT facility information in a timely manner, the PPSO will update the shipment SIT date in DPS to reflect the correct start date.

**8. TSP's Responsibilities:**

8.1. Provide the Non-DoD facility information (i.e., Warehouse Name, address, contact information (phone number and email address) of warehouse owner/leaser, State, County, and zip code) to transcom.scott.tcj9.mbx.pp-ops@mail.mil NLT 3 GBDs prior to placing shipment in the 8.1.1. TSP will not submit a request after 28 September, NLT 1600 CDT, to have a warehouse listed in DPS.

8.1.2. A shipment must be placed in SIT NLT 30 September, in order for the TSP to seek payment for storage.

8.1.3. The government published storage rates in the 400NG Baseline Tables will be used to reimburse the TSP for storage, subject to SIT discount.

8.1.4. Storage will not start on weekends or holidays. Non-DoD facility, if the facility is not listed in DPS. **See excel attachment.**

(Continued on page 25)

## Fold-Away Walk Ramp Option

RPH / RMM / RMH Series



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(Continued from page 23)

8.1.5. Conversion to Customer's Expense:

8.1.5.1. When notified by the PPSO, prior to a shipment being converted to customer's expense, TSP will deliver shipment to the nearest "DoD approved" facility to the customer's destination in block 18 on the Government Bill of Lading

8.1.5.2. For shipments that were converted while in the Non-DoD facility:

8.1.5.2.1. If the warehouse location is outside of the local area of the customer's destination, any delivery out over 30 miles the TSP will refund the government the excess cost associated with delivery of shipment to destination.

9. Please report technical issues to the DPS Systems Response Center (SRC); via:

9.1. Email: [usarmy.scott.sddc.mbx.g6-src-dps-hd@mail.mil](mailto:usarmy.scott.sddc.mbx.g6-src-dps-hd@mail.mil);

9.2. Toll free: (800) 462-2176 or commercial (618) 589-9445, Option 2

9.3. Internet: <https://src.servicenowservices.com/src>

10. Any questions/concerns send to the Operations Team at [transcom.scott.tcj9.mbx.pp-ops@mail.mil](mailto:transcom.scott.tcj9.mbx.pp-ops@mail.mil)

11. This message was approved for release by the Deputy Director for Operations, Defense Personal Property Management Office, (TCJ9-O).





I can hardly believe how much Ellis has grown! He's 3 1/2 now!

He still hasn't seen the Tar Heel Van so he can't tell Gogee to stop putting his picture in it!

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## 2021 NCMA Calendar

July 22—MRT Zoom Seminar

September 8—NCMA Board of Directors, Zoom

October 7-9—NCMA Annual Convention

Holiday Inn Resort, Wrightsville Beach

October 13-16, IAM Annual Meeting, Orlando, FL

November 15-17—ATA Moving & Storage

Conference Annual Meeting, Austin, Texas



The Facebook logo, consisting of the word 'facebook' in white lowercase letters on a blue rectangular background.

The mission of the North Carolina Movers Association is to provide guidance to our members concerning rates, tariffs, rules and regulations as prescribed by the NC Utilities Commission. Most importantly we provide support for our members and sponsors so they can supply quality service to the moving and consuming public.