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September 8, 2022

Ms. A. Shonta Dunston
Chief Clerk
North Carolina Utilities Commission
430 N. Salisbury Street
Room 5063
Raleigh, NC 27603

Re: In the Matter of
Village of Bald Head Island v. Bald Head Island Transportation, Inc.
and Bald Head Island Limited, LLC
NCUC Docket No. A-41, Sub 21
Direct Testimony and Exhibits of James W. Fulton, Jr.

Dear Ms. Dunston:

On behalf of Bald Head Island Transportation, Inc. and Bald Head Island Limited, LLC, I herewith submit the attached Direct Testimony and Exhibits of James W. Fulton, Jr. in the above referenced docket.

Thank you in advance for your assistance with this filing. If you should have any questions concerning this submittal, please contact me.

Sincerely,

A handwritten signature in blue ink that reads 'Brad M. Risinger'.

Brad M. Risinger

pbb

A Pennsylvania Limited Liability Partnership

California Colorado Delaware District of Columbia Florida Georgia Illinois Minnesota
Nevada New Jersey New York North Carolina Pennsylvania South Carolina Texas Washington

Ms. A. Shonta Dunston
Page Two
September 8, 2022

Enclosure

cc: All Parties and Counsel of Record
Zeke Creech – NC Public Staff
Lucy Edmondson – NC Public Staff
Jessica Heironimus – NC Public Staff

OFFICIAL COPY

Sep 08 2022

**STATE OF NORTH CAROLINA
UTILITIES COMMISSION
RALEIGH**

DOCKET NO. A-41, SUB 21

BEFORE THE NORTH CAROLINA UTILITIES COMMISSION

In the Matter of

| | | |
|--|---|--|
| VILLAGE OF BALD HEAD ISLAND, Complainant, |) | |
| v. |) | |
| |) | |
| BALD HEAD ISLAND TRANSPORTATION, INC. and |) | |
| BALD HEAD ISLAND LIMITED, LLC, |) | |
| Respondents. |) | |
| |) | |

**DIRECT TESTIMONY OF
JAMES W. FULTON, JR.**

September 8, 2022

1 **Q: Could you please identify yourself for the record?**

2 **A:** My name is James W. Fulton, Jr., and I am an Operations Consultant
3 with Bald Head Island Limited, LLC (“BHIL” or “Limited”). Previously, I
4 served as Director of Operations for BHIL from 1995 to 2011. In my role as
5 a director, I supervised the operations of BHIL’s freight Barge Department,
6 among seven other departments. In my supervisory capacity regarding the
7 Barge Department I regularly coordinated with the United States Coast Guard
8 on matters of vessel and terminal security, vessel inspections, and
9 credentialing. Before working with BHIL I was a colonel in the United States
10 Army and served for 28 years with a focus on logistics, planning and
11 execution of large-scale operations, and maintenance and supply issues. My
12 CV is provided as Exhibit 1 to my testimony.

13 **Q: What equipment is used in the tug and freight barge system that is**
14 **owned and operated by BHIL?**

15 **A:** It consists of the *Brandon Randall*, a 100 foot x 32 foot steel deck barge
16 that can carry up to 200 tons of cargo, in the form of vehicles and equipment,
17 and the *Captain Cooper*, a tug boat that pushes the barge, five days per week,
18 on its four nautical mile journey back and forth between the Deep Point
19 Terminal in Southport and the Bald Head Island Terminal. Each of these

1 vessels is domiciled in Southport, North Carolina. The barge is a Roll-on/roll-
2 off vessel that transports vehicles of varying sizes, including trucks that
3 supply food and other products for stores on the island, large highway trucks,
4 and construction vehicles. Images that depict the tug and barge as they
5 typically function (which appear on www.bhibarge.com) are below in Figures
6 1 and 2 (see Exhibit 2):



7
8

Figure 1



9

1 **Figure 2**

2 **Q: Is the barge inspected or credentialed by either the federal or state**
3 **government?**

4 **A:** Yes. The tugboat *Captain Cooper* is inspected by the Coast Guard and
5 it operates and is governed under 46 CFR Chapter I Subchapter M “Towing
6 Vessels.” The barge *Brandon Randall* is inspected by the Coast Guard and it
7 operates and is governed under under 46 CFR Chapter I, Subchapter I “Cargo
8 and Miscellaneous Vessels.” Both vessels receive a Certificate of Inspection
9 and a Certificate of Documentation issued by the United States Coast Guard.
10 (Exhibit 3 and 4, respectively).

11 **Q: Under federal law, is the operation of the barge restricted in any**
12 **way?**

13 **A:** Yes, as a result of its inspection it is stated the barge is permitted to
14 operate only in daylight conditions, on a route between Southport and the
15 Island that is not more than one mile from land, and it may carry hazardous
16 cargoes in certain highway vehicles under conditions specified in 49 CFR
17 176.76.

18 **Q: Under federal law, is the barge considered a vessel that carries**
19 **passengers?**

1 **A:** No. The *Brandon Randall* is inspected as a “freight barge,” under 46
2 CFR Subchapter I, and is considered to carry no “passengers.” It may carry
3 12 persons in addition to its crew under 46 U.S.C. 3304 but is not subject to,
4 and is not inspected as, a passenger vessel.

5 **Q:** **Does BHIL permit a person to accompany a vehicle transported on**
6 **the barge?**

7 **A:** Yes, it generally permits one person (typically the owner or operator)
8 who is not charged a fee or required to purchase a ticket to stay inside each
9 transported vehicle. Within the 12-person limitation of federal law, the barge
10 crew has discretion to allow additional persons to accompany vehicles whose
11 size, configuration, or cargo merits additional supervision.

12 **Q:** **Can you describe the service that is offered by the tug and freight**
13 **barge?**

14 **A:** The barge transports vehicles and equipment that are driven or towed
15 to the Southport and/or Bald Head Island barge landings. Owners-operators
16 load their vehicles and equipment directly onto the barge and typically remain
17 with the vehicle during the transit to and/or from the island where they offload
18 their vehicle from the barge to continue to their destination. BHIL charges
19 the vehicle/equipment owner-operator a fee based on the length of the

1 transported vehicle or equipment, at the rate of one barge “ticket” required for
2 each six lane-feet of cargo no matter what the vehicle is carrying.

3 Barge travel is charged by deck spaces only, and each deck space authorizes
4 the holder to utilize six feet in one of three lanes aboard the barge for one
5 round trip. Barge deck spaces are \$60.00 each. The size of a vehicle
6 determines the number of deck spaces required; lengths over an increment of
7 six feet are rounded up to the nearest six feet.

8 **Q: Can any vehicle simply pay the required per-foot fee and be**
9 **transported to the Island?**

10 **A:** No, because the Village of Bald Head Island closely regulates what
11 vehicles may operate there, any vehicle that reserves space on the barge must
12 also have either a daily or annual Village-issued Internal Combustion Engine
13 (ICE) permit that is required to use any ICE vehicle on roads maintained by
14 the Village.

15 **Q: So, the barge cannot be used in a manner that many people might**
16 **have experienced with car ferries that operate in various parts of the**
17 **country?**

1 **A:** That’s correct. What you are likely to see on the barge most often are
2 trucks transporting food, groceries, dry goods, and building and landscape
3 materials; container vehicles that bring diesel, gasoline, and propane;
4 construction vehicles; and solid waste. It is rare to see a passenger vehicle
5 transported on the barge, and rare for the Village to issue an ICE permit to
6 such a vehicle.

7 **Q:** **Can the barge be used to transport appliances, furniture and other**
8 **items a homeowner might need to establish a residence or rental property**
9 **for vacationers, or that a business that caters to residents and visitors**
10 **might require?**

11 **A:** Yes, individuals or businesses who wish to transport furniture,
12 materials, equipment or supplies to the Island can do so as cargo in a vehicle
13 that qualifies to rent space on the barge and has secured a Village-issued ICE
14 permit.

15 **Q:** **If the barge transports a Home Depot delivery truck that contains**
16 **a stove and patio furniture purchased by an Island homeowner, isn’t the**
17 **barge a shipper of household goods?**

18 **A:** No. Some of the vehicles that are transported on the barge may contain
19 household goods, but the barge is just transporting the vehicles. Barge and

1 tug personnel do not handle nor otherwise take possession of cargo contained
2 within the vehicles that it transports. Using the Home Depot example, a
3 consumer is not ordering the stove or patio furniture to be delivered to the
4 barge for transport to them waiting at the Bald Head Terminal for delivery.
5 The customer orders, from a third-party vendor unaffiliated with BHIL, a
6 stove to be delivered to their front door on the island. The Home Depot truck
7 picks up the stove, drives via road to and onto the barge, then off the barge
8 and to the customer's front door. The barge is neither a point of origin nor a
9 final destination of any cargo, vehicles, or equipment it carries. Rather, the
10 barge is simply part of an intermodal transportation system in which freight is
11 moved by two or more modes of transportation. The BHIL barge serves a role
12 similar to vessels that transport cargo containers, vehicles, and rail cars
13 between domestic ports. The containers arrive from their point of origin at
14 the port and are loaded on the vessel. Upon arrival at the destination port,
15 they are offloaded onto trucks and/or rail and transported further to another
16 intermodal transportation node or to their final destination – neither of which
17 are a component of the intermodal service provided by the vessel. The BHIL
18 barge has no responsibility for getting HHG to their delivery point; it simply
19 gets a loaded vehicle across the river.

1 **Q: Can you describe how the Commission might think about the role**
2 **of a barge in this kind of intermodal system in the context of its regulation**
3 **of shippers of household goods?**

4 **A:** I can certainly explain why BHIL believes its freight barge operates
5 outside of the Commission’s regulatory scope. Under N.C.G.S. Chapter 62,
6 Article 10, the Commission regulates intrastate household goods (“HHG”)
7 movers by requiring them to have a certificate, insurance, meet specified
8 consumer protection standards, and to comply with what’s known as the
9 Maximum Rate Tariff (“MRT”). The MRT is configured for over-the-road,
10 point-to-point HHG transportation including requirements for cost estimates,
11 stated/estimated value insurance coverage, and customer engagement
12 requirements that require direct communication, coordination, and contract
13 agreements with the customer. This regulatory scheme is designed to protect
14 individuals who hire movers to make end-to-end moves between current and
15 future residences. As the Commission describes it, if you are paying hourly
16 rates “the ‘clock’ starts when the mover arrives at your home, and it stops
17 when all the services at the destination have been completed.” *See Exhibit 5*
18 (*Moving 101: A North Carolina Consumer’s Guide*, issued by the North
19 Carolina Utilities Commission, at 4, rev. May 2021). “If you pay someone to
20 perform a move in North Carolina, whether the move is across town or across

1 the state, the move is probably regulated by the North Carolina Utilities
2 Commission,” the *Consumer’s Guide* advises. *Id.*

3 BHIL does not view the leasing of space on its barge deck for vehicles
4 carrying items and supplies to the Island as being engaged in the business of
5 HHG moves for consumers between their homes. Nor has the Commission
6 regulated the barge as an HHG mover or otherwise as falling under NCUC
7 regulatory jurisdiction. Further, BHIL does not believe that the definition of
8 a “public utility” as including a person “[t]ransporting persons or household
9 goods by street” or “by motor vehicles” draws it within the Commission’s
10 regulatory scope. N.C.G.S. § § 62-3(23)(a)(3)-(4).

11 **Q: Are there other aspects of the Commission’s regulations of HHG**
12 **movers that are inapplicable to the circumstances of the BHIL barge?**

13 **A:** First, MRT Rule 4 states that it is designed to address the transport of
14 HHGs “arranged and paid for by the householder or another party.” The BHIL
15 barge is not involved in that transaction; it simply leases space on its deck to
16 vehicles that transport items to and from the Island.

17 Second, the MRT regime is specifically configured to address the various
18 parameters incident to the HHG owner directly contracting with the movers.
19 For instance, the MRT includes separate structures for “hourly transportation

1 charges” for moves of 35 miles or less as well as for “weight and distance”
2 rates for moves of more than 35 miles. Moreover, the MRT provides an array
3 of other regulations that are specific to the kinds of services which businesses
4 that engage in point-to-point moves provide, such as for (i) packing and
5 unpacking; (ii) the cost treatment of bulky items, (iii) fuel surcharges, and (iv)
6 rules regarding waiting time.

7 Third, there are currently 354 certified HHG Carriers listed as having a
8 Certificate of Exemption from the Commission which allows them to
9 transport household goods. *See* Exhibit 6. Each of them are motor carriers
10 that use motor vehicles to conduct point-to-point moves across North Carolina
11 roads and highways for consumers.

12 **Q: Has the barge has transported vehicles to and from the Island that**
13 **have, or may have, contained furniture and other items homeowners**
14 **could use to establish private residences or rental properties?**

15 **A:** That’s true, but we believe that knowledge does not transform BHIL
16 into the kind of end-to-end shipper of household goods that the Commission
17 seeks to regulate. For instance, BHIL understands that a moving company
18 certified by the Commission might be engaged to move a family from Raleigh
19 to a new residence on the Island, and that the moving company might lease

1 space on the barge for a truck that contains the family's household furnishings,
2 but providing an intermodal link for that truck to the Island should not expose
3 BHIL to the regulations that govern the HHG movers themselves. Another
4 example is when a furniture store offers a delivery service that brings
5 purchased items to a homeowner on the Island via a delivery truck. But there,
6 even the seller and its delivery truck are not regulated as household goods
7 movers because "new furniture/retail deliveries are not under the
8 Commission's jurisdiction." *Consumer's Guide*, at 3.

9 **Q: Does this conclude your direct testimony?**

10 **A:** Yes, at this time.

STATE OF NORTH CAROLINA
UTILITIES COMMISSION
RALEIGH

DOCKET NO. A-41, SUB 21

BEFORE THE NORTH CAROLINA UTILITIES COMMISSION

In the Matter of

| | | |
|---|---|--|
| VILLAGE OF BALD HEAD ISLAND, Complainant, |) | |
| v. |) | |
| |) | |
| BALD HEAD ISLAND TRANSPORTATION, INC. and BALD HEAD ISLAND LIMITED, LLC, |) | |
| Respondents. |) | |
| |) | |
| |) | |
| |) | |

**DIRECT TESTIMONY OF
JAMES W. FULTON, JR.**

EXHIBIT 1

September 8, 2022

James W. Fulton, Jr
woodyf@bhisland.com

SUMMARY

Accumulated over 28 years of comprehensive logistics leadership experience as an officer in the United States Army, and another 26-plus years in the corporate environment of Bald Head Island Limited, LLC. Grounded in problem-solving as a college graduate engineer, then immediately immersed in logistics leadership positions serving with the US Army and developed a reputation as a leader who could plan, organize, and execute logistic operations in many different world-wide environments. Upon military retirement, those same skills, knowledge, and experience were employed as Director of Operations for Bald Head Island Limited, where the real estate development offerings rely upon logistics support resolutions for island sustainability and growth.

EXPERIENCE

Bald Head Island Limited, LLC, Bald Head Island, NC

Operations Consultant, 11/2011 - Present

Assist the CEO of BHI Limited by developing ideas for service improvements, more efficient operations, and structuring for the mid-to-long term future viability of Bald Head Island. Work is primarily focused upon the logistics of transport to and from Bald Head Island via passenger ferries and ancillary terminals, a freight barge, and a shipping & receiving facility. Provide leadership and technical experience in the extensive and lengthy formulation, coordination, consultation, and legal structuring of regulated utility tariff schedule and fee proposals for submission to the NC Public Utilities Commission. Lead other managers within Bald Head Island Limited in the timely preparation of financial and operational data reports required of the regulated utility Bald Head Island Transportation, Inc.

Bald Head Island Limited, LLC, Bald Head Island, NC

Director of Operations, 10/1995 - 11/2011

Initially responsible for the performance of eight departments and two separate corporate regulated utilities - Bald Head Island Transportation, Inc. passenger ferry and Bald Head Island Utilities, Inc. Departments included the Bald Head Island Limited freight barge, mainland terminal parking, shipping and receiving, on-island vehicle maintenance, landscape maintenance, three mainland and island marinas, island contractor parking and storage facilities, and the island grocery store. Facilitated Limited's later tasks to consolidate or sell departments, most notably selling the water and sewer utility to the Village of Bald Head Island and the grocery store to an island property owner. Designated project officer on behalf of the Village of Bald Head Island for the installation of a new submarine potable water line from the mainland and replacement of power cables (working with Progress Energy) via a bore under the Cape Fear River, thereby greatly enhancing island infrastructure. Was contracting officer for acquisition of two new custom-built passenger ferries. Worked regularly with the NC Public Utilities Commission and the Public Staff concerning utility rates and services of the passenger ferry and the water/sewer utility, leading two general rate cases and many separate tariff changes. Coordinated with the US Coast Guard on matters of vessel and terminal security, vessel inspections, and credentialing. Provided input to the Area Maritime Security Plan and participated in numerous security meetings. Gained approval of Port Security Grant funding of Automated Identification System installation on passenger ferries.

James W. Fulton, Jr.

EXHIBIT 1
TO J. FULTON'S
DIRECT TESTIMONY
NCUC A-41, SUB 21

United States Army, Overseas and the United States

Ordnance Officer, 6/1967 - 1/1996

Attained the rank of colonel, and served over 28 years around the world, initially in maintenance and supply, and as service progressed became a logistics generalist, focusing upon planning and execution of large-scale operations. Commanded two maintenance and supply companies in Okinawa and Germany; Fort Bragg's XVIII Airborne Corps Materiel Management Center; the 189th Maintenance Battalion at Fort Bragg; the 23rd Support Group in South Korea; and served over 3 years as Director of Logistics for Fort Bragg. In other capacities, organized the program and became Chief of the Washington, DC office of the Saudi Arabian National Guard Modernization Program, was Operations Officer for the 87th Maintenance Battalion in Germany, the Chief of the US Army Supply Team at Headquarters Department of the Army Logistics Evaluation Agency, and the Deputy Director of Operations in the Office of the Army Deputy Chief of Staff for Logistics, Headquarters Department of the Army.

EDUCATION

Training via local government and US Coast Guard, North Carolina

During the period 2001 through 2011, attended training in the Incident Management System, vessel and terminal security, IED, and threat assessments.

MIT Sloan School of Management, Boston, MA

Graduate, 5/1991

MIT Executive Program in Corporate Strategy

National Defense University, Washington, DC

Graduate, 1989

Industrial College of the Armed Forces

US Army Command and General Staff College, Fort Leavenworth, KS

Graduate, 6/1982

US Air Force Institute of Technology, Wright-Patterson AFB, Ohio

Master of Science, Logistics Management, 9/1979

GPA: 4.0. Concentration in Operations Research & Systems Analysis

North Carolina State University, Raleigh, NC

Bachelor of Science, Mechanical Engineering, 1/1967

STATE OF NORTH CAROLINA
UTILITIES COMMISSION
RALEIGH

DOCKET NO. A-41, SUB 21

BEFORE THE NORTH CAROLINA UTILITIES COMMISSION

In the Matter of

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| VILLAGE OF BALD HEAD ISLAND, Complainant, |) | |
| v. |) | |
| BALD HEAD ISLAND TRANSPORTATION, INC. and BALD HEAD ISLAND LIMITED, LLC, |) | |
| Respondents. |) | |

**DIRECT TESTIMONY OF
JAMES W. FULTON, JR.**

EXHIBIT 2

September 8, 2022

EXHIBIT 2
TO J. FULTON'S
DIRECT TESTIMONY
NCUC A-41, SUB 21



**STATE OF NORTH CAROLINA
UTILITIES COMMISSION
RALEIGH**

DOCKET NO. A-41, SUB 21

BEFORE THE NORTH CAROLINA UTILITIES COMMISSION

In the Matter of

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| Respondents. |) | |
| |) | |
| |) | |
| |) | |

**DIRECT TESTIMONY OF
JAMES W. FULTON, JR.**

EXHIBIT 3

September 8, 2022

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Sep 08 2022



**United States of America
Department of Homeland Security
United States Coast Guard**

Certification Date: 19 Aug 2019
Expiration Date: 19 Aug 2024

Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.

| | | | | |
|-------------|-----------------|------------|-----------|---------------|
| Vessel Name | Official Number | IMO Number | Call Sign | Service |
| CAPT COOPER | 1273502 | | WDJ2965 | Towing Vessel |

| | | | |
|----------------------|---------------|------------|------------------|
| Hailing Port | Hull Material | Horsepower | Propulsion |
| BALD HEAD ISLAND, NC | Steel | 850 | Diesel Reduction |
| UNITED STATES | | | |

| | | | | | | |
|---------------|---------------|----------------|------------|----------|-----|--------|
| Place Built | Delivery Date | Keel Laid Date | Gross Tons | Net Tons | DWT | Length |
| HOLLYWOOD, SC | 12Aug2017 | 09Dec2015 | R-64 | R-51 | | R-50.0 |
| UNITED STATES | | | | | | 10 |

| | |
|--|--|
| Owner | Operator |
| BALD HEAD ISLAND LIMITED LLC #6 MARINA WYNDPO BOX 3069 BALD HEAD ISLAND, NC 28461 UNITED STATES | BALD HEAD ISLAND LIMITED LLC #6 MARINA WYNDPO BOX 3069 BALD HEAD ISLAND, NC 28461 UNITED STATES |

This vessel must be manned with the following licensed and unlicensed Personnel. Included in which there must be 0 Certified Lifeboatmen, 0 Certified Tankermen, 0 HSC Type Rating, and 0 GMDSS Operators.

| | | | |
|----------------------------|----------------------|------------------------------|----------|
| 1 Masters | 0 Licensed Mates | 0 Chief Engineers | 0 Oilers |
| 0 Chief Mates | 0 First Class Pilots | 0 First Assistant Engineers | |
| 0 Second Mates | 0 Radio Officers | 0 Second Assistant Engineers | |
| 0 Third Mates | 0 Able Seamen | 0 Third Assistant Engineers | |
| 0 Master First Class Pilot | 0 Ordinary Seamen | 0 Licensed Engineers | |
| 0 Mate First Class Pilots | 1 Deckhands | 0 Qualified Member Engineer | |

In addition, this vessel may carry 0 Passengers, 0 Other Persons in crew, 6 Persons in addition to crew, and no Others. Total Persons allowed: 8

Route Permitted And Conditions Of Operation:
---Rivers---

THIS VESSEL IS DESIGNATED AS AN "EXCEPTED VESSEL" BASED ON IT'S OPERATION WITHIN A LIMITED GEOGRAPHIC AREA AS DEFINED IN 46 CFR 136.110. THE VESSEL OPERATES SOLEY WITHIN THE PORT OF WILMINGTON, NC.

IF THE VESSEL IS AWAY FROM THE DOCK FOR A PERIOD EXCEEDING TWELVE (12) HOURS IN A TWENTY-FOUR (24) HOUR PERIOD AN ALTERNATE CREW SHALL BE PROVIDED.

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at Southport, NC, UNITED STATES, the Officer in Charge, Marine Inspection, Sector North Carolina certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

| | | | | |
|-------------------------------|-----------|-------|--------------------|---|
| Annual/Periodic/Re-Inspection | | | | This Amended certificate issued by: H. E. HANNING CDR, USCG, By Direction Officer in Charge, Marine Inspection Sector North Carolina Inspection Zone |
| Date | Zone | A/P/R | Signature | |
| 16 SEP 20 | SECTOR NC | A | <i>[Signature]</i> | |
| | | | | |
| | | | | |



United States of America
 Department of Homeland Security
 United States Coast Guard

| | |
|---------------------|-------------|
| Certification Date: | 19 Aug 2019 |
| Expiration Date: | 19 Aug 2024 |

Certificate of Inspection

Vessel Name: CAPT COOPER

---Hull Exams---

| Exam Type | Next Exam | Last Exam | Prior Exam |
|--------------------|-----------|-----------|------------|
| DryDock | 31Mar2024 | 14Jan2022 | 06Mar2019 |
| Internal Structure | 31Mar2024 | 18Jan2022 | 06Mar2019 |

---Lifesaving Equipment---

Total Equipment for 8 Persons

| Primary Lifesaving Equipment | Quantity | Capacity | Required |
|------------------------------------|----------|----------|----------------------------|
| Lifeboats (Total) | 0 | 0 | Life Preservers (Adult) 8 |
| Lifeboats (Port) | 0 | 0 | Life Preservers (Child) 0 |
| Lifeboats (Starboard) | 0 | 0 | Ring Buoys (Total) 2 |
| Motor Lifeboats | 0 | 0 | With Lights 2 |
| Lifeboats With Radio | 0 | 0 | With Line Attached 1 |
| Rescue Boats/Platforms | 0 | 0 | Other 0 |
| Inflatable Rafts | 0 | 0 | Immersion Suits 0 |
| Life Floats/Buoyant App | 0 | 0 | Portable Lifeboat Radios 0 |
| Inflatable Buoyant Apparatus (IBA) | 0 | 0 | Equipped With EPIRB? NO |

--- Fire Fighting Equipment ---

Number of Fire Pumps - 2

Hose Information

| Location | Quantity | Diameter | Length |
|--------------|----------|----------|--------|
| Forward Deck | 2 | 1.5 | 50 |
| Aft Deck | 1 | 1.5 | 50 |

Fixed Extinguishing Systems

| Location | Type | Capacity |
|-------------|----------------|-----------|
| Engine Room | Carbon Dioxide | 150 Pound |

Fire Extinguishers - Hand portable and semi-portable

| Quantity | Class Type |
|----------|------------|
| 1 | 20-B:C |
| 2 | 40-B |
| 2 | 40-B:C |

---Certificate Amendments---

| Amending Unit | Amendment Date | Amendment Remark |
|-----------------------|----------------|--|
| Sector North Carolina | 18Sep2019 | ADDED SIX PERSONS IN ADDITION TO CREW. |
| Sector North Carolina | 16Sep2020 | Completed Annual Inspection |
| Sector North Carolina | 17Sep2021 | Completed Second Annual Inspection |
| Sector Charleston | 18Jan2022 | COMPLETED DRYDOCK AND ISE EXAM. |

END

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Sep 08 2022

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Sep 08 2022



**United States of America
Department of Homeland Security
United States Coast Guard**

| |
|---------------------------------|
| Certification Date: 14 Feb 2019 |
| Expiration Date: 14 Feb 2024 |

Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.

| | | | | |
|---------------------|-----------------|------------|-----------|---------------|
| Vessel Name | Official Number | IMO Number | Call Sign | Service |
| USS BRANDON RANDALL | 1091842 | | | Freight Barge |

| | | | |
|----------------------|---------------|------------|------------|
| Hailing Port | Hull Material | Horsepower | Propulsion |
| BALD HEAD ISLAND, NC | Steel | | |
| UNITED STATES | | | |

| | | | | | | |
|--------------------|---------------|----------------|------------|----------|-----|---------|
| Place Built | Delivery Date | Keel Laid Date | Gross Tons | Net Tons | DWT | Length |
| YOUNGES ISLAND, SC | 25Feb1999 | | R-161 | R-161 | | R-100.0 |
| UNITED STATES | | | - | - | | -0 |

| | |
|--|--|
| Owner | Operator |
| BALD HEAD ISLAND LIMITED LLC #6 MARINA WYNDPO BOX 3069 BALD HEAD ISLAND, NC 28461 UNITED STATES | BALD HEAD ISLAND LIMITED LLC #6 MARINA WYNDPO BOX 3069 BALD HEAD ISLAND, NC 28461 UNITED STATES |

This vessel must be manned with the following licensed and unlicensed Personnel. Included in which there must be 0 Certified Lifeboatmen, 0 Certified Tankermen, 0 HSC Type Rating, and 0 GMDSS Operators.

| | | | |
|----------------------------|----------------------|------------------------------|----------|
| 0 Masters | 0 Licensed Mates | 0 Chief Engineers | 0 Oilers |
| 0 Chief Mates | 0 First Class Pilots | 0 First Assistant Engineers | |
| 0 Second Mates | 0 Radio Officers | 0 Second Assistant Engineers | |
| 0 Third Mates | 0 Able Seamen | 0 Third Assistant Engineers | |
| 0 Master First Class Pilot | 0 Ordinary Seamen | 0 Licensed Engineers | |
| 0 Mate First Class Pilots | 1 Deckhands | 0 Qualified Member Engineer | |

In addition, this vessel may carry 0 Passengers, 2 Other Persons in crew, 12 Persons in addition to crew, and no Others. Total Persons allowed: 15

Route Permitted And Conditions Of Operation:
---Lakes, Bays, and Sounds---
 DAYLIGHT OPERATIONS ONLY.
 LIMITED TO: THE CAPE FEAR RIVER ON A ROUTE BETWEEN BALD HEAD ISLAND, NC AND SOUTHPORT, NC, NOT MORE THAN ONE (1) MILE FROM LAND.
 THIS CERTIFICATE IS VALID ONLY AS LONG AS THE OPERATING RESTRICTIONS IN THE VESSEL'S CURRENT STABILITY LETTER ARE OBSERVED. IT IS THE MASTER'S RESPONSIBILITY TO ENSURE THE VESSEL IS IN FULL COMPLIANCE WITH ALL LOADING AND OPERATING CONDITIONS AS STATED IN THE VESSEL'S STABILITY LETTER.
 SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this inspection for Certification having been completed at Southport, NC, UNITED STATES, the Officer in Charge, Marine Inspection, Sector North Carolina certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

| Annual/Periodic/Re-Inspection | | | | This certificate issued by: |
|-------------------------------|-----------|-------|----------------------|---|
| Date | Zone | A/P/R | Signature | |
| 19 FEB 20 | SECTOR NC | A | CWO # TP [Signature] | Officer in Charge, Marine Inspection Sector North Carolina |
| 17 FEB 21 | SECTOR NC | A | CWO # [Signature] | |
| 16 FEB 22 | SECTOR NC | A | [Signature] | |
| Inspection Zone | | | | |



United States of America
Department of Homeland Security
United States Coast Guard

Certification Date: 14 Feb 2019
Expiration Date: 14 Feb 2024

Certificate of Inspection

Vessel Name: USS BRANDON RANDALL

CERTAIN DANGEROUS CARGOES MAY BE CARRIED ON BOARD THIS VESSEL IN HIGHWAY VEHICLES UNDER THE CONDITIONS SPECIFIED BY 49 CFR 176.76. SUCH CARGO SHALL BE PLACARDED, AND STOWED IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS OF TITLE 49 CFR. ALL VEHICLES OR CONTAINERS FOR SUCH DANGEROUS CARGO SHALL BE IN GOOD CONDITION BEFORE BEING PLACED ABOARD. THE MATERIAL IS PERMITTED TO BE TRANSPORTED ABOARD A PASSENGER VESSEL UNDER 49 CFR 172.101. THE REQUIREMENTS OF 49 CFR 176.88 THROUGH 49 CFR 176.93, AND 49 CFR 176.315, SHALL BE MET PRIOR TO CARRIAGE OF SUCH CARGOES. EACH VEHICLE CARRYING DANGEROUS CARGO MUST HAVE A MINIMUM OF ONE (1) PERSON FOR VEHICLE OPERATION, SAFE HANDLING, AND STOWAGE OF CARGO.

ONE (1) ADDITIONAL CG APPROVED CHILD, TYPE 1 PFD SHALL BE PROVIDED FOR EACH PERSON ON BOARD WEIGHING LESS THAN NINETY (90) POUNDS.

---Hull Exams---

| Exam Type | Next Exam | Last Exam | Prior Exam |
|--------------------|-----------|-----------|------------|
| DryDock | 18Oct2022 | 15Nov2019 | 18Oct2017 |
| Internal Structure | 18Oct2022 | 15Nov2019 | 18Oct2017 |

---Stability---

| Type | Issued Date | Office |
|--------|-------------|----------------------|
| Letter | 22Mar2002 | Marine Safety Center |

---Lifesaving Equipment---

Total Equipment for 15 Persons

| Primary Lifesaving Equipment | Quantity | Capacity | Required |
|------------------------------------|----------|----------|----------------------------|
| Lifeboats (Total) | 0 | 0 | Life Preservers (Adult) 15 |
| Lifeboats (Port) | 0 | 0 | Life Preservers (Child) 2 |
| Lifeboats (Starboard) | 0 | 0 | Ring Buoys (Total) 4 |
| Motor Lifeboats | 0 | 0 | With Lights 2 |
| Lifeboats With Radio | 0 | 0 | With Line Attached 2 |
| Rescue Boats/Platforms | 0 | 0 | Other 0 |
| Inflatable Rafts | 0 | 0 | Immersion Suits 0 |
| Life Floats/Buoyant App | 0 | 0 | Portable Lifeboat Radios 0 |
| Inflatable Buoyant Apparatus (IBA) | 0 | 0 | Equipped With EPIRB? NO |

--- Fire Fighting Equipment ---

Fire Extinguishers - Hand portable and semi-portable

| Quantity | Class Type |
|----------|------------|
| 1 | 160-B |
| 2 | 40-B |

---Certificate Amendments---

| Unit Amending | Amendment Date | Amendment Remark |
|-----------------------|----------------|--|
| Sector North Carolina | 15Nov2019 | Completed Credit Drydock and Internal Structural Exam. |

END

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Sep 08 2022

STATE OF NORTH CAROLINA
UTILITIES COMMISSION
RALEIGH

DOCKET NO. A-41, SUB 21

BEFORE THE NORTH CAROLINA UTILITIES COMMISSION

In the Matter of

| | | |
|---|---|--|
| VILLAGE OF BALD HEAD ISLAND, Complainant, |) | |
| v. |) | |
| BALD HEAD ISLAND TRANSPORTATION, INC. and BALD HEAD ISLAND LIMITED, LLC, |) | |
| Respondents. |) | |
| |) | |
| |) | |
| |) | |
| |) | |

DIRECT TESTIMONY OF
JAMES W. FULTON, JR.

EXHIBIT 4

September 8, 2022



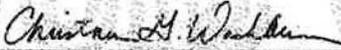
UNITED STATES OF AMERICA

DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD

EXHIBIT 4 - J. FULTON'S
DIRECT TESTIMONY -
A-41, SUB 21

NATIONAL VESSEL DOCUMENTATION CENTER

CERTIFICATE OF DOCUMENTATION

| | | | | | |
|---|-----------------------|---|---------------------------------------|------------------------------|--|
| VESSEL NAME CAPT COOPER | | OFFICIAL NUMBER 1273502 | IMO OR OTHER NUMBER MTI-026 | YEAR COMPLETED 2017 | |
| HAILING PORT SOUTHPORT NC | | HULL MATERIAL STEEL | | MECHANICAL PROPULSION YES | |
| GROSS TONNAGE 64 GRT | NET TONNAGE 51 NRT | LENGTH 50.0 | BREADTH 24.0 | DEPTH 8.0 | |
| PLACE BUILT HOLLYWOOD SC | | | | | |
| OWNERS BALD HEAD ISLAND LIMITED LLC | | | OPERATIONAL ENDORSEMENTS COASTWISE | | |
| MANAGING OWNER BALD HEAD ISLAND LIMITED LLC 1301 FERRY ROAD PO BOX 10637 SOUTHPORT NC 28461 | | | | | |
| RESTRICTIONS NONE | | | | | |
| ENTITLEMENTS NONE | | | | | |
| REMARKS NONE | | | | | |
| ISSUE DATE JULY 07, 2022 | |  DIRECTOR, NATIONAL VESSEL DOCUMENTATION CENTER | | | |
| THIS CERTIFICATE EXPIRES JULY 31, 2023 | | | | | |



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Sep-08-2022



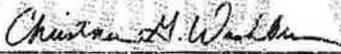
UNITED STATES OF AMERICA

DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD

EXHIBIT 4 - J. FULTON'S
DIRECT TESTIMONY - A-17
SUB 21

NATIONAL VESSEL DOCUMENTATION CENTER

CERTIFICATE OF DOCUMENTATION

| | | | | | |
|---|------------------------|---|---------------------------------------|-----------------------------|--|
| VESSEL NAME USS BRANSON RANDALL | | OFFICIAL NUMBER 1091842 | IMO OR OTHER NUMBER 101 | YEAR COMPLETED 1999 | |
| HAILING PORT SOUTHPORT NC | | HULL MATERIAL STEEL | | MECHANICAL PROPULSION NO | |
| GROSS TONNAGE 161 GRT | NET TONNAGE 161 NRT | LENGTH 100.0 | BREADTH 32.0 | DEPTH 6.0 | |
| PLACE BUILT YOUNGES ISLAND SC | | | | | |
| OWNERS BALD HEAD ISLAND LIMITED LLC | | | OPERATIONAL ENDORSEMENTS COASTWISE | | |
| MANAGING OWNER BALD HEAD ISLAND LIMITED LLC 1301 FERRY ROAD PO BOX 10637 SOUTHPORT NC 28461 | | | | | |
| RESTRICTIONS NO RECREATION - BARGE, 79 FEET OR MORE IN LENGTH, MEASURED UNDER SIMPLIFIED SYSTEM | | | | | |
| ENTITLEMENTS NONE | | | | | |
| REMARKS NONE | | | | | |
| ISSUE DATE JULY 07, 2022 | |  DIRECTOR, NATIONAL VESSEL DOCUMENTATION CENTER | | | |
| THIS CERTIFICATE EXPIRES JULY 31, 2023 | | | | | |



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Sep 08 2022

STATE OF NORTH CAROLINA
UTILITIES COMMISSION
RALEIGH

DOCKET NO. A-41, SUB 21

BEFORE THE NORTH CAROLINA UTILITIES COMMISSION

In the Matter of

| | | |
|---|---|--|
| VILLAGE OF BALD HEAD ISLAND, Complainant, |) | |
| v. |) | |
| BALD HEAD ISLAND TRANSPORTATION, INC. and BALD HEAD ISLAND LIMITED, LLC, |) | |
| Respondents. |) | |

**DIRECT TESTIMONY OF
JAMES W. FULTON, JR.**

EXHIBIT 5

September 8, 2022

MOVING 101

A NORTH CAROLINA CONSUMER'S GUIDE

Issued by the North Carolina Utilities Commission

www.ncuc.net

Revised: May 2021

TABLE OF CONTENTS

| <u>Part</u> | <u>Title</u> | <u>Page</u> |
|-------------|---|-------------|
| I. | Introduction----- | 3 |
| II. | How Movers Charge for Moves within NC----- | 3 |
| III. | How Movers Give Cost Estimates or Quotes----- | 5 |
| IV. | Three Types of Written Estimates----- | 6 |
| V. | How to Pay for the Move----- | 6 |
| VI. | Storage Options----- | 6 |
| VII. | Two Types of Valuation----- | 7 |
| VIII. | Articles of Extraordinary Value----- | 8 |
| IX. | Particle Board Furniture----- | 8 |
| X. | Packing Day----- | 9 |
| XI. | Loading Day----- | 9 |
| XII. | Delivery Day----- | 9 |
| XIII. | Loss or Damage----- | 10 |
| XIV. | Have a Great Move!----- | 10 |

I. INTRODUCTION

If you pay someone to perform a move in North Carolina, whether the move is across town or across the state, the move is probably regulated by the North Carolina Utilities Commission (Commission). Intrastate household goods movers operating in North Carolina must have a certificate ("C" number) issued by the Commission. Such certificated movers are required to have insurance, to meet other consumer protection requirements, and to comply with the provisions of the Maximum Rate Tariff (MRT). [Note: Interstate and international shipments, government and military moves, commercial moves (offices and equipment), and new furniture/retail deliveries are not under the Commission's jurisdiction.]

The Commission issued the MRT to establish the maximum rates movers may charge their customers for the services they render. The tariff also provides the forms which must be used and the information which must be given to each customer, as well as the rules and regulations governing these moves. The MRT is available on the Commission's website at [NC MRT](#). If you have difficulty accessing the MRT online, you may contact the Commission (919-733-4036) or Public Staff (919-733-7766) to discuss the MRT provisions.

Movers, if authorized, may use electronic bill of lading. If the electronic bill of lading is selected by the shipper, they should receive the final bill by email, and if there is a discrepancy between the emailed bill of lading and the actual charges, the shipper should contact the mover. The shipper does reserve the right to opt out of electronic bill of lading and use the Commission-approved paper bill of lading instead.

BE SMART! HIRE A COMMISSION-CERTIFICATED MOVER. Minimize the risk of moving-day delays, damages, inflated charges, or loss of your possessions by hiring a legal (certificated) mover. A list of legal movers in North Carolina is available on the Commission's website at [CERTIFIED CARRIERS](#). The list is updated monthly. Subsequently cancelled or suspended certificates, as well as newly-issued certificates, will not be reflected in the list until the next update. If you have difficulty accessing the list online or want to check a mover's current status, you may contact the Commission (919-733-4036) or the Public Staff (919-733-7766).

The Commission requires movers to carry a minimum amount of \$50,000 for general liability insurance and a minimum amount of \$50,000 for cargo insurance. If you believe that your shipment has a value greater than the \$50,000 minimum amount of insurance coverage required by the Commission, you may want to request written verification of additional coverage from your mover to ensure your shipment will be adequately covered.

The Maximum Rate Tariff establishes "maximum" rates a mover can charge; however, you and the mover are allowed to negotiate moving rates that are lower than the established maximum rates.

Sometimes customers encounter movers who do not have a certificate from the Commission. Such uncertificated movers may not realize that intrastate household goods moving is a regulated activity. Please let us know if you encounter someone offering intrastate household goods moving services who is not on the Commission's list: 919-733-7766.

II. HOW MOVERS CHARGE FOR MOVES WITHIN NC

MOVES OF 35 MILES OR LESS (HOURLY RATES): Moves of 35 miles or less are billed at hourly rates based upon the number of workers/vans and the time it takes to perform the move. The regulations define the maximum rates that movers may charge which allows movers and their customers to negotiate the rates to be used. The "clock" starts when the mover arrives at your home, and it stops when all the services at the destination have been completed. A charge may be assessed for traveling to your current home and from your new home. Time will be rounded up to the nearest quarter hour.

MOVES OF 36 MILES OR MORE (WEIGHT/DISTANCE RATES): Moves greater than 35 miles are billed based on the weight of the shipment and the distance between origin and destination. That distance is calculated using the current, official map issued by the NC Department of Transportation or, in some instances, special Commission-approved mileage software. Any other online mapping services or odometer readings may not be used by movers for determining distance, although they may be used for directions.

The regulations define the maximum rates that movers may charge which allows movers and their customers to negotiate the rates to be used up to the maximum. The mover will weigh the vehicle prior to loading your household goods (tare weight) with a full gas tank and all the supplies to be used for your move. After the vehicle has been loaded, the mover will weigh the truck again (gross weight). The weight of the shipment (net weight) is determined by subtracting the tare weight from the gross weight. All weights will be shown on the Bill of Lading. However, if no adequate scale is available, a "constructive weight" (7 pounds per cubic foot of properly loaded van space) may be used to determine the weight of your shipment.

If it seems necessary, you may request that your shipment be reweighed prior to delivery. Reweighing will be done only where it is practical to do so. An additional charge may be assessed for reweighing if the difference between the two net weights is less than 100 pounds on a shipment weighing less than 5,000 pounds or is less than 2% of the lower net weight on a shipment weighing more than 5,000 pounds. The lower of the two net weights will be used in determining your charges.

EXTRA SERVICES: Movers typically perform services other than simply transporting your possessions. The following are examples of services which may add to the cost of the move:

Packing/unpacking;

Disconnecting/reconnecting appliances (washer, dryer, icemaker, etc.);

Loading or unloading bulky articles (motorcycles, sheds, cars, hot tubs, pianos, pool tables, freezers, etc.);

Shuttle services between the truck and the residence, when needed;

Carrying items long distances;

Using stairs or elevators in some circumstances;

Going into hard to reach spaces (attics, basements, etc.); and

Transporting boats and their trailers.

All charges may apply to weight/distance moves; some may apply to hourly moves. Movers may also hire a third party to perform certain services, and those charges will be added to the cost of the move. REMEMBER TO BE ON TIME OR YOU MAY PAY ADDITIONAL CHARGES.

EXPEDITED DELIVERY SERVICE: Most customers expect delivery within the next day or so after their goods are loaded. However, sometimes movers cannot deliver that quickly, particularly on smaller loads. If you request it, delivery can occur on or before a specific day. This earlier-than-normal delivery is called "expedited service" and is subject to the availability of the trucks. The rates that apply will be higher than you would normally pay and are based upon the number of miles involved in your move and the weight of your goods. If you agree to pay the extra charges for expedited service, you must sign at a certain section on the Bill of Lading acknowledging that you understand the shipment is moving under the provisions of expedited service which is more expensive than standard delivery service.

III. HOW MOVERS GIVE COST ESTIMATES OR QUOTES

PHONE QUOTES: When you call a mover, he/she may give you a quote over the phone. Movers vary in their ability to provide good phone quotes. Some are better at it than others. As with any type of quote, the more accurate the information you provide to the mover, the more accurate quote you are likely to get.

INTERNET QUOTES: BE CAREFUL! The Internet is a valuable tool for investigating movers and comparing average moving costs. However, you should not commit to using a mover found this way without acquiring a lot more information. For example, you need to know where the mover is physically located, in case you later discover loss or damages and are unsuccessful in reaching the mover by telephone. Also, the website may actually be for a moving services broker, who arranges for a moving company to perform the move. As a result, somebody you have never heard of or researched, such as an uncertificated mover, may show up in a rental truck with a crew having a questionable reputation and an unprofessional attitude.

Additionally, you may want to include MovingScam.com in your research of moving companies. That website (www.movingscam.com) specializes in warning customers about moving companies. To verify that a mover is properly certificated to perform intrastate moves in NC, you can check the Commission website at CERTIFIED CARRIERS or call its offices (919-733-4036) or those of the Public Staff (919-733-7766). PLEASE PROCEED CAUTIOUSLY WHEN BOOKING A MOVE OVER THE INTERNET.

GETTING A WRITTEN ESTIMATE: If you request it, a mover is required to give you a free written estimate on a Commission-approved form. Most movers will not provide a written estimate unless they see the items to be moved. Make sure you understand how the estimate is calculated. It is a good idea to get written estimates from several moving companies and compare them to make your selection. Be sure to give all of them the same information. After the estimate is provided, you might want to ask for suggestions on how you could reduce the costs. The estimator can usually offer some helpful hints. A mover is not required to provide a written estimate if you request the estimate less than five business days prior to the move or if the total weight of the move is less than 500 pounds.

ADDENDUM TO A WRITTEN ESTIMATE: Sometimes circumstances change after a written estimate has been given. For example, you agree to sell all the furniture in your second bedroom to a neighbor rather than move it, or the friend who planned to buy your hot tub changed his mind and you now need to move it. If these types of changes occur when you have a written estimate, an Addendum to the Estimated Cost of Services (Addendum) form needs to be completed to retain the integrity of the written estimate. If you request services not covered by the written

estimate and you do not sign the Addendum, the carrier may refuse to perform the requested services.

IV. THREE TYPES OF WRITTEN ESTIMATES

Non-Binding: A nonbinding written estimate shows the approximate charges for the services to be provided. At the time of delivery, the mover will expect payment for the actual charges. If the actual charges are greater than 110% of the charges shown on the written estimate plus any addendum to that written estimate, you may request to pay 110% of the charges at the time of delivery and the balance within 30 days. Payments received after 30 days may be subject to a finance charge of 1% per month. Of course, you can pay for the move in full at the time of delivery.

Binding Guaranteed: A binding guaranteed written estimate is fully binding on both you and the mover. If any additional services are performed by the mover at your request, which are not covered in the written estimate, additional charges may apply and you will be expected to sign an Addendum to the written estimate acknowledging such changes. At the time of delivery, the mover will expect payment of the written estimate, plus any charges for additional services. If services covered in the written estimate are no longer required, a properly completed Addendum will acknowledge the removal of the charges for those services from the written estimate.

Binding Not-to-Exceed: A binding not-to-exceed written estimate is a guaranteed maximum charge for the move as long as you do not request additional services. After the move has been completed, all charges will be calculated. At the time of delivery, if the actual charges are less than the written estimate, you will pay the actual charges; if the actual charges are greater than the written estimate, you will pay the written estimate. However, if any additional services are performed by the mover at your request, which are not covered in the written estimate, additional charges may apply and you will be expected to sign an Addendum to the written estimate acknowledging such changes.

V. HOW TO PAY FOR THE MOVE

PAYMENT IS EXPECTED AT TIME OF DELIVERY: Most movers only accept cash, certified check, money order, or travelers check for payment at the time of delivery; they might not accept a personal check. Many movers do not have the ability to process credit or debit cards. Prior to your move, make sure you understand the form of payment which will be acceptable to your mover.

VI. STORAGE OPTIONS

STORAGE-IN-TRANSIT (180 days or less): Short-term storage for a period not to exceed 180 days is called "storage-in-transit" (SIT) and, if requested, it may be performed for an additional charge. However, not all movers offer this service. For SIT, the rates, rules, and regulations of the Commission apply. SIT rates are based upon the weight of the shipment and not by the number of containers. Usually, the mover will require payment of the charges already incurred plus the first month's storage at the time of delivery into storage. Charges are calculated on 30-day increments and may be prorated. Sometimes customers cannot take delivery of their possessions within a 180-day period. If that happens, the shipment changes from "storage-in-transit" to "permanent storage." ***BE SURE YOU KNOW THE LOCATION OF THE WAREHOUSE***

WHERE YOUR GOODS ARE STORED. ALSO, YOU MAY WANT TO REQUEST WRITTEN VERIFICATION THAT THE MOVER HAS ADEQUATE INSURANCE COVERAGE WHILE YOUR SHIPMENT IS IN STORAGE.

PERMANENT STORAGE (More than 180 days): Permanent storage is storage for more than 180 days, and the storage charges are not under the Commission's jurisdiction. Sometimes the customer knows in advance that storage is needed for longer than 180 days and will contract for permanent storage. Under such circumstances, the shipment is considered "delivered" when it arrives at the storage facility which is its destination. The transport of such shipment in and out of permanent storage is conducted under separate moving contracts subject to the rates, rules, and regulations of the Commission if the move is intrastate. **BE SURE YOU KNOW THE LOCATION OF THE WAREHOUSE WHERE YOUR GOODS ARE STORED.**

CUSTOMER-CONTROLLED STORAGE: Sometimes customers want their possessions to be delivered to a self-storage facility which will be under the customer's control. If you need such storage, please understand that the mover's liability ends once the items are in the storage unit. Therefore, you should be present at the time of delivery to check for damage to your items **BEFORE** they are deposited into the unit. Damages discovered after the moving crew leaves can be denied. You should also be present at the delivery to provide substitute padding or other protection for your furniture, unboxed items, etc. while they are in storage. The mover transported your items using the mover's pads; the crew will remove and take those pads with them when they leave. Of course, the rates you pay for this type of storage are not under the Commission's jurisdiction.

VII. TWO TYPES OF VALUATION

Customers will often ask movers, "What kind of insurance do you have in case something is lost or damaged?" **While the Commission requires movers to carry a minimum of \$50,000 for general liability insurance and a minimum of \$50,000 for cargo insurance,** the settlement of your claim is defined by the valuation you select. Valuation establishes the total value of your shipment in case of catastrophic loss and also governs how the mover will resolve your claim for loss of or damage to individual items. The type of valuation will cover the entire shipment; you cannot select one type for part of the shipment and another one for select pieces. **Therefore, if the amount of protection you desire exceeds the \$50,000 minimum amount required by the Commission, you may want to request written verification of additional coverage from your mover to ensure that your shipment will be adequately covered.** You must explicitly indicate your choice in two places: on the Bill of Lading and on the Addendum to the Bill of Lading (making sure that they both show the same choice). **If the shipper fails to select one of the liability options available, the shipment will be considered released at a value of \$.60 per pound per article (basic value protection).**

As discussed below, there are **two** types of valuation available for both weight/distance and hourly-rated moves. However, hourly-rated shipments are not weighed. Therefore, if you decide to purchase full value protection for an hourly-rated move, the mover will estimate the weight of your shipment to calculate its value.

REMEMBER: You must select your level of valuation before the move begins. Once it starts, the selection cannot be changed. Also, be sure to provide the mover with a list of items you believe to be of extraordinary value (see Articles of Extraordinary Value). While preparing that list, customers sometimes realize that they have undervalued their shipment by simply accepting the minimum required. If everything on the truck is destroyed, are you prepared to accept a check for

the value of the shipment shown on the estimate? If not, talk to someone about declaring an increased amount (and paying a higher fee).

Basic Value Protection - No Charge: *This lower level of value protection is provided at no additional cost. However, it only provides minimal protection that is considerably less than the average value of household goods.* The mover's maximum liability will be 60¢ per pound based upon the weight of any lost or damaged items, regardless of its actual value. For example, damage to your refrigerator weighing 400 pounds would result in a maximum claim settlement of \$240. Basic Value Protection provides minimal protection, and it is possible that settlement of any claim under this level of valuation will not be satisfactory to you. Under this type of valuation, for example, if the total weight of your shipment is 8,000 pounds, then the total value of your entire shipment is established to be \$4,800.

Full Value Protection - 75¢ per \$100 of Value: The minimum value of the shipment will be \$4.00 times the weight of the shipment. However, you have the right to declare that your shipment has a greater value and pay for that increased protection. If items are lost, the mover will have the options of replacing them with articles of like kind and quality or paying the replacement cost as determined by current market value. If items are damaged, the mover will have the same options, plus the additional options of repairing the items or paying the repair cost. All damaged items that are either replaced or reimbursed at full-market value become the property of the mover. Under this type of valuation, for example, if the total weight of your shipment is 8,000 pounds, then the total value of your entire shipment is established to be \$32,000 and the charge for that level of protection would be \$240. However, if you decided that your shipment has a greater value, maybe \$45,000 rather than the calculated minimum of \$32,000, you could establish that your shipment value is \$45,000 and the charge for that level of protection would be \$337.50.

VIII. ARTICLES OF EXTRAORDINARY VALUE

Items of extraordinary value are defined as those having a value greater than \$100 per pound. Such items, e.g., crystal, fur garments, antiques, etc., should be specifically listed in writing for the mover and signed for on the Bill of Lading. If not listed, the mover's liability could be limited to \$100 per pound per article (based upon the actual article weight) regardless of the valuation you selected. For example, a claim for a broken \$500 collectible weighing one pound could be covered for only \$100. However, if such collectible item is claimed on the inventory list as an item of extraordinary value at \$500, the mover's liability may be up to \$500 if you selected Full Value Protection. But remember, even if you declare items of extraordinary value, the total value of your entire shipment is still no more than the total value that is established under the type and total amount of valuation protection you select. Keep a copy for your records of the inventory list you provide to your mover. It is highly recommended that you transport certain valuable items yourself, such as jewelry, stamp and coin collections, cash, guns, legal and medical documents, tax records, genealogy research, and other such irreplaceable items.

IX. PARTICLE BOARD FURNITURE

North Carolina is one of only four states in the nation that acknowledges the unique characteristics of ready-to-assemble furniture made from press board, particle board, or other similar engineered materials. These items are shipped unassembled from the manufacturer for assembly by the customer or the retail store. Most of this furniture is not designed with the extra structural pieces to adequately brace the unit for movement out of or into a residence and may not withstand the normal truck vibration. Assembly instructions frequently suggest that the connecting pieces (often using dowels) be glued in place. While the gluing does not significantly improve the structural

integrity of the piece, it makes disassembly impossible without creating substantial, irreparable damage. You need to be aware that the mover's maximum liability on such furniture is 60¢ per pound per article or \$50 per article, whichever is greater, regardless of the type of valuation you select.

X. PACKING DAY

You should accompany the crew leader on a visual inspection of your home and provide any special instructions. Point out items not to be packed, items valued over \$100 per pound (see Articles of Extraordinary Value), fragile items, items that need to arrive first, and items that need servicing (such as washers and dryers).

You may choose to pack some or all boxes yourself. However, movers are not liable for any damages to items you pack unless there is external damage to the box and an inspection is done at delivery. If a box you pack is lost and listed on an inventory sheet, the mover may be liable. You will be charged for packing materials used or provided by the mover.

Once packing is completed, you and the crew leader should conduct another visual inspection of your home to make sure all required items have been packed. Check closets, attics, basements, cabinets, detached buildings, and other areas of the property to ensure that nothing has been missed. Make sure all boxes are properly marked with room placement and general contents to help inform the crew where the boxes should be delivered within your new residence.

XI. LOADING DAY

Either you or your representative should be present at the time of loading and unloading. The mover might perform a detailed inventory of some or all items. If so, review the inventory sheets to make sure you agree with the mover's assessment of the condition of your items.

Once loading has been completed, you and the driver should walk through the house to make sure all items are on the truck. Check closets, attics, basements, cabinets, detached buildings, and other areas of the property to ensure that nothing has been missed.

You are responsible for preparing your appliances for shipment. Alternatively, your appliances may be serviced (disconnected and prepared for shipment) by a third-party company or the moving company for a further charge. Furniture pads, covers, and other standard protective materials which are part of the mover's regular equipment are included in the transportation rates.

MAKE SURE YOUR MOVER HAS YOUR CORRECT DESTINATION ADDRESS, DETAILED DIRECTIONS TO FIND YOUR NEW RESIDENCE, AND CONTACT INFORMATION INCLUDING COMPLETE NAMES AND PHONE NUMBERS.

XII. DELIVERY DAY

You should walk through the new residence with the driver to determine the best way to unload and place your possessions. The crew will assemble all items that they disassembled at origin. They will not assemble items disassembled by others. Appliances will be serviced by the same party that serviced them at origin. Remember, servicing appliances may result in additional charges.

You may request that boxes packed by the mover be unpacked at delivery at no additional charge. If you want the crew to unpack, be sure to let the mover know before moving day, so the scheduler can allow enough time for that service. The crew does not put items in cabinets, drawers, etc., although they will hang clothes in closets. The packing materials will be removed from the premises on the delivery day. If the crew has to return another day to unpack and/or remove the packing materials, an additional charge may apply.

After the delivery is completed, you should walk through the rooms with the driver to conduct a final inspection. IF YOU DISCOVER DAMAGES, DO NOT DISPOSE OF ANY DAMAGED ITEMS OR THE PACKING MATERIALS USED FOR THOSE ITEMS SINCE THEY WILL BE NEEDED FOR PROOF OF DAMAGE.

Make sure the Bill of Lading is properly completed showing a detailed list of all services and charges. Once you agree with all the services and charges listed on the Bill of Lading, sign all required paperwork. DO NOT SIGN ANY BLANK FORMS. You may note on the Bill of Lading or the inventory sheet any damages discovered; however, a damage claim form is still required. Be sure to get a copy of the Bill of Lading, the Addendum to the Bill of Lading, and the inventory (if one was performed).

XIII. LOSS OR DAMAGE

If you have lost or damaged items, contact your mover for a claim form. Claims will not be processed until you pay for the move in full. CLAIMS SHOULD BE FILED WITH THE MOVER AS SOON AS POSSIBLE, BUT NO LATER THAN NINE MONTHS AFTER DELIVERY. DO NOT DISPOSE OF ANY DAMAGED ITEMS OR THE PACKING MATERIALS USED FOR THOSE ITEMS SINCE THEY WILL BE NEEDED FOR PROOF OF DAMAGE.

On the claim form, list all damaged and lost items, including the age, original cost, and weight as well as a description of the damage. The mover may request estimates or may send a third party to assess the damages.

All claims will be settled based upon the type of valuation you selected on the Bill of Lading and the Addendum to the Bill of Lading (see Valuation section above). If you are unable to resolve your claim with the mover, the Public Staff's Transportation Rates Division (919-733-7766) is available to assist you. If the mover denies liability for all or part of your claim, you may seek legal action against the mover. However, such action must be taken within two years and one day from the date when written notice was given by the mover to you that your claim has been denied. Items believed to be stolen should be reported to the proper law enforcement authorities immediately.

XIV. HAVE A GREAT MOVE!

We hope this information will be helpful to you in your selection of a Commission-certificated mover and in understanding the various aspects of the move you are about to experience. Yes, moving is stressful. However, the more educated you are about the moving industry and your rights and responsibilities, the more likely your move will go as smoothly as possible.

This information was developed as a coordinated effort by the North Carolina Utilities Commission, the Public Staff of the Commission, and the North Carolina Movers Association. Let us know if you have any questions or suggestions about improvements to this document by calling the Public Staff's Transportation Rates Division at 919-733-7766. We are always interested in learning ways to help our citizens!

Supplement No. 202
Cancels
Supplement No. 201

FUEL SURCHARGE

NORTH CAROLINA UTILITIES COMMISSION

MAXIMUM RATE TARIFF NO. 1

INTRASTATE RATES AND CHARGES

Applying on

HOUSEHOLD GOODS

as described in

NCUC RULE R2-37

Between

POINTS IN NORTH CAROLINA

MAXIMUM RATE TARIFF NO. 1

ISSUED: August 1, 2022

EFFECTIVE: August 1, 2022

ISSUED BY

NORTH CAROLINA UTILITIES COMMISSION
430 N. Salisbury Street
4325 Mail Service Center
Raleigh, North Carolina 27699-4300
Telephone: 919-733-4036
www.ncuc.net

FUEL SURCHARGE

1. Effective on and after August 1, 2022, and until further order of the Commission, a maximum rate of \$1.94 per bill of lading mile may be assessed as a fuel surcharge on all North Carolina intrastate household goods, weight/distance shipments governed by the Commission's Maximum Rate Tariff No. 1 (MRT). This charge is approved in accordance with the procedures in Commission Rule R2-16.2.

2. All fuel surcharge revenue assessed and collected shall be passed on or otherwise credited to the purchaser of the fuel. In addition, the fuel surcharge is to be assessed once per shipment regardless of the number of vehicles used.

Example: 150 bill of lading miles \times \$1.94 = \$291.00

STATE OF NORTH CAROLINA
UTILITIES COMMISSION
RALEIGH

DOCKET NO. A-41, SUB 21

BEFORE THE NORTH CAROLINA UTILITIES COMMISSION

In the Matter of

| | | |
|---|---|--|
| VILLAGE OF BALD HEAD ISLAND, Complainant, |) | |
| v. |) | |
| BALD HEAD ISLAND TRANSPORTATION, INC. and BALD HEAD ISLAND LIMITED, LLC, |) | |
| Respondents. |) | |
| |) | |
| |) | |
| |) | |
| |) | |

DIRECT TESTIMONY OF
JAMES W. FULTON, JR.

EXHIBIT 6

September 8, 2022

**LIST OF CARRIERS ISSUED A CERTIFICATE OF EXEMPTION
AUTHORIZING HOUSEHOLD GOODS TRANSPORTATION WITHIN NORTH CAROLINA**

(Revised September 1, 2022 – 354 Total Number of Certified Household Goods Carriers)

| | |
|---|--------|
| 485 Movers Charlotte, LLC, Charlotte, NC (T-4831) | C-2980 |
| 919 Quick Moves, LLC, Knightdale, NC (T-4782) | C-2943 |
| A+ Moving and Storage, A+ Relocation Services, Inc., d/b/a Fayetteville, NC (T-4247) | C-2340 |
| A 1 Pack Load and Moving, A 1 Pack and Load, Inc., d/b/a, Raleigh, NC (T-4410) | C-2481 |
| A & A Moving, Pitt Movers, Inc., d/b/a, Greenville, NC (T-2939) | C-1641 |
| (At carrier's request, certificate was temporarily suspended until 6-4-21. Authority has not yet been reinstated. Therefore, carrier currently is not authorized to perform North Carolina intrastate household goods moves.) | |
| A & D Relocation, Inc., Goldsboro, NC (T-4204) | C-2296 |
| A & M Friendly Movers, LLC, Calabash, NC (T-4810) | C-2969 |
| A A Movers, Move Mom & More, Movealldotcom, LLC, d/b/a, Charlotte, NC (T-4610) | C-2613 |
| AAA Moving & Storage Company, LLC, Hickory, NC (T-4735) | C-2909 |
| AAA Storage Company, Inc., Fayetteville, NC (T-913) | C-715 |
| ABC Moving and Storage, Inc., Greenville, NC (T-968) | C-676 |
| ASE Moving Services, American Strategic Enterprises, Inc., d/b/a, Raleigh, NC (T-3245) | C-1818 |
| A Cut Above Moving and Relocation Service, RJ Square, LLC, d/b/a, Wilmington, NC (T-4889) | C-3017 |
| Absolute Moving & Storage, Inc., Holly Ridge, NC (T-4353) | C-2432 |
| Accelerated Deliveries, AJ Enterprises of the Piedmont, LLC, d/b/a, Cornelius, NC (T-4754) | C-2919 |
| Ace Movers, ACE Group Corporation Inc., d/b/a, Harmony, NC (T-4324) | C-2412 |
| Acme Movers & Storage Company, Inc., Morehead City, NC (T-4575) | C-613 |
| Advance Moving & Storage, Inc., Winterville, NC (T-4101) | C-2343 |
| Advanced Moving, LLC, Dallas, NC (T-4822) | C-2964 |
| Affordable Moving and Storage, LLC, Newton, NC (T-4734) | C-2923 |
| Ahlgren's Transport, LLC, Madison, NC (T-4481) | C-2529 |
| All American Moving & Storage of Fayetteville, Inc., Fayetteville, NC (T-4264) | C-2354 |
| All American Relocation, Inc., Raleigh, NC (T-4121) | C-1590 |
| All In Movers, Inc., Winston-Salem, NC (T-4728) | C-2903 |
| AllMoves, LLC, Brevard, NC (T-4812) | C-2959 |
| All My Sons Moving and Storage, Bournias, LLC, d/b/a, Charlotte, NC (T-4074) | C-601 |
| All My Sons Moving and Storage of Raleigh, SG of Raleigh, LLC, d/b/a, Raleigh, NC (T-4149) | C-2261 |
| All My Sons of Charlotte South, LLC, Pineville, NC (T-4672) | C-2653 |
| All My Sons of Greensboro, LLC, Greensboro, NC (T-4710) | C-2883 |
| All My Sons of South Raleigh, LLC, Garner, NC (T-4657) | C-2644 |
| All Pro Packing and Moving, LLC, Winston-Salem, NC (T-4489) | C-2538 |
| All Ways Moving, Jacksonville, NC, JT Moving, Inc., d/b/a (T-4627) | C-2623 |
| Allstar Moving & Storage Co., Inc., Fayetteville, NC (T-4272) | C-2365 |
| American Moving & Hauling, Inc., Winston-Salem, NC (T-4323) | C-2411 |
| American Van Lines, Inc., Greensboro, NC (T-4396) | C-1588 |
| Anderson, Andy, Moving Company, Craig M. Anderson, d/b/a, Fayetteville, NC (T-3729) | C-2042 |
| Apartment Movers of the Carolinas, LLC, Charlotte, NC (T-4800) | C-2652 |
| Apartment Movers Plus, Derric Pearce Fozard, d/b/a, Durham, NC (T-4570) | C-2595 |
| Appalachian Movers Transport, Douglas Tracy Carpenter, d/b/a, Hendersonville, NC (T-4473) | C-2536 |
| Appalachian Moving & Storage, LLC, Deep Gap, NC (T-4383) | C-2462 |
| Armor Bearer Discount Movers, LLC, Greensboro, NC (T-4258) | C-2353 |
| Armstrong Relocation, Armstrong Relocation Co., Inc., d/b/a, Morrisville, NC (T-4143) | C-641 |
| Armstrong Transfer & Storage Co., Inc./Armstrong Relocation Company, Charlotte, NC (T-3206) | C-760 |
| Arnold Moving, Ltd., Wilmington, NC (T-4859) | C-3004 |

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| Ashe Van Lines, LLC, Hickory, NC (T-4615) | C-2627 |
| Asheville Area Movers, LLC, Asheville, NC (T-4664) | C-2655 |
| Athens Moving Experts, Inc., Raleigh, NC (T-4654) | C-2657 |
| Atlantic Moving Systems, LLC, Wilmington, NC (T-4389) | C-2464 |
| Austin's Moving Company, LLC, Greensboro, NC (T-4550) | C-2582 |
| Aye Jakayla Moving & Storage, LLC, Hickory, NC (T-4863) | C-3002 |
| Ballantyne & Beyond Moving, Inc., Fort Mill, SC (T-4564) | C-2468 |
| Barringer Moving & Storage, LLC, Newton, NC (T-4435) | C-2509 |
| Bay Moving & Storage, Inc., Morehead City, NC (T-4425) | C-2488 |
| Beaty Brothers Moving, LLC, Hendersonville, NC (T-4794) | C-2948 |
| Beeline Moving Company, LLC, Angier, NC (T-4778) | C-2934 |
| Bellhop Moving, BHH Services, LLC, d/b/a, Chattanooga, TN (T-4802) | C-2968 |
| Beltmann Group Incorporated, Roseville, Minnesota (T-4130) | C-2527 |
| Berger Transfer & Storage, Inc., Charlotte, NC (T-4169) | C-976 |
| Best Bet Moving and Labor, LLC, Greensboro, NC (T-4528) | C-2587 |
| Best Movers US, Inc., Charlotte, NC (T-4485) | C-2539 |
| BMS Moving & Storage, Gayla Lynch Black, d/b/a, Hendersonville, NC (T-4352) | C-2449 |
| Box and Dolly, LLC, Fayetteville, NC (T-4718) | C-2897 |
| Branch Out Delivery, Inc., Clayton, NC (T-4631) | C-2640 |
| Brazosmovers.com. LLC, Weatherford, TX (T-4713) | C-2891 |
| Brightleaf Moving, LLC, Durham, NC (T-4883) (Certificate issued 08-23-22) | C-3019 |
| Brooks Coast to Coast Transport, Floyd Allen Brooks, Jr., d/b/a, Washington, NC (T-4292) | C-2379 |
| Bruce's Transfer, Inc., Matthews, NC (T-4202) | C-2294 |
| Building Blocks Moving, QC Tech Installers, LLC, d/b/a, Charlotte, NC (T-4767) | C-2927 |
| Bull City Movers Plus, Juan Lamont Nelson, d/b/a, Durham, NC (T-4617) | C-2631 |
| Bulldog Moving, LLC, Charlotte, NC (T-4344) | C-2424 |
| Byers, Sam, A. & Sons Moving Service, Inc., Troutman, NC (T-4030) | C-2302 |
| C K Movers, LLC, Raleigh, NC (T-4666) | C-2654 |
| C & L Movers, Loretta Floyd Heimbach and Mary Catherine Floyd Lantz, d/b/a, Wilmington, NC (T-4543) | C-2578 |
| Cameron & Cameron, Assembly, Moving and Storage, Inc., Durham, NC (T-4237) | C-2323 |
| Campbell's Transfer & Storage, Tommy Campbell, d/b/a, Kannapolis, NC (T-2471) | C-1737 |
| Capital Moving & Storage, LLC, Raleigh, NC (T-4796) | C-2952 |
| Capital Relocation Group, LLC, Garner, NC (T-4786) | C-2942 |
| Caraway Moving, Inc., Monroe, NC (T-4211) | C-2305 |
| Carey Moving & Storage of Asheville, Inc., Arden, NC (T-9) | C-64 |
| Carey Moving & Storage of Charlotte, Inc., Rock Hill, South Carolina (T-4521) | C-2565 |
| Carolinas All-Star Movers, LLC, Charlotte, NC (T-4864) | C-3003 |
| Carolina Moving, Packing & Storage, Inc., Charlotte, NC (T-4845) | C-2987 |
| Carolina Pack N Go Professional Movers, LLC, Hendersonville, NC (T-4803) | C-2957 |
| Cary Moving, 4 Sons, Inc., d/b/a, Cary, NC (T-4563) | C-2589 |
| Cavemen Moving & Storage, LLC, Raleigh, NC (T-4673) | C-2659 |
| Central Moving & Storage, Inc., Sanford, NC (T-4386) | C-2277 |
| Chapel Hill Moving Company, Inc., Chapel Hill, NC (T-4191) | C-2288 |
| Charlie Powell's Model Moves, Inc., Fuquay Varina, NC (T-4571) | C-2591 |
| Charlotte Local Moving, Jeremy Dale Goding, d/b/a, Charlotte, NC (T-4830) | C-2977 |
| City Transfer & Storage Co., High Point, NC (T-416) | C-131 |
| Citywide Moving Systems, Inc., Matthews, NC (T-4104) | C-2235 |
| Cli-Co Moving, RWW Enterprises, Inc., d/b/a, Washington, NC (T-4505) | C-2547 |

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| Cliff Harvel's Moving Company, Inc., Winston-Salem, NC (T-1912) | C-634 |
| Coastal Carrier Moving & Storage Company, Coastal Carriers, Inc., d/b/a, Wilmington, NC (T-4174) | C-2286 |
| Coastal Moving Company, Inc., Jacksonville, NC (T-1643) | C-617 |
| Coastline Relocation, Bekins A-1 Movers, Inc., d/b/a, Goldsboro, NC (T-4586) | C-2480 |
| Coleman American Moving Services, Inc., Midland City, AL (T-4263) | C-2355 |
| College Dudes Help U Move, Inc., Charlotte, NC (T-4780) (Per carrier's request, certificate canceled 09-01-22) | C-2935 |
| College Hunks Hauling Junk & Moving of Asheville, Venture 2134, Inc., d/b/a Arden, NC (T-4807) | C-2956 |
| College Hunks Hauling Junk & Moving, SeaDawgs Enterprises, Inc., d/b/a, Leland, NC (T-4723) | C-2896 |
| College Hunks Hauling Junk and Moving, Charlotte Hunks, LLC, d/b/a, Matthews, NC (T-4741) | C-2620 |
| College Hunks Hauling Junk & Moving, Inc., d/b/a Race City Hauling, Southport, NC (T-4861) | C-3000 |
| College Hunks Hauling Junk and Moving, Steven Roper, Inc., d/b/a, Raleigh, NC (T-4471) | C-2526 |
| College Hunks Moving, Triad Expeditors, Inc., d/b/a, Asheboro, NC (T-4466) | C-2525 |
| Covan World Wide Moving, Inc., Fayetteville, NC (T-4085) | C-473 |
| Crabtree Family Moving, LLC, Raleigh, NC (T-4476) | C-2533 |
| Crown Moving & Storage, Inc., Fayetteville, NC (T-1595) | C-1011 |
| CWTC Moving & Storage, LLC, Greensboro, NC (T-4700) | C-2779 |
| | |
| D's Affordable Moving Service, Donnell Alphonso Spellman, d/b/a, Greenville, NC (T-4669) | C-2651 |
| DC Movers, LLC, Durham, NC (T-4220) | C-2336 |
| Daehan Express, LLC, Durham NC (T-4619) | C-2621 |
| Davis Relocation, LLC, Goldsboro, NC (T-4820) | C-2971 |
| Dedmon, A. V., Trucking, Inc., Shelby, NC (T-22) | C-146 |
| Dedmon Moving and Storage, Inc., Shelby, NC (T-4325) | C-2409 |
| DeHaven's Transfer & Storage, Inc., Durham, NC (T-1276) | C-347 |
| Delancey Street Moving & Transportation, Delancey Street NC, d/b/a, Greensboro, NC (T-3214) | C-1769 |
| Dexteready Moving & Delivery, LLC, Raleigh, NC (T-4680) | C-2662 |
| Dillard's Moving & Transport, LLC, Concord, NC (T-4699) | C-2778 |
| DK Love Movers, LLC, Linden, NC (T-4424) | C-2487 |
| Dogwood Moving, LLC, Raleigh, NC (T-4789) | C-2944 |
| Donique's Relocation Service, LLC, Charlotte, NC (T-4832) (At carrier's request, certificate is temporarily suspended until 9-27-22. Authority has not yet been reinstated. Therefore, carrier currently is not authorized to perform North Carolina intrastate household goods moves.) | C-2990 |
| Dry Ridge Moving and Transportation, LLC, Asheville, NC (T-4413) | C-2490 |
| Duke, D. R., Moving, Inc., Charlotte, NC (T-4073) | C-2293 |
| | |
| E.E. Ward Moving & Storage Co., LLC, Grove City, OH (T-4692) | C-2774 |
| East Coast Moving, East Coast Move Lady, Inc., d/b/a, Shallotte, NC (T-4242) | C-2332 |
| Easy Movers, Inc., Pineville, NC (T-4087) | C-2225 |
| Elephant Movers, LLC, Franklinton, NC (T-4799) | C-2973 |
| Elizabeth City Delivery & Moving Services, Scott Allen Gurganus, d/b/a, Elizabeth City, NC (T-4748) | C-2915 |
| Everyday Moving & Storage, LLC, Angier, NC (T-4478) | C-2537 |
| Excel Moving and Storage, Inc., Raleigh, NC (T-4118) | C-731 |
| Excel Moving & Storage of Greensboro, Inc., Greensboro, NC (T-4217) | C-2311 |
| Excellence on the Move, Kenneth James Scallions, d/b/a, Fort Mill, SC (T-4580) | C-2626 |
| Exclusive Moving and Delivery, LLC, Charlotte, NC (T-4618) | C-2619 |

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| Exodus Works, Exodus Outreach Foundation, Inc., d/b/a, Hickory, NC (T-4385) | C-2458 |
| EZ Access Movers, Christopher Bernard Howell, d/b/a, Charlotte, NC (T-4318) | C-2429 |
| Family Movers Express, Dominick Harris, d/b/a, Raleigh, NC (T-4525) | C-2566 |
| Fayetteville Moving & Storage, Inc., Fayetteville, NC (T-952) | C-704 |
| Few Moves, LLC, Wrightsville Beach, NC (T-4450) | C-2521 |
| Fidelity Moving & Storage Co., Inc., Fayetteville, NC (T-1267) | C-869 |
| Fire Logistics, Scott Andrew Carter, d/b/a, Mebane, NC (T-4721) | C-2911 |
| First Choice Moving & Storage, Inc., Jacksonville, NC (T-4167) | C-200 |
| Fox Moving and Storage, Fox Moving and Storage of Charlotte, LLC, d/b/a (T-4790) | C-2947 |
| G & B Relocation, LLC, Roxboro, NC (T-4842) | C-2984 |
| Gasperson Transfer, WNC Moving & Storage, Inc., d/b/a, Asheville, NC (T-4090) | C-664 |
| Gene Ferguson Moving Co., Inc., Waynesville, NC (T-4243) | C-2338 |
| Gentle Giant Moving Company (NC), LLC, Charlotte, NC (T-4321) | C-2406 |
| Gillespie's Local Moving Service, James Felton Gillespie, d/b/a, West End, NC (T-4454) | C-2511 |
| Goldsboro Van & Storage, Inc., Goldsboro, NC (T-1594) | C-1019 |
| Grade A Movers, LLC, Charlotte, NC (T-4440) | C-2503 |
| HB Delivery, LLC, Raleigh, NC (T-4858) (At carrier's request, certificate is temporarily suspended until 10-29-22. Authority has not yet been reinstated. Therefore, carrier currently is not authorized to perform North Carolina intrastate household goods moves.) | C-2997 |
| Hands 2 Hands, Inc., Raleigh, NC (T-4711) | C-2887 |
| Hardin Furniture Company, Asheboro, NC (T-4602) | C-2609 |
| Hardy Moving & Storage, Kitchen Distributors of North Carolina, Inc., d/b/a, Point Harbor, NC (T-4144) | C-2256 |
| Harrison's Moving & Storage Co., Inc., Chesapeake, VA (T-4381) | C-2455 |
| Hector and Sons, Hector Luis Sidlouski, d/b/a, Charlotte, NC (T-4764) | C-2922 |
| Herron's Carolina Moving & Storage, Inc., Charlotte, NC (T-4608) | C-2611 |
| Hernandez Moving 919, LLC, Raleigh, NC (T-4849) | C-2988 |
| Highland Moving and Storage Co., Bekins A-1 Movers, Inc., d/b/a, Goldsboro NC, (T-4587) | C-2450 |
| Hill, I. H., Transfer and Storage, Inc., Durham, NC (T-876) | C-650 |
| Hilldrup Moving & Storage, Hilldrup Transfer & Storage, Inc., d/b/a, Stafford, VA (T-4095) | C-2210 |
| Hockaday Brothers Moving, Brennan McCall & Jackson Bennett, d/b/a, Charlotte, NC (T-4829) | C-2970 |
| Home Bound Moving Co., LLC, Beech Mountain, NC (T-4826) | C-2974 |
| Homeward Bound Moving, Inc., Fuquay Varina, NC (T-4199) | C-2287 |
| Horne Moving Systems, Inc., Goldsboro, NC (T-1651) | C-252 |
| Hornet Moving, LLC, Charlotte, NC (T-4613) | C-2615 |
| H.U.N.K.S. of Central Piedmont, Grimshaw, Grimshaw, Griffith & Stone, LLC, d/b/a Winston-Salem, NC (T-4804) | C-2954 |
| Humphrey, Troy, Moving & Storage, Inc., Jacksonville, NC (T-986) | C-700 |
| Illuminated Moving & Packing, LLC, Asheville, NC (T-4851) | C-2995 |
| In & Out Moving and Delivery, LLC, Lenoir, NC (T-4437) | C-2502 |
| It's Your Move, LLC, Jacksonville, NC (T-4665) | C-2646 |
| JB Movers, Inc., Charlotte, NC (T-4520) | C-2561 |
| JD Johnson Moving Company, LLC, Mooresville, NC (T-4846) | C-2986 |
| JD Moving Service, Inc., Durham, NC (T-4828) | C-2972 |
| Jenny To The Rescue, Inc., Mars Hill, NC (T-4724) | C-2895 |

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| John's Moving & Storage, Dynamic Investment Group, Inc., d/b/a, Raleigh, NC (T-4609) | C-2248 |
| Johnson Moving Service, Inc., Lincolnton, NC (T-4656) | C-2642 |
| Junk Pros of NC, LLC, Greensboro, NC (T-4725) | C-2898 |
| Just Move It, LLC, Wilmington, NC (T-4660) | C-2650 |
| | |
| Kelly Moving, Inc., Campobello, SC (T-4391) | C-2469 |
| Kemet Moving Services, LLC, Roxboro, NC (T-4852) | C-2999 |
| Ken's Pack & Move, Kendrick James Earl Sheppard, d/b/a, Raleigh, NC (T-4498) | C-2551 |
| Kepley Moving and Storage, Inc., Lexington, NC (T-1006) | C-727 |
| Kev's Moving and Delivery Service, LLC, Charlotte, NC (T-4869) | C-3008 |
| | |
| LL's Local & Long Distance Moving, LLC, Battleboro, NC (T-4879) | C-3011 |
| Ladd, J. E., & Son Transfer, James Edgar Ladd, IV, d/b/a, Durham, NC (T-4530) | C-628 |
| Latham Enterprises Moving & Delivery, LLC, Greensboro, NC (T-4750) | C-2913 |
| Lawrence Transportation Systems, Inc., Roanoke, VA (T-1765) | C-2211 |
| <i>Lentz Moving Services, Carolinas Office Relocation Experts, LLC, d/b/a, Clemmons, NC (T-4441)</i> | C-2505 |
| Lets Move, Cory LaGene Mitchell, d/b/a, Kernersville, NC (T-4840) | C-2985 |
| Liberty Moves, LLC, Brunswick, GA (T-4768) | C-2928 |
| Little Guys Movers, Inc., Denton, Texas (T-4500) | C-2546 |
| Little Guys Movers of Greensboro, Beso Del Sol Holdings, LLC, d/b/a, Lubbock, TX (T-4506) | C-2548 |
| Little Lloyd Moving & Transit, Kenneth Frederick Lloyd, d/b/a, Greensboro, NC (T-4232) | C-2337 |
| Local Movers, LLC, Concord, NC (T-4492) | C-2544 |
| Local N Long Distance Movers, Tornado Movers, LLC, d/b/a, Huntersville, NC (T-4877) | C-3009 |
| Long Transfer, Inc., Highlands, NC (T-2306) | C-1237 |
| Luggers of Wilmington, Coastal Lugging of NC, LLC, d/b/a, Southport, NC (T-4793) | C-2951 |
| Lytle's Transfer & Storage, Inc., Duncan, SC (T-4098) | C-697 |
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| Mainstream Movers, Morrisville Trucks Moving and Supplies, LLC, d/b/a, Cary, NC (T-4751) | C-2930 |
| Make A Move, Fletcher Anneheim Dedicated Services, LLC, d/b/a, Charlotte NC (T-4716) | C-2573 |
| Makin' Moves & Dumpin' Junk, Get Dumped, LLC, d/b/a, Durham, NC (T-4850) | C-2991 |
| Mark's Movers, Mark John Rupsky, d/b/a, Raleigh, NC (T-4416) | C-2492 |
| Marathon Moving Company, Inc., Greensboro, NC (T-4590) | C-2600 |
| Mather Brothers Moving Company, LLC, Garner, NC (T-4227) | C-2320 |
| Me and My Team, LLC, Raleigh, NC (T-4544) | C-2577 |
| Men Moving Mountains, LLC, Boone, NC (T-4866) | C-3006 |
| Men on the Move, Inc., Young Harris, Georgia (T-4230) | C-2535 |
| Merchant's Moving & Storage, Inc., Fayetteville, NC (T-1423) | C-702 |
| Merit Moving, LLC, Mooresville, NC (T-4884) | C-3014 |
| Metropolitan Moving, LLC, Charlotte, NC (T-4607) | C-2608 |
| Midwest Moving Company, LLC, Charlotte, NC (T-4825) | C-2966 |
| Milestone Relocation Solutions, Inc., Tampa, Florida (T-4453) | C-2520 |
| Miracle Movers, Samantha Lynn Piner, d/b/a, Wilmington, NC (T-4510) | C-2562 |
| Miracle Movers of Concord, LLC, Mooresville, NC (T-4766) | C-2925 |
| Miracle Movers Raleigh, LLC, Durham, NC (T-4698) | C-2894 |
| Miracle Movers of the Sandhills, LLC, Cameron, NC (T-4695) | C-2889 |
| Miracle Movers of the Triad, LLC, Greensboro, NC (T-4696) | C-2888 |
| Miscellaneous Plus, Inc., Raleigh, NC (T-4250) | C-2457 |
| Mitchell Movers LLC, New Bern NC (T-4257) | C-2348 |
| Modern Moving and Storage, Inc., Fayetteville, NC (T-882) | C-626 |
| Moultrie Home Services, LLC, Fayetteville, NC (T-4591) | C-2614 |

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| Moveday Movers, LLC, Charlotte, NC (T-4854) | C-2992 |
| Movemart Relocation, Inc., Columbia, SC (T-4248) | C-2579 |
| Move Pack Clean, Linda Denise Hill, d/b/a, Charlotte, NC (T-4641) | C-2649 |
| Movers Near Me, LLC, Candler, NC (T-4760) | C-2921 |
| Moving Ahead Services, LLC, Willoughby, OH (T-4779) | C-2938 |
| Movin' On Movers, Inc., Apex, NC (T-3620) | C-1990 |
| Moving Made Easy, LLC, Fayetteville, NC (T-4791) | C-2949 |
| Murray Transfer & Storage Company, Inc., Wilmington, NC (T-350) | C-279 |
| Mustang Moving, LLC, Greensboro, NC (T-4876) | C-3013 |
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| Naglee Moving & Storage, Inc., Elmira Heights, New York (T-4519) | C-2557 |
| Neighbor Moving, LLC, Raleigh, NC (T-4719) | C-2892 |
| NetMove Logistics, LLC, d/b/a NetMove, Charlotte, NC (T-4753) | C-2916 |
| New Beginnings Moving & Storage, Inc., Charlotte, NC (T-4265) | C-2359 |
| New World Van Lines, Inc., Chicago, IL (T-4291) | C-2378 |
| Next Stop Movers, LLC, Raleigh, NC (T-4837) | C-2983 |
| Nilson Van & Storage, Inc., Fayetteville, NC (T-3498) | C-173 |
| OBX Movers, Matthew Craig Hill, d/b/a, Harbinger, NC (T-4512) | C-2555 |
| Omni Moving and Storage, Inc., Fayetteville, NC (T-552) | C-436 |
| On 3 Moving and Relocation, LLC, High Point, NC (T-4874) | C-3010 |
| Orange County Moving and Storage, Micah Zunil Intrator, d/b/a, Chapel Hill, NC (T-4691) | C-2907 |
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| Patterson Storage Warehouse Company, Inc., Fayetteville, NC (T-857) | C-586 |
| Paxton Van Lines of North Carolina, Inc., Charlotte, NC (T-3814) | C-372 |
| Personal Touch Movers, Inc., Candler, NC (T-4494) | C-2543 |
| Piedmont Moving, Michael Theodore Handshoe, d/b/a, Rural Hall, NC (T-4470) | C-2528 |
| Piedmont Van and Storage Co., Fayetteville, NC (T-1483) | C-631 |
| Pilot Van Lines, Inc., Jacksonville, NC (T-1680) | C-515 |
| Pinehurst Moving & Storage Co., Inc., Southern Pines, NC (T-4591) | C-2590 |
| Pinnacle Movers, LLC, Pinnacle, NC (T-4427) | C-2493 |
| Port City Movers, 126 Haney Drive Moving, LLC, d/b/a, Mooresville, NC (T-4677) | C-2344 |
| Power Moves, LLC, Wilmington, NC (T-4835) | C-3001 |
| Preferred Moving Company LLC, Hickory, NC (T-4583) | C-2598 |
| Premium Moving, Inc., Bolivia, NC (T-4190) | C-2279 |
| Professional Relocation Moving Packing and Storage, LLC, Mooresville, NC (T-4395) | C-2470 |
| Pro Movers, LLC, Raleigh, NC (T-4363) | C-2434 |
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| Quality Transports and Relocation, LLC, Raleigh, NC (T-4738) | C-2937 |
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| Raleigh Moving Company, LLC, Raleigh, NC (T-4783) | C-2939 |
| Ramsey Legacy, LLC, Mars Hill, NC (T-4824) | C-2965 |
| Randy Owen Moving Service, LLC, Brevard, NC (T-4377) | C-2453 |
| Redi-Care Movers, LLC, Durham, NC (T-4303) | C-2394 |
| Red Shoe Services, LLC, Joseph P. Potter, d/b/a, Asheville, NC (T-4715) | C-2908 |
| Reliable Van & Storage, Inc., Goldsboro, NC (T-1597) | C-1009 |
| Relocate & Decorate Moving Services, LLC, Wilson, NC (T-4644) | C-2638 |
| Rent A Vet, LLC, Raleigh, NC (T-4823) | C-2967 |
| Right Choice Moving, LLC, Mills River, NC (T-4865) | C-3005 |
| Right Direction Moving & Transport, LLC, Franklin, NC (T-4733) | C-2906 |
| Road Haugs, Inc., Charlotte, NC (T-4539) | C-2570 |
| Rocket Movers, LLC, Marion, NC (T-4784) | C-2941 |

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| Romero Movers, LLC, Apex, NC (T-4694) | C-2890 |
| Royalty Moving Systems, LLC, Holly Springs, NC (T-4774) | C-2929 |
| Roy & McCoy Moving, LLC, Morrisville, NC (T-4886) (Certified 08-24-22) | C-3020 |
| Rye Moving and Packing, LLC, Fletcher, NC (T-4776) | C-2931 |
| Safe & Sound Moving Company, LLC, Cary, NC, (T-4727) | C-2901 |
| Salisbury Moving and Storage, Jimmy Darril Fortson, d/b/a, Salisbury, NC (T-4545) | C-343 |
| Sandhills Moving & Storage, Co., Southern Pines, NC (T-4562) | C-865 |
| Scooby Moving Company, Roy David Holloway, d/b/a, Wake Forest, NC (T-4508) | C-2552 |
| Seaboard Moving & Storage, Inc., Jacksonville, NC (T-1664) | C-1026 |
| Sells Service, Inc., Statesville, NC (T-942) | C-609 |
| Short Time Moving, LLC, Forest City, NC (T-4875) | C-3016 |
| Smart Move, LLC, Bailey, NC (T-4371) | C-2885 |
| Smith Dray Line & Storage Co., Inc., Asheville, NC (T-853) | C-651 |
| Smith W. E. Moving Co., City Transfer Fayetteville, LLC, d/b/a, High Point, NC (T-4376) | C-2451 |
| Smoky Mountain Moving Co., Inc., Franklin, NC (T-4111) | C-2219 |
| Smooth Move, Carolina Movers, LLC, d/b/a, Rock Hill, SC (T-4645) | C-2637 |
| Southeast Moving and Storage, Inc., Wilmington, NC (T-4499) | C-2635 |
| Southern Moving and Storage, LLC, Fayetteville, NC (T-4577) | C-2593 |
| Space to Space Moving, Inc., Greensboro, NC (T-4683) | C-2664 |
| States Van Lines of North Carolina, LLC, Greensboro, NC (T-4459) | C-2517 |
| Steele & Vaughn Moving & Storage, J Five Investments, Inc., d/b/a Greensboro, NC (T-4509) | C-2331 |
| Stewart Moving and Storage, The Wes Stewart Corporation, d/b/a, Midlothian, VA (T-4529) | C-2567 |
| Suddath Moving and Logistics, Suddath Relocation Systems of Charlotte, LLC, d/b/a, Charlotte, NC (T-4392) | C-2465 |
| Superior Moving and Logistics, LLC, Greenville, NC (T-4777) | C-2932 |
| Superior Moving Systems, Inc., Durham, NC (T-4146) | C-2273 |
| Sure-Safe Moving, Inc., Denver, NC (T-4726) | C-2902 |
| Supreme Movers, LLC, Charlotte, NC (T-4885) | C-3015 |
| Sustainable Alamance, Burlington, NC (T-4572) | C-2596 |
| Swift Service Men, LLC, Charlotte, NC (T-4871) | C-3012 |
| TBC Movers, Inc., Charlotte, NC (T-4827) | C-2975 |
| T-N-T Moving Systems, Inc., Charlotte, NC (T-4201) | C-2299 |
| TROSA Moving, Triangle Residential Options for Substance Abusers, Inc., d/b/a, Durham, NC (T-4082) | C-726 |
| Taylor's Moving Company, Orlandus Dungee Taylor, d/b/a, Durham, NC (T-4203) | C-2295 |
| Terminal Storage Company, Inc., Fayetteville, NC (T-1476) | C-595 |
| The \$20.00 Moving Truck, LLC, Raeford, NC (T-4731) | C-2904 |
| The Movers Co., LLC, Gastonia, NC (T-4755) | C-2917 |
| The Movers on Demand Network, LLC, Raleigh, NC (T-4693) | C-2884 |
| Thomas, J. E., & Sons Moving, John E. Thomas, d/b/a, Jacksonville, NC (T-4311) | C-2399 |
| <i>T & J Movers, Tyrone Lamont Levan, d/b/a, Charlotte, NC (T-4327)</i> | C-2446 |
| Titan Moving Systems, LLC, Huntersville, NC (T-4638) | C-2636 |
| Todd's Easy Moves, Todd Bentley Cummings, d/b/a, Winston-Salem, NC (T-4180) | C-2276 |
| Totes On-Demand, LLC, Concord, NC (T-4787) | C-2946 |
| Triangle Moving Service, Inc., Hillsborough, NC (T-3809) | C-932 |
| Tri-City Movers, LLC, Greensboro, NC (T-4407) | C-2478 |
| Trident Moving Services, LLC, Charlotte, NC (T-4844) | C-2981 |
| Trinity Movers, LLC, Arden, NC (T-4839) | C-2978 |
| Tropical Moves, Carson Cornwell Gaines, d/b/a, Wilmington, NC (T-4598) | C-2605 |

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| Truckin' Movers Corporation, Durham, NC (T-4154) | C-2262 |
| Tru-Pak Moving Systems, Inc., Conover, NC (T-1429) | C-694 |
| Two Men and A Truck of Asheville, AMS & Sons Moving Co., LLC, d/b/a, Fletcher, NC (T-4338) | C-2425 |
| Two Men and A Truck of Charlotte, R & M Charlotte, LLC, d/b/a, Charlotte, NC (T-4558) | C-2586 |
| Two Men and A Truck of Durham, NC, Oliver & Finley, LLC, d/b/a, Durham, NC (T-4278) | C-2369 |
| Two Men and A Truck of Eastern, NC, ARRGH LLC, d/b/a, Durham, NC (T-4368) | C-2443 |
| Two Men and A Truck of Fayetteville, Green Leaf Associates, Inc., d/b/a, Fayetteville, NC (T-4370) | C-2445 |
| Two Men and A Truck Goldsboro, R3 Ventures, LLC, d/b/a, Goldsboro, NC (T-4860) | C-2998 |
| Two Men and A Truck of Greensboro, Greensboro Movers, LLC, d/b/a, Winston-Salem, NC (T-4629) | C-126 |
| Two Men and A Truck of Mooresville, Lynnbrook, LLC, d/b/a, Winston-Salem, NC (T-4533) | C-2568 |
| Two Men and a Truck, Outer Banks NC, Queen Anne's Relocation, LLC, d/b/a Greenville, NC (T-4853) | C-2993 |
| Two Men and A Truck of Raleigh, Simply The Best Movers, LLC, d/b/a, Raleigh, NC (T-4497) | C-2253 |
| Two Men and A Truck of Sanford, B10P, LLC, d/b/a, Sanford, NC (T-4749) | C-2912 |
| Two Men and A Truck of Wilmington, T & K Moving, Inc., d/b/a, Wilmington, NC (T-4132) | C-2066 |
| Two Men and A Truck of Winston-Salem, Kline, LLC, d/b/a, Greensboro, NC (T-4474) | C-2289 |
| Two Strong Dudes Moving Company, LLC, Charlotte, NC (T-4374) | C-2456 |
| Two Twigs Moving, LLC, Charlotte, NC (T-4891) (Certificate issued 08-08-22) | C-3018 |
| Two Twins and A Truck, LLC, High Point, NC (T-4809) | C-2962 |
| Union Transfer and Storage Company, Inc., Arden, NC (T-231) | C-2216 |
| Unity Moving and Storage, Inc., Wake Forest, NC (T-4289) (At carrier's request, certificate is suspended until 08-23-23. Authority has not yet been reinstated. Therefore, carrier currently is not authorized to perform North Carolina intrastate household goods moves.) | C-2384 |
| Unity Partners, LLC, Fort Mill, SC (T-4817) | C-2976 |
| Victory Run Moving Delivery Courier, LLC, Raleigh, NC (T-4730) | C-2905 |
| Virtues Moving Company, Inc., Durham, NC (T-4744) | C-2933 |
| WayForth Transportation, LLC, Richmond, VA (T-4745) | C-2914 |
| Webb Co., Inc., The Webb Company of North Carolina, d/b/a, Charlotte, NC (T-4186) | C-2291 |
| Willis Moving and Storage, Inc., Jacksonville, NC (T-949) | C-712 |
| Winston-Salem Moving & Storage, Chad Raven Stewart, d/b/a, Winston-Salem, NC (T-4565) | C-2622 |
| X-Man Delivery/Moving Services, LLC, Winston-Salem, NC (T-4841) | C-2983 |
| You Move Me, McDowell & Yee, LLC, d/b/a, Charlotte, NC (T-4542) | C-2572 |
| Your Budget Movers, LLC, Durham, NC (T-4821) | C-2963 |