



MOTOR CARRIER FACTORS ATTACHEMENT

Westfield Transport Safety Audit

Randolph, NH

HWY19MH010

(9 pages)

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

	USDOT# 2896429	Legal: WESTFIELD TRANSPORT INC Operating(DBA):	Review Date: 10/21/2016
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Part A - General Information

Company	Business Information
Company Legal Name: WESTFIELD TRANSPORT INC DBA Name: DOT #: 2896429 Country: US State: MA	Business Organization: Corporation Tax ID Type: EIN Tax ID Number: ██████████

Carrier/Shipper Operation Type	Carrier Classification		
<table style="width:100%;"> <tr> <td style="width:50%; vertical-align: top;"> InterState <input checked="" type="checkbox"/> Non-HM Carrier <input checked="" type="checkbox"/> HM Carrier <input type="checkbox"/> HM Shipper <input type="checkbox"/> CT Operation </td> <td style="width:50%; vertical-align: top;"> IntraState <input type="checkbox"/> Non-HM Carrier <input type="checkbox"/> HM Carrier <input type="checkbox"/> HM Shipper <input type="checkbox"/> CT Operation </td> </tr> </table>	InterState <input checked="" type="checkbox"/> Non-HM Carrier <input checked="" type="checkbox"/> HM Carrier <input type="checkbox"/> HM Shipper <input type="checkbox"/> CT Operation	IntraState <input type="checkbox"/> Non-HM Carrier <input type="checkbox"/> HM Carrier <input type="checkbox"/> HM Shipper <input type="checkbox"/> CT Operation	AUTHORIZED FOR HIRE MC/MX#: 973476 Other Classification:
InterState <input checked="" type="checkbox"/> Non-HM Carrier <input checked="" type="checkbox"/> HM Carrier <input type="checkbox"/> HM Shipper <input type="checkbox"/> CT Operation	IntraState <input type="checkbox"/> Non-HM Carrier <input type="checkbox"/> HM Carrier <input type="checkbox"/> HM Shipper <input type="checkbox"/> CT Operation		

Address Information - Physical	Contact Information - Physical
Country/Territory: United States Street: ██████████ City: W SPRINGFIELD State: MA ZipCode: 01089	Name: DARTANYAN GASANOV Email: ██████████@██████████.t Phone 1: 4-██████████ Phone 2: Fax:

Address Information - Mailing	Contact Information - Mailing
Country/Territory: United States Street: ██████████ City: W SPRINGFIELD State: MA ZipCode: 01089-1983	Name: DARTANYAN GASANOV Email: ██████████@██████████.t Phone 1: ██████████ Phone 2: Fax:

Cargo Categories	HM Categories
MOTOR VEHICLES Other Cargo:	CLASS 9 <input checked="" type="radio"/> Carried <input type="radio"/> Shipped <input type="radio"/> Both <input type="radio"/> Bulk <input checked="" type="radio"/> Non-Bulk <input type="radio"/> All

Vehicle Type	Total	Owned	Term Leased	Trip Leased
STRAIGHT TRUCKS	1	1	0	0
TRUCK TRACTORS	0	0	0	0
TRAILERS	1	1	0	0
HAZMAT CARGO TANK TRAILERS	0	0	0	0
HAZMAT CARGO TANK TRUCKS	0	0	0	0
MOTOR COACH	0	0	0	0
SCHOOL BUS 16+	0	0	0	0
MINI-BUS 16+	0	0	0	0
LIMOUSINE 16+	0	0	0	0
SCHOOL BUS 1-8	0	0	0	0
SCHOOL BUS 9-15	0	0	0	0
VAN 1-8	0	0	0	0
VAN 9-15	0	0	0	0
LIMOUSINE 1-8	0	0	0	0
		Owned: 2	Term Leased: 0	Trip Leased: 0

Power units only in U.S.
 Power units used in U.S: 1
 % of time used in U.S: 100
 Total Annual Fleet Miles: 46000

Vehicle Type	Total	Owned	Term Leased	Trip Leased
LIMOUSINE 9-15	0	0	0	0
		Owned: 2	Term Leased: 0	Trip Leased: 0
<input checked="" type="checkbox"/> Power units only in U.S.	Power units used in U.S: 1	% of time used in U.S: 100	Total Annual Fleet Miles: 46000	

Driver Information				Summary
	InterState	IntraState	Total	Regular Drivers: 1
100 Air Miles Radius:	0	0	0	Trip leased/month: 0
Beyond 100 Miles:	1	0	1	Total entered drivers: 1
Regular Drivers:	1	0	1	# of drivers required to have a CDL:

Vehicle Out Of Service Information			Accident Information
	Inspected	Out of Service	Total Recordable Accidents: 0
This Audit:	0	0	Accidents/Million Miles: 0
Carrier Profile:	1	1	<input checked="" type="checkbox"/> No Accidents
Total:	1	1	
Gross %: 100.00%	<input type="checkbox"/> No Inspections		

Date Report Signed	Financial Information	Location of Audit
Date Report Signed: 10/21/2016	Gross Revenue: [REDACTED] Fiscal Year Ending: 10/21/2016	Location: Other Territory:

Safety Investigator Information	Persons Interviewed
Principal SI Code: [REDACTED] Assistant SI Code (1): Assistant SI Code (2): Principal SI Last Name: [REDACTED]	Person #1 DARTANYAN GASANOV (Name): Person #1 (Title): OWNER Person #2 (Name): Person #2 (Title):



Part B - Questions and Answers

An asterik (*) beside an answer indicates an area of non-compliance by the motor carrier, and negatively affects the results of the audit.

Question - 1 Section # 387.7(a) Acute Does the carrier have the required minimum level of financial responsibility in effect (property carrier)?	<u>Answer</u> Yes
Question - 2 Section # 13901 392.9a(a) Is the motor carrier authorized to conduct interstate operations in the United States?	<u>Answer</u> Yes
Question - 3 Section # 390.15(b)(1) Can the carrier provide a complete accident register of recordable accidents for up to 3 years after each accident?	<u>Answer</u> N/A
Question - 4 Section # 391.51(b)(7) Critical Does the carrier maintain the medical examiner's certificate as required by 391.43(g)?	<u>Answer</u> Yes
Question - 5 Section # 391.11(b)(4) Acute Is the carrier using physically qualified drivers?	<u>Answer</u> Yes
Question - 6 Section # 391.15(a) Acute Is the carrier using any disqualified drivers?	<u>Answer</u> No
Question - 7 Section # 382.115(a), 382.115(b) Acute Has the carrier implemented an alcohol and/or controlled substances testing program?	<u>Answer</u> N/A
Question - 8 Section # 382.215 Acute Has the carrier used a driver who has tested positive or has adulterated or substituted a test specimen for a controlled substance?	<u>Answer</u> N/A
Question - 9 Section # 382.201 Acute Has the carrier used a driver known to have an alcohol concentration of 0.04 or greater?	<u>Answer</u> N/A
Question - 10 Section # 382.305 Acute Has the carrier implemented random testing program?	<u>Answer</u> N/A
Question - 11 Section # 382.211 Acute Has the carrier used a driver who has refused to submit to an alcohol or controlled substances test required under Part 382?	<u>Answer</u> N/A
Question - 12 Section # 383.23(a) Critical Has a driver operated a commercial motor vehicle without a current operating license, or a license, which hasn't been properly classed and endorsed?	<u>Answer</u> N/A
Question - 13 Section # 383.37(b) Acute Has the motor carrier knowingly allowed it's drivers who's CDLs have been suspended, revoked or canceled by a state, have lost the right to operate a CMV in a State, or have been disqualified from operating a CMV to operate a commercial motor vehicle?	<u>Answer</u> N/A
Question - 14 Section # 395.1(e)(1), 395.1(e)(2) Does the carrier have a system for recording hours of duty status on 100/150- mile radius drivers, and are they properly utilizing the 100/150 air-mile radius exemption?	<u>Answer</u> N/A
Question - 15 Section # 395.8(a) Critical Does the carrier require drivers to make a record of duty status?	<u>Answer</u> Yes
Question - 16 Section # 396.17(a) Critical Does the motor carrier conduct periodic (annual) inspections for selected vehicles?	<u>Answer</u> Yes
Question - 17 Section # Did you review HM Shipping Papers?	<u>Answer</u> N/A



Part B

Your Proposed Safety Audit Result is: **PASS**

Explanation of Scoring Methodology

Factor	Failed Questions		Performance	Total Points	Factor Status
	Critical	Acute	Test Status		
1. General	0	0	--	0	PASS
2. Driver	0	0	--	0	PASS
3. Operations	0	0	--	0	PASS
4. Maintenance	0	0	PASS 0.00%	0	PASS
5. Hazardous Materials	--	--	--	--	--
6. Accidents	--	--	PASS -- 0	--	PASS
SUM	0	0		0	PASS

Result: Carrier has adequate basic safety management controls in place.

NOTE: Carrier has the right to request a review of this determination if there are factual or procedural disputes.

HOW THE SA IS SCORED

FACTORS - The Federal Motor Carrier Safety and Federal Hazardous Material Regulations are categorized into six factors. Multiple questions address the various factors. The Part B Question & Answer Report lists the CFR section numbers related to each question.

CRITICAL/ACUTE - Questions are also defined as CRITICAL, ACUTE or neither depending on the significance of the underlying regulation. Questions are assigned a point value if they are incorrectly answered. Critical = 1 and Acute = 1.5. The point values are summed for each factor. Any factor with a point value of 3 or more is marked "FAILED".

OUT OF SERVICE (OOS) RATE - The Driver/Vehicle OOS rate is used in factor #4 as another question. If there have been at least three level 1, 2, or 5 North America Standard Inspections conducted over the past year, they will be summarized. If the summed OOS rate is 34% or above, one additional point is assigned to that factor.

CRASH FACTOR - Carriers are defined as urban or non-urban in order to compensate for the higher crash risk of urban operations. Urban carriers are defined as those that operate within 100 air-mile radius. The crash rate for a carrier is calculated as accidents per million miles traveled. Factor #6 is "FAILED" if the urban carrier crash rate exceeds 1.7 or the non-urban carrier rate exceeds 1.5.

OVERALL STATUS DETERMINATION - Any carrier with 3 or more "FAILED" factors is deemed to have failed the Safety Audit by having inadequate safety management controls in place to operate in the U.S.



Part B Requirements and/or Recommendations

Insurance Requirements

Retain on file a properly completed and current copy of your form MCS-90 financial responsibility endorsement, within 10 working days; file a properly executed MCS-90 financial responsibility endorsement with the Federal Motor Carrier Safety Administration.

Driver Qualifications

Obtain a copy of each driver's driving record and review it annually.

Drivers may not have Commercial Driver Licenses (CDLs) from more than one state. Ensure that all drivers have only one current CDL that is not under suspension or revocation. Driver CDLs must also match the correct class of vehicle driven and have applicable endorsements for double/triple trailer, passenger, tank vehicle, and/or hazardous material operation.

Review the circumstances under which a CDL is required. If your company operates a vehicle requiring a CDL, drug and alcohol testing rules apply to both interstate and intrastate commerce.

Ensure that drivers provide a 10-year employment history on their employment application.

Ensure that all drivers are fully and properly qualified before operating in interstate commerce. Maintain a complete file as required for each driver, documenting the qualification process.

Do not allow drivers to drive interstate unless they have been physically re-examined at least every 24 months by a U.S. DOT-registered examiner.

A Department of Transportation (DOT) physical examination must be conducted by a licensed "medical examiner" listed on the Federal Motor Carrier Safety Administration (FMCSA) National Registry. The term includes, but is not limited to, doctors of medicine (MD), doctors of osteopathy (DO), physician assistants (PA), advanced practice nurses (APN), and doctors of chiropractic (DC). Follow this link to find a medical examiner that is certified by the FMCSA to perform DOT physical exams: <https://nationalregistry.fmcsa.dot.gov/NRPublicUI/Drivers.seam>.

A DOT physical exam is valid for up to 24 months. The medical examiner may also issue a medical examiner's certificate for less than 24 months when it is desirable to monitor a condition, such as high blood pressure.

Drivers who are diabetics and who take insulin by injection to control their condition are not qualified to drive in interstate commerce.

Do not allow physically unqualified drivers to drive in interstate commerce.

Hours-of-Service Property Carriers

FMCSA Hours-of-Service Main Website: <http://www.fmcsa.dot.gov/regulations/hours-of-service>.

Summary of the Hours-of-Service Regulations for Property and Passenger Carrying Drivers: <http://www.fmcsa.dot.gov/regulations/hours-service/summary-hours-service-regulations>.

Establish a system to control property-carrying drivers' hours-of-service. Do not dispatch drivers who don't have adequate hours available to complete assigned trips legally. Do not allow drivers to exceed the 11, 14, and 60/70-hour limits.

The following hours-of-service rules apply to drivers of property-carrying vehicles: All drivers must comply with the below hour-of service rules, even if they accrue the hours while driving for different motor carriers. Motor carriers must not require or allow its drivers to operate beyond the parameters outlined below.

- **Start of work shift:** A driver may not drive without first taking 10 consecutive hours off duty.
- **14-hour period:** A driver may drive only during a period of 14 consecutive hours after coming on duty following 10 consecutive hours off duty. The driver may not drive after the end of the 14 hour period prior to taking 10 consecutive hours off duty.
- **Driving time:** A driver may drive a total of **11 hours** during the 14-hour period.
- **Rest breaks:** Except for drivers who qualify for either of the short-haul exceptions (100/150 air mile), driving is not permitted if more than 8 hours have passed since the end of the driver's last off-duty or sleeper-berth period of at least **30 minutes**.
- **Maximum Driving Time:** No driver may operate a commercial motor vehicle after having been on duty **60 hours** in any period of 7 consecutive days if the employing motor carrier does not operate commercial motor vehicles every day of the week; or having been on duty **70 hours** in any period of 8 consecutive days if the employing motor carrier operates commercial motor vehicles every day of the week.
- **34 Hour Restart:** Ensure property-carrying drivers take an off-duty period of 34 or more consecutive hours prior to restarting any period of 7/8 consecutive days.

Obtain from any driver used for the first time (or intermittently) a signed statement showing the total time on duty during the preceding 7 days and the time at which the driver was last relieved from duty. These records must be kept on file for 6 months.

Require all drivers to prepare complete and accurate records of duty status (logs) for each day, and to submit them within 13 days. Maintain all duty status records on file, with all supporting documents, for at least 6 months.

Toll receipts and other on-the-road expense receipts, invoices, bills of lading, dispatch records, and other "supporting document" must be kept on file for 6 months. This requirement also applies to records generated by the use of owner-operators. You may keep legible photocopies in lieu of originals.

Ensure that all drivers' records of duty status (logs) are accurate. Check them against "supporting documents" to verify accuracy. Prohibit falsification of logs by any driver. Review the rules on supporting documents. Take appropriate action against drivers who falsify logs.

Ensure short-haul property carrying drivers using the 16-hour exception comply with the requirements specified in 395.1(o).

Inspection Repair and Maintenance

Establish a systematic maintenance records program for all vehicles. Maintain a complete file for each subject vehicle, recording all repair, maintenance, and inspection operations performed.

Driver Vehicle Inspection Reports (DVIR)

Require all drivers to conduct pre- and post-trip inspections of their vehicles daily. Drivers are not required to document pre-trip inspection findings; however, drivers must ensure that defects discovered are corrected prior to vehicle operation.

Post-trip inspections require the driver to complete a driver vehicle inspection report anytime a defect is discovered. The report must identify the vehicle and list any defect or deficiency discovered by or reported to the driver that would affect the safe operation of the vehicle or result in its mechanical breakdown. Ensure that each report is signed by the driver, certified, and reviewed if defects are reported. Mechanics/repairers must certify the repair is corrected on the DVIR.

Keep all driver vehicle inspection reports, signed, certified, and reviewed as required on file for at least 90 days.

Review with your drivers periodically the procedures for doing pre-trip and post-trip inspections. Ensure that safety defects reported by drivers on their Driver Vehicle Inspection Reports (DVIR) are repaired before the vehicle is re-dispatched.

Do not permit or require vehicles which have been declared out of service, to be operated, prior to all out of service violations being corrected.

Safety Inspections

Every commercial motor vehicle must be inspected. The term "commercial motor vehicle" includes each vehicle in a combination vehicle. For example, for a tractor semitrailer, full trailer combination, the tractor, semitrailer, and the full trailer (including the converter dolly if so equipped) must each be inspected.

Vehicle Maintenance

Every motor carrier and intermodal equipment provider must systematically inspect, repair, and maintain, or cause to be systematically inspected, repaired, and maintained, all motor vehicles and intermodal equipment subject to its control.

Establish a systematic maintenance records program for all vehicles. Maintain a complete file for each vehicle, recording all repair, maintenance, and inspection operations performed.

Ensure that the persons or entities that perform preventative maintenance inspections on your equipment are abiding by agreed upon time or mileage intervals. Ensure that records are kept of such periodic preventative maintenance inspections. Take corrective action if schedules are not being adhered to.

Ensure drivers deliver any roadside inspection reports to the motor carrier upon arrival at the carrier's next terminal or facility. Violations or defects noted on the inspection report shall be corrected. Carrier official must sign the carrier certification on the report and return the report to the inspecting agency. Take appropriate disciplinary action for any driver violations. Retain a copy of the inspection report at the principle place of business for 12 months.

Load Securement

Ensure drivers properly secure loads per the regulations found in the Federal Motor Carrier Safety Regulations, Parts 392 and 393.

Accident Register

An accident is an occurrence involving a commercial motor vehicle operating on a highway in interstate or intrastate commerce which results in: a fatality; bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident; one or more motor vehicles involved incurring disabling damage as a result of the accident that require the motor vehicle(s) to be transported away from the scene by a tow truck or other motor vehicle.

Motor carriers must maintain an accident register for 3 years after the date of each accident.

Motor carriers are required to maintain an accident register that must include at least the following information: A list of accidents as defined above; date of accident; city/town and state where the accident occurred; driver name; number of injuries; number of fatalities; whether hazardous materials, other than fuel spilled from the fuel tanks of motor vehicle involved in the accident, were released; copies of all accident reports required by state or other governmental entities or insurers. This register and supporting documents must be retained for a period of 3 years from the date of each accident.

General

Use of radar detectors or similar devices on commercial vehicles is illegal. Do not require or permit drivers to use them. Take appropriate disciplinary action against drivers if they use such devices.

Do not schedule or require drivers to make trips requiring them to exceed posted speed limits in order to complete the run within the hours-of-service limits.

Conduct periodic internal reviews of your driver qualification, hours-of-service control, maintenance, accident analysis/reporting, training, and other safety systems to ensure continued compliance with the FMCSRs.

Ensure that all vehicles are properly marked with your company name or trade name and USDOT# as it appears on file with FMCSA. If your vehicles are also periodically operating for other carriers, they must be marked with that carrier's name and USDOT#.

Your Online Safety Record

FMCSA collects information about motor carriers as documented through roadside inspections and crash reports from the last two years. This information is stored in FMCSA's Safety Measurement System (SMS), and used to identify motor carriers with safety problems to prioritize them for interventions such as warning letters and investigations. You can access your SMS safety record online at: <https://ai.fmcsa.dot.gov/sms>.

A copy of your carrier profile can be obtained for \$20 from the SAFER website http://safer.fmcsa.dot.gov/CSP_Order.asp or call 800-832-5660 for more information.

Educational Materials

A complete Educational and Technical Assistance package entitled "A MOTOR CARRIER'S GUIDE TO IMPROVING HIGHWAY SAFETY" is available free on the FMCSA website to assist you in complying with the safety regulations. It contains forms and documents to help you improve the safety of your operations. View the guide online at: <http://www.fmcsa.dot.gov/safety/carrier-safety/motor-carriers-guide-improving-highway-safety>.

Visit FMCSA's Carrier Resource Center at <http://csa.fmcsa.dot.gov/yourrole/motorcarriers.aspx> for information about motor carrier regulations and how you can improve safety performance.

The Federal Motor Carrier Safety Administration has a Spanish language version of its website at: www.fmcsa.dot.gov/spanish.

Who do I contact?

www.fmcsa.dot.gov

FMCSA Information Line: 800-832-5660

For questions about licensing, insurance, authority or MC numbers: 800-832-5660

Federal Relay Service for TTY: 800-877-8339

Share the Road Safely: 202-493-0472

National Highway Traffic Safety Administration Hotline: 888-DASH-2-DOT (1-888-327-4236)

Commercial Vehicle Safety Alliance (CVSA): www.cvsa.org

Unified Carrier Registration (UCR)

You can pay your fees using MasterCard, Visa, or electronic check when you use the national web-based system at www.ucr.in.gov.

Registration Requirements

Federal Motor Carrier Safety Administration (FMCSA) requires all entities under its jurisdiction to update their information every two years. You are required to provide this update every two years even if your company has not changed its information, has ceased interstate operations since the last update, or is no longer in business and you did not notify FMCSA. For more information go to: <http://www.fmcsa.dot.gov/registration/updating-your-registration>