

OFFICIAL USE ONLY

ATTACHMENT #4


COPELAND'S 2011 COMPLIANCE REVIEW

(8 Pages)

OFFICIAL USE ONLY



Missouri Department of Transportation / Motor Carrier Services

	US DOT #	Legal: COPELAND BUS SERVICE LLC					
		Operating (DBA):					
MC/MX #:	State #:	Federal Tax ID:	(EIN)				
Review Type: Non-ratable Review - Commercial							
Scope:	Principal Office	Location of Review/Audit: Company facility in the U. S.			Territory: B		
Operation Types	Interstate	Intrastate					
Carrier:	N/A	Non-HM	Business: Corporation				
Shipper:	N/A	N/A	Gross Revenue:				
Cargo Tank:	N/A		for year ending: 12/31/2010				
Company Physical Address:							
14822 Hwy 68N Saint James, MO 65559							
Contact Name: Ron Copeland							
Phone numbers: (1) 573- 265-7408 (2) Fax 573- 265-7950							
E-Mail Address:							
Company Mailing Address:							
PO Box 273 Saint James, MO 65559							
Carrier Classification							
Exempt for Hire							
Cargo Classification							
Passengers							
Does carrier transport placardable quantities of HM? No							
Is an HM Permit required? N/A							
Driver Information							
	Inter	Intra	Average trip leased drivers/month: 0				
< 100 Miles:		23	Total Drivers: 24				
>= 100 Miles:		1	CDL Drivers: 24				
Equipment							
	Owned Term Leased Trip Leased			Owned Term Leased Trip Leased			
School Bus, 9-15	2	0	0	School Bus, 16+	21	0	0
Power units used in the U.S.: 23							
Percentage of time used in the U.S.: 100							



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COPELAND BUS SERVICE LLC

U.S. DOT #:

State #:

Review Date:

06/09/2011

Part A

QUESTIONS regarding this report or the Federal Motor Carrier Safety or Hazardous Materials rules may be addressed to the Office of Motor Carriers at:

1320 Creek Trail Drive, P.O. Box 893
Jefferson City, Missouri 65109
Tel: (573)751-7117 Fax: (573)751-4354 Toll Free: (866)831-6277

This report will be used to assess your safety compliance.

Person(s) Interviewed

Name: Ron Copeland

Title: Member

Name:

Title:





COPELAND BUS SERVICE LLC
U.S. DOT #:

State #:

Review Date:
06/09/2011

Part B Violations

1 STATE	Primary: 390.15(b)	Discovered	Checked	Drivers/Vehicles In Violation	Checked
Description Failing to maintain, for a period of three years after an accident occurs, an accident register. Example Driver Accident date 08/05/2011					
2 STATE	Primary: 391.51(b)(1)	Discovered	Checked	Drivers/Vehicles In Violation	Checked
Description Failing to maintain driver's employment application in driver's qualification file. Example Driver Trip date 04/04/2011					
3 STATE	Primary: 391.51(b)(2)	Discovered 5	Checked 5	Drivers/Vehicles In Violation 5	Checked 5
Description Failing to maintain inquiries into driver's driving record in driver's qualification file. Example Driver Trip date 04/04/2011					
4 STATE	Primary: 391.51(b)(4)	Discovered	Checked	Drivers/Vehicles In Violation	Checked
Description Failing to maintain the responses of each State agency to the annual driver record inquiry required by 391.25(a). Example Driver Trip date 04/04/2011					
5 STATE	Primary: 391.51(b)(5)	Discovered	Checked	Drivers/Vehicles In Violation	Checked
Description Failing to maintain a note relating to the annual review of the driver's driving record as required by 391.25(c)(2). Example Driver Trip date 04/04/2011					
6 STATE	Primary: 391.51(b)(6)	Discovered	Checked	Drivers/Vehicles In Violation	Checked
Description Failing to maintain a list or certificate relating to violations of motor vehicle laws and ordinances required by 391.27. Example Driver Trip date 04/04/2011					



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Part B Violations

7 STATE	Primary: 395.5(a)(2)	Discovered 1	Checked 3	Drivers/Vehicles In Violation 1	Checked 1
Description Requiring or permitting a passenger-carrying commercial motor vehicle driver to drive after having been on duty 15 hours. Example 04/16/2011 - Driver drove 1/4 hour after being on duty 15 hours.					
8 STATE	Primary: 395.8(f)(12)	Discovered	Checked	Drivers/Vehicles In Violation	Checked
Description Failing to require driver to prepare record of duty status in form and manner prescribed. Example Driver Trip date 04/16/2011					
9 STATE	Primary: 396.3(b)(1)	Discovered	Checked	Drivers/Vehicles In Violation	Checked
Description Failing to keep a maintenance record which identifies the vehicle, including make, serial number, year, and tire size. Example All maintenance records lack identifying information.					
10 STATE	Primary: 396.3(b)(2)	Discovered	Checked	Drivers/Vehicles In Violation	Checked
Description Failing to have a means of indicating the nature and due date of the various inspection and maintenance operations to be performed. Example Copeland Bus Service LLC does not have a written maintenance plan.					
11 STATE	Primary: 396.17(a)	Discovered 5	Checked 5	Drivers/Vehicles In Violation 5	Checked 5
Description Using a commercial motor vehicle not periodically inspected. Example VIN: Trip date 04/01/2011					
Safety Fitness Rating Information: Total Miles Operated 195,000 Recordable Accidents 2			OOS Vehicle (CR): 0 Number of Vehicle Inspected (CR): 5 OOS Vehicle (MCMIS): 0 Number of Vehicles Inspected (MCMIS): 0		



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COPELAND BUS SERVICE LLC

U.S. DOT #:

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Part B Violations

Your proposed safety rating is :

This Review is not Rated.



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Part B Requirements and/or Recommendations

1. Accident Countermeasures is a set of defensive strategies designed to reduce preventable accidents. The strategies and forms for implementing accident countermeasures can be found on the FMCSA website at: <http://www.fmcsa.dot.gov/forms/print/accident.htm>
2. On March 30, 2004, FMCSA published a final rule requiring employers to review a candidate's safety performance history data within 30 days of hiring a new driver. The final rule enables prospective employers to obtain and use more complete driver safety performance history during the hiring process. Prospective employers will be required to, at a minimum, investigate a driver's employment information, accident record, and alcohol and controlled substances history from all employers the driver worked for within the previous 3 years. All previous employers are required to respond to the investigating employer within 30 days of receiving the investigation request.
Even though the final rule is effective April 29, 2004, motor carriers are not required to comply with the new rule until October 29, 2004. This 6-month period will allow motor carriers ample time to develop procedures and systems to implement this rule.
For more information on these regulations, please access the FMCSA web site at www.fmcsa.dot.gov.
3. Ensure that drivers provide a 10-year employment history on their employment application.
4. 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.
5. Maintain all required controlled substance testing records including yearly summaries, quarterly summaries, test information, test results, records of training etc., as required by 49 CFR Parts 40 and 382 of the FMCSR .
6. Require all drivers to prepare complete and accurate records of duty status 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.
7. Ensure that all documents supporting records of duty status (such as toll, fuel repair and other on-the-road expense receipts, as well as invoices, bills of lading, dispatch records, etc.) are kept on file for at least 6 months.
8. If you want some drivers to use the 100 air-mile radius exemption, make sure that the drivers meet all terms of the exemption, including being released from duty no more than 12 hours from when they report for duty. Logs must be prepared if a driver does not meet the 12 hour requirement.
9. Notice: On April 28, 2003, the FMCSA published a final rule revising the hours-of-service regulations for commercial motor vehicle drivers. Under the new rule, drivers may drive 11 hours after 10 consecutive hours off-duty, but may not drive beyond the 14th hour after coming on-duty. Similar to existing rules, drivers may not drive after being on-duty for 60 hours in a seven-consecutive-day period or 70 hours in an eight-consecutive-day period. This on-duty cycle may be restarted whenever a driver takes at least 34 consecutive hours off-duty. Short-haul truck drivers, who routinely return to their place of dispatch after each duty tour and then are released from duty, may have an increased on-duty period of 16 hours once during any seven consecutive day period.

Passenger-carrying motor carriers and drivers are not subject to the new maximum driving limits. For more information on these regulations, please access the FMCSA website at www.fmcsa.dot.gov.
10. Keep all driver vehicle inspection reports, signed, certified, and reviewed as required on file for at least 90 days.
11. Ensure that the persons or entities that perform preventative maintenance inspections on your equipment are abiding by agreed 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.
12. Review with your drivers periodically the procedures for doing pre-trip and post-trip inspections. Ensure that safety



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**Part B Requirements and/or Recommendations**

defects reported by drivers on their Vehicle Inspection Reports (VIR) are repaired before the vehicle is re-dispatched. Require drivers to prepare Vehicle Inspection Reports on a daily basis. Keep them on file for 90 days.

13. This report contains citations of regulations that are deemed serious in nature and could result in penalties against your company and/or your drivers.
14. Failure to abate by the cited violations could cause penalties to be increased in future enforcement actions. Recurring violations of the same or related acute or critical regulations (violations of the same Part in Title 49 of the Code of Federal Regulations) that result in three enforcement actions within a 6-year period will cause the maximum penalties allowed by law to be assessed for the third enforcement action. See USC 521(b), 49 USC 5123, 49 USC Chapter 149, 49 CFR Part 386, Appendix A, and Section 222 of the Motor Carrier Safety Improvement Act of 1999.
15. PLEASE NOTE: The violations discovered during this compliance review, safety audit, or roadside inspection may affect the civil penalty proposed in any subsequent Notice of Claim. In addition, your history of prior violations of the Federal Motor Carrier Safety Regulations, Federal Hazardous Materials Regulations or the Federal Motor Carrier Commercial Regulations may also affect the civil penalty proposed in any subsequent Notice of Claim.
16.
 - Understand Why Compliance Saves Time and Money: Compliance with FMCSRs will not only save lives, but also saves your business time and money. Tracking how much your business spends on non-compliance activities can help you understand the many benefits of compliance to your business and why safety is good business.
 - Document and Follow Through on Action Plans: Document and follow through on action plans to ensure the actions you are taking are creating improvement in safety management and compliance.
 - NOTICE: 49 CFR Part 391.23 requires prospective employers to, at a minimum, investigate a driver's employment information, crash record, and alcohol and controlled substances history from all employers the driver worked for within the previous 3 years.
 - The Pre-Employment Screening Program (PSP) is a screening tool that assists motor carriers in investigating crash history and roadside safety performance of prospective drivers. The PSP allows motor carriers to purchase 5 years of crash data and 3 years of roadside inspection data from the Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Management Information System (MCMIS). Records are available 24 hours a day via Web request. Motor carriers should visit the following website for more information:
<http://www.psp.fmcsa.dot.gov/Pages/default.aspx>
 - All motor carriers and truck drivers are needed to fight against terrorism and hijacking. You could be a target. Protect yourself, your trucks, your cargo, and your facilities. Discuss with your employees/drivers the "Security Measures for Truck Drivers and Companies" which were provided and reviewed with motor carrier official. Motor carriers should visit the following website for more information:
<http://www.fmcsa.dot.gov/documents/Hijacking-Brochure.pdf>
 - Serious violations were recorded on this investigation report. These violations will impact your safety record. Furthermore, these violations may result in a follow-up investigation at a later date.
 - The MCS Investigations Administrator will continue to consider preventability when a motor carrier contests a proposed safety fitness rating. The motor carrier may deem that the recordable accident rate is not a fair means of evaluating its crash factor (Factor 6) on the CR report. If so, the motor carrier must submit the compelling evidence within seven calendar days if the proposed rating is Unsatisfactory and 10 calendar days if the proposed rating is Conditional to:

MCS/ Safety & Compliance
Attn: Crash Review
P.O. Box 893
Jefferson City, MO 65102

Compelling evidence must be limited to official police accident reports and official insurance crash investigation reports.

