	<b>US DOT #</b> 3758054	<b>Legal:</b> CONSIGLIERI RELOCATION PLLC <b>Operating (DBA):</b>		
<b>MC/MX #:</b> 1336738		<b>State #:</b> THG-070403		<b>Federal Tax ID:</b>
<b>Review Type:</b> Compliance Review (CR)				
<b>Scope:</b> Principal Office		<b>Location of Review/Audit:</b> Company facility in the U. S.		<b>Territory:</b>
<b>Operation Types</b>		<b>Interstate</b>	<b>Intrastate</b>	
<b>Carrier:</b>	Non-HM	Non-HM	<b>Business:</b> Individual	
<b>Shipper:</b>	N/A	N/A	<b>Gross Revenue:</b> \$13,000.00	
<b>Cargo Tank:</b>	N/A		<b>for year ending:</b> 12/31/2023	
<b>Company Physical Address:</b>				
18829 19TH DR SE BOTHELL, WA 98012				
<b>Contact Name:</b> MARIO CONSIGLIERI				
<b>Phone numbers:</b> (1) 206- 351-4663		(2)		<b>Fax</b>
<b>E-Mail Address:</b> mario.consiglieri@outlook.com				
<b>Company Mailing Address:</b>				
18829 19TH DR SE BOTHELL, WA 98012				
<b>Carrier Classification</b>				
Authorized for Hire				
<b>Cargo Classification</b>				
General Freight		Household Goods		Building Materials
Machinery, Large Objects		Beverages		Paper Products
<b>Equipment</b>				
	<b>Owned</b>	<b>Term Leased</b>	<b>Trip Leased</b>	<b>Owned</b>
				<b>Term Leased</b>
				<b>Trip Leased</b>
Truck	2	0	0	
Power units used in the U.S.:2				
Percentage of time used in the U.S.:100				
<b>Does carrier transport placardable quantities of HM?</b> No				
<b>Is an HM Permit required?</b> N/A				
<b>Driver Information</b>				
	<b>Inter</b>	<b>Intra</b>	<b>Average trip leased drivers/month:</b> 0	
<b>&lt; 100 Miles:</b>			<b>Total Drivers:</b> 2	
<b>&gt;= 100 Miles:</b>	2	0	<b>CDL Drivers:</b> 0	



	<b>CONSIGLIERI RELOCATION PLLC</b> U.S. DOT #: 3758054	Review Date: 04/11/2024
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**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:

Leonard McLaughlin  
PO BOX 47250, Olympia WA 98504-7250  
[Cell \(360\) 701-1608](tel:3607011608) or [leonard.mclaughlin@utc.wa.gov](mailto:leonard.mclaughlin@utc.wa.gov)

**This report will be used to assess your safety compliance.**

**Person(s) Interviewed**

**Name:** Mario Consiglieri  
**Name:**

**Title:** Owner  
**Title:**



	<b>CONSIGLIERI RELOCATION PLLC</b> U.S. DOT #: 3758054	State #: THG-070403	Review Date: 04/11/2024
	<b>Part B Violations</b>		

**Part B Violations**

1 STATE <b>CRITICAL</b>	Primary: 391.51(a) CFR Equivalent: 391.51(a)	<b>Discovered</b> 2	<b>Checked</b> 2	<b>Drivers/Vehicles</b> <b>In Violation</b> <b>Checked</b> 2                      2
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**Description**  
Failing to maintain driver qualification file on each driver employed.

**Example**  
Driver name: Mario Consiglieri  
Trip date: 01/14/2024  
Description of violation: Failing to maintain driver qualification file on each driver employed.

Driver name: Nicholas Urbach  
Trip date: 01/14/2024  
Description of violation: Failing to maintain driver qualification file on each driver employed.

2 STATE <b>CRITICAL</b>	Primary: WAC 480-15-555(1) CFR Equivalent: 392.2	<b>Discovered</b> 3	<b>Checked</b> 3	<b>Drivers/Vehicles</b> <b>In Violation</b> <b>Checked</b> 2                      2
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**Description**  
Failure to complete a criminal background check for every person the carrier intends to hire.

**Example**  
Driver Name: Mario Consiglieri  
Trip Date: 09/20/2023  
Description of violation: Nickolas Urbachs hire date was June 1, 2022, Bulat Radjapov and Cyril (Consiglieri did not know this employee's last name) were both hired Sept 20, 2023. None of these employees had a criminal background check performed.

3 STATE <b>CRITICAL</b>	Primary: 396.3(b) CFR Equivalent: 396.3(b)	<b>Discovered</b> 2	<b>Checked</b> 2	<b>Drivers/Vehicles</b> <b>In Violation</b> <b>Checked</b> 2                      2
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**Description**  
Failing to keep minimum records of inspection and vehicle maintenance.

**Example**  
Vehicle: 2008 Freightliner (1FVACWDT78DAB0325)  
Trip Date: 01/14/2024  
Vehicle: 1999 International (1HTSCAAMXXH613815)  
Trip Date: 03/12/2024  
Description of violation: Carrier failed to create and maintain vehicle maintenance file.

4 STATE	Primary: 395.8(a)(1) CFR Equivalent: 395.8(a)(1)	<b>Discovered</b> 2	<b>Checked</b> 60	<b>Drivers/Vehicles</b> <b>In Violation</b> <b>Checked</b> 2                      2
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**Description**  
Failing to require a driver to prepare a record of duty status using the appropriate method.

**Example**  
Driver name: Mario Consiglieri  
Trip date: 01/14/2024  
Description of violation: Failure to complete hours of service for January 14, 2024.

Driver name: Nicholas Urbach  
Trip date: 01/14/2024  
Description of violation: Failure to complete hours of service for January 14, 2024.



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**Part B Violations**

5 STATE	Primary: 396.17(a) CFR Equivalent: 396.17(a)	<b>Discovered</b> 1	<b>Checked</b> 2	<b>Drivers/Vehicles</b> <b>In Violation</b> <b>Checked</b> 1                      2
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**Description**  
Using a commercial motor vehicle not periodically inspected.

**Example**  
Vehicle: 1FVACWDT78DAB0325  
Trip Date: 08/08/2024

<b>Safety Fitness Rating Information:</b> <b>Total Miles Operated</b> 20,000 <b>Recordable Accidents</b> 0 <b>Recordable Accidents/Million Miles</b> 0.00	<b>OOS Vehicle (CR):</b> 0 <b>Number of Vehicle Inspected (CR):</b> 1 <b>OOS Vehicle (MCMIS):</b> 0 <b>Number of Vehicles Inspected (MCMIS):</b> 1
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Your proposed safety rating is :  <p align="center"><b>CONDITIONAL</b></p>	<b>Rating Factors</b>	<b>Acute</b>	<b>Critical</b>
	<b>Factor 1:</b> S <b>Factor 2:</b> C <b>Factor 3:</b> C <b>Factor 4:</b> C <b>Factor 5:</b> N <b>Factor 6:</b> S	0 0 0 0 0 -	0 1 1 1 0 -

This rating will become the final rating 60 days from the date indicated on a forthcoming official notice from the Federal Motor Carrier Safety Administration headquarters in Washington, D.C.

However, if this rating improves a previous Unsatisfactory rating, it will become effective on the date of the official notice from the FMCSA headquarters.

Corrective actions must be taken for the violations (deficiencies) listed on Part B of this review. Title 49 CFR Sections 385.15 and 385.17 provide for administrative review and a change to a safety rating based on corrective actions, respectively. A request for a change to a safety rating under section 385.17 may be made at any time. A motor carrier may request, in writing, a change in the rating by providing evidence of corrective actions to the Field Administrator for the FMCSA Service Center in which the carrier maintains its principal place of business. (See 49 CFR 385.17 for additional details). A request for administrative review under section 385.15 must be made within 90 days of the date of the proposed safety rating issued under section 385.11(c) or a final safety rating issued under section 385.11(b), or within 90 days after denial of a request for a change in rating under section 385.17.

If this was a focused investigation, which will be noted in the Review Type on the first page of this report (Part A), some factors shown above may be marked "SATISFACTORY" even if they were not reviewed. A focused investigation will not result in a SATISFACTORY safety rating because all standards and factors specified in 40 CFR 383.5 and 385.7 were not examined in full, even though it may appear that they were under the rating factors in Part B of this document. It may, however, result in a less than SATISFACTORY rating if sufficient violations are discovered in the parts and factors examined to result in a CONDITIONAL or UNSATISFACTORY rating, or a non-ratable review.

If you receive a conditional or unsatisfactory rating, you may request an administrative review under 49 CFR 385.15 or a safety rating upgrade based on corrective action under 49 CFR 385.17. However, a successful request may only result in a non-ratable status, upgrade to a conditional safety rating, or reinstatement of your most recent safety rating. You will not receive a new satisfactory safety rating as a result of your request(s) under 49 CFR 385.15 and/or 49 CFR 385.17.





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### Part B Requirements and/or Recommendations

#### 1. Safety Management Plan Requirement

Within 60 days, send and have approved, a safety management plan to the UTC describing what actions you have taken in response to this review to ensure that you are complying with the Motor Carrier Safety Regulations. Identify each violation and why the violations were permitted to occur. Address the actions taken to correct the deficiency or deficiencies that allowed the violations to occur. Include actual documentation of this corrective action (new policies, procedures, training programs etc.). Outline actions taken to ensure that similar violations do not reoccur in the future. Include actual documentation of this corrective action (new policies, procedures, training programs etc.).

Address your response to:  
Jason Sharp  
jason.sharp@utc.wa.gov  
(360) 701-1603

2. Perform and document that national criminal background checks were performed as required on all applicants before starting employment with you.

3. 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.

4. 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 six months.

5. The application for employment shall be made on a form furnished by the motor carrier. Each application form must be completed by the applicant, must be signed by him/her, and must contain the following information:

(1) The name and address of the employing motor carrier;

(2) The applicant's name, address, date of birth, and social security number;

(3) The addresses at which the applicant has resided during the three years preceding the date on which the application is submitted;

(4) The date on which the application is submitted;

(5) The issuing driver's licensing authority, number, and expiration date of each unexpired commercial motor vehicle operator's license or permit that has been issued to the applicant;

(6) The nature and extent of the applicant's experience in the operation of motor vehicles, including the type of equipment (such as buses, trucks, truck tractors, semitrailers, full trailers, and pole trailers) which he/she has operated;

(7) A list of all motor vehicle accidents in which the applicant was involved during the three years preceding the date the application is submitted, specifying the date and nature of each accident and any fatalities or personal injuries it caused;

(8) A list of all violations of motor vehicle laws or ordinances (other than violations involving only parking) of which the applicant was convicted or forfeited bond or collateral during the three years preceding the date the application is submitted;

(9) A statement setting forth in detail the facts and circumstances of any denial, revocation, or suspension of any license, permit, or privilege to operate a motor vehicle that has been issued to the applicant, or a statement that no





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such denial, revocation, or suspension has occurred;

(10)

(i) A list of the names and addresses of the applicant's employers during the three years preceding the date the application is submitted,

(ii) The dates he or she was employed by that employer,

(iii) The reason for leaving the employ of that employer,

(iv) After October 29, 2004, whether the

(A) Applicant was subject to the FMCSRs while employed by that previous employer,

(B) Job was designated as a safety sensitive function in any DOT regulated mode subject to alcohol and controlled substances testing requirements as required by 49 CFR part 40;

(11) For those drivers applying to operate a commercial motor vehicle as defined by part 383 of this subchapter, a list of the names and addresses of the applicant's employers during the 7-year period preceding the three years contained in paragraph (b)

(10) of this section for which the applicant was an operator of a commercial motor vehicle, together with the dates of employment and the reasons for leaving such employment; and

(12) The following certification and signature line, which must appear at the end of the application form and be signed by the applicant:

This certifies that this application was completed by me, and that all entries on it and information in it are true and complete to the best of my knowledge .

(Date)

(Applicant's signature)

#### 6. VEHICLE MAINTENANCE BASIC - INSPECTION-REPAIR-MAINTENANCE PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN: Mario Consiglieri did not establish policies or procedures for proper vehicle maintenance files.

#### BASIC SPECIFIC RECOMMENDED REMEDIES:

Implement Safety Improvement Practices: The following are recommended practices related to Policies and Procedures.

Develop a system of preventive maintenance for compliant, safe, and efficient fleet operations, including a schedule for periodic maintenance, inspection, and recordkeeping. This system should be attuned to manufacturer recommendations, the carrier's own experience, and regulatory requirements.

Develop a procedure ensuring that vehicle defects that impact safety and/or safety compliance are reported, repaired, and certified before the vehicle is operated.

Develop procedures to ensure that management is notified of vehicle defects through the use of Driver Vehicle Inspection Records (DVIRs) and other communication channels, such as driver call-in and e-mail from mechanics.





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Develop a policy ensuring that drivers are qualified to complete thorough and timely Driver Vehicle Inspection Records (DVIRs) by the end of the day of the trip and prior to a subsequent assignment.

Establish a policy requiring drivers to submit copies of all roadside inspections to carrier management within 24 hours.

Develop policies and procedures requiring drivers to immediately notify appropriate management of any roadside vehicle Out-of-Service (OOS) order.

Develop a written and progressive disciplinary policy focused on taking corrective action to ensure drivers comply with regulations and policies. A progressive disciplinary policy could include, among other things, written warnings, suspensions, or work restrictions, monetary penalties, and termination. This policy should also specify consequences for any carrier official who knowingly and willfully allows vehicle maintenance violations.

#### 7. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN: Mario Consiglieri did not establish policies or procedures to track hours of service.

##### BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Policies and Procedures.

Develop a policy and procedure describing how management will monitor and track logs for falsification.

Establish a policy that prohibits dispatchers from assigning a load to drivers without hours available to complete the load on time.

Develop a policy stating that drivers should not violate their Hours-of-Service (HOS) Out-of-Service (OOS) order under any circumstances, and immediately contact the carrier when a driver is placed OOS.

Develop a policy requiring drivers to report their available hours to dispatch during "check-in" calls.

Develop policies and procedures for ensuring proper retention of Record of Duty Status (RODS) according to regulations.

Establish a policy requiring drivers to submit copies of all roadside inspections to carrier management within 24 hours.

Develop a policy stating that drivers are required to submit all Records of Duty Status (RODS) and supporting documentation, such as expense receipts, within 13 days of the end of the trip.

Establish a policy stating that drivers are required to check with their supervisor, manager, or dispatcher to review their "fit-for-duty" status before starting a job, and that drivers who are ill to the extent that their ability and/or alertness is impaired are prohibited from working on safety-sensitive assignments.

Develop a written and progressive disciplinary policy focused on taking corrective action to ensure drivers comply with regulations and policies. A progressive disciplinary policy could include, among other things, written warnings, suspensions, or work restrictions, monetary penalties, and termination. This policy should also specify consequences for any carrier official who knowingly and willfully allows Hours-of-Service (HOS) violations.

#### 8. DRIVER FITNESS BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN: Mario Consiglieri did not establish policies or procedures to have a





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### Part B Requirements and/or Recommendations

driver qualification file on all drivers.

#### BASIC SPECIFIC RECOMMENDED REMEDIES:

Implement Safety Improvement Practices: The following are recommended practices related to Policies and Procedures.

Develop a policy for the periodic review (at least twice per year) of driver qualification files. The motor carrier should not rely on third-party sources, such as insurance agencies. The procedure should include controls to ensure that documents requiring renewals are in place, to remind drivers of expiration dates on medical certificates, so they can schedule another physical examination in advance, and to prevent falsification of documents related to driver qualification.

Establish a policy requiring drivers to submit copies of all vehicle and roadside inspections and moving violations to carrier management within 24 hours, and to notify management of suspended or revoked Commercial Driver's Licenses (CDLs) immediately following notification of suspension/revocation.

Establish a policy requiring all new (since 2003) Commercial Driver's License (CDL) drivers to submit documentation of entry-level driver training in - for example, driver qualification requirements, Hours of Service (HOS), driver wellness, and whistleblower protection - or to take entry-level training provided by the carrier.

Develop a policy for document retention and recordkeeping, including documents that are to be in the possession of the driver as proof of credentials.

Develop a process to ensure that operations will always have the proper amount of fit drivers. This process would address how to deal with issues such as sick leave, vacation, training, suspension, and termination.

Develop a written and progressive disciplinary policy focused on taking corrective action to ensure drivers comply with regulations and policies. A progressive disciplinary policy could include, among other things, written warnings, suspensions, or work restrictions, monetary penalties, and termination. This policy should also specify consequences for any carrier official who knowingly and willfully allows Driver Fitness Violations.

9. 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: A pattern and/or repeated violations of the same or related acute or critical regulations (violations of the same Part in Title 49, Code of Federal Regulations) will cause the maximum penalties allowed by law to be assessed under Section 222 of the Motor Carrier Safety Improvement Act of 1999 (MCSIA). A pattern of violations means two or more violations of acute and/or critical regulations in three or more Parts of Title 49, Code of Federal Regulations discovered during any eligible investigation. Repeated violations means violation(s) of an acute regulation of the same Part of Title 49, Code of Federal Regulations discovered in an investigation after one or more closed enforcement actions within a six year period and/or violation(s) of a critical regulation in the same Part of Title 49, Code of Federal Regulations discovered in an investigation after two or more closed enforcement actions within a six year period.

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.

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





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**Part B Requirements and/or Recommendations**

should visit the following website for more information:  
<http://www.fmcsa.dot.gov/documents/Hijacking-Brochure.pdf>

PLEASE NOTE: The violations discovered during this compliance review 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 Material Regulations or the Federal Motor Carrier Commercial Regulations may also affect the civil penalty proposed in any subsequent Notice of Claim. Your signature for receipt of this report acknowledges your understanding that the violations discovered by the UTC during this review may be used to calculate any civil penalty proposed as a result of this review.

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 unless adequate evidence of corrective action is forwarded to our office:

Leonard McLaughlin  
Utilities and Transportation Commission  
P.O. Box 47250  
Olympia, WA 98504-7250  
Email: [leonard.mclaughlin@utc.wa.gov](mailto:leonard.mclaughlin@utc.wa.gov)





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**Safety Fitness Rating Explanation**

**OVERALL SAFETY FITNESS RATING**

Number of Factors (1-6) shown above as less than satisfactory

Unsatisfactory

Conditional

0

3


= **CONDITIONAL**

**FORMULA TO CALCULATE THE OVERALL SAFETY FITNESS RATING**

Number of Factors

	Unsatisfactory	Conditional	OVERALL RATING
	0	2 or fewer	Satisfactory
0	0	3 or more	Conditional
	1	2 or fewer	Conditional
	1	3 or more	Unsatisfactory
	2	0 or more	Unsatisfactory



	<b>CONSIGLIERI RELOCATION PLLC</b> U.S. DOT #: 3758054	State #: THG-070403 Review Date: 04/11/2024
<b>Part C</b>		

**Reason for Review:** Compliance Review  
**Planned Action:** Compliance Monitoring

**Parts Reviewed Certification:**

325	382	383	387	390	391	392	393	395	396	397	398	399	171	172	173	177	178	180
			✓	✓	✓	✓	✓	✓	✓									

Prior Reviews      Prior Prosecutions

**Unsat/Unfit Information**

**Is the motor carrier of passengers subject to the safety fitness procedures contained in 49 CFR part 385 subpart A, AND does it transport passengers in a commercial motor vehicle?**

**Does carrier transport placardable quantities of hazardous materials?**

**Unsat/Unfit rule:** 60-Day - no Interstate Passengers or Placardable HM

**Corporate Contact:** Mario Consiglieri  
**Corporate Contact Title:** Owner

**Special Study Information:**

**Remarks:**

INVESTIGATIVE REPORT RECEIVED BY:  
 Name: Mario Consiglieri  
 Title: Owner  
 Carrier/Shipper Name: Consiglieri Relocation PLLC  
 Date: 04/11/2024

**REASON FOR THE INVESTIGATION:**

As part of the 2024 Motor Carrier Safety work plan, this investigation was assigned to Leonard McLaughlin, Special Investigator from the Washington Utilities and Transportation Commission (commission).

**SCOPE OF THE INVESTIGATION:**


This investigation is a comprehensive intrastate investigation and the carrier's provisional safety investigation by the commission. It was assigned to Special Investigator Leonard McLaughlin on March 5, 2024. The carrier was contacted on March 7, 2024, and a full investigation was set for March 19, 2024, at 11920 NE 195th St. Bothell, WA 98011. In the lobby of the Bothell Residence Inn. Present at the start of the review were Special Investigators Leonard McLaughlin, Sandra Yeomans and Consiglieri Relocation PLLC owner, Mario Consiglieri.

SMS was checked on March 11, 2024, and it was noted that no BASICs were in alert status.

**CARRIER OPERATION DESCRIPTION:**

Consiglieri Relocation PLLC is a provisional household goods carrier operating out of Bothell, Washington. The carrier began operations in November 2021 and received temporary operating authority on June 17, 2022. Consiglieri received household goods (HHG) training with the commission on March 25, 2022. Mario Consiglieri is responsible for the carrier's safety program. The carrier currently operates two straight trucks classified as commercial motor vehicles. The carrier has employed two drivers who operated within the state of Washington within the past 365 days. Consiglieri is a driver and has trip dates within the scope of the investigation. Consiglieri also stated he was responsible for administrative duties. Consiglieri Relocation PLLC recorded a gross revenue of \$13,000.00 for the calendar year ending December 31, 2023. The carrier is not and has not been involved in any emergency relief efforts in the last 365 days. The carrier last updated



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<b>Part C</b>		

the Vehicle Miles Traveled (VMT) July 12, 2023, stating vehicles traveled 10,000 miles.

**PRE-INVESTIGATION:**

On March 11, 2024, a carrier information packet was emailed to the carrier requesting investigation information, the records that would need to be reviewed and the information the carrier would need to make available. The carrier was requested to fill-out and return the carrier information packet with a list of all commercial motor vehicle drivers utilized in the past 12 months and a list of all commercial motor vehicles utilized in the last 12 months prior to the start of this investigation. On March 12, 2024, Mario Consiglieri acknowledged in a text to Investigator McLaughlin that he had received the information that was sent to him.

The carrier packet was returned on March 19, 2024, in-person during the interview. On Tuesday, October 19, 2024, when meeting with Mario Consiglieri some of the documents requested were not made available to the investigator for review. A copy of the carrier's profile was obtained through MCMIS on March 11, 2024, along with a copy of the MCS-150. The carrier's principal place of business is his residence at 18829 19th Dr. SE, Bothell WA 98012. The vehicles are stored at the carrier's principal place of business (residence).

**CDLIS (DRIVER LICENSE) CHECK:**

In accordance with the eFOTM, two driver's license status/history was required to be checked based on two current drivers. On March 12, 2024, Consiglieri's driver license status/history was checked through the Washington Department of Licensing. Consiglieri has a current license and no violations. On March 25, 2024, Urbach's driver license status/history was checked through the Washington Department of Licensing. Urbach has a current license and no violations.

**AUTHORITY:**

Consiglieri Relocation PLLC is an authorized for-hire carrier of household goods operating in both interstate and intrastate commerce. The carrier operates under the USDOT number 3758054 and MC number 1336738. Consiglieri Relocation PLLC has a valid permit through the commission provisional permit number THG-070403.

**INSURANCE:**

Consiglieri Relocation PLLC is required to maintain a minimum level of public liability of \$750,000. A check with the carrier's insurance shows a \$1,000,000 Auto Liability with United Financial Casualty Company and \$100,000 Cargo Insurance with Pennsylvania Manufactures Association Insurance Company. See Part 387 below for details.

**RED FLAG DRIVERS:**

A&I (SMS) was checked through Portal on March 11, 2024, and the carrier has had no drivers with red flag violations in the last 365 days.

**DRUG AND ALCOHOL SUPPLEMENTAL REVIEW:**

This is a full comprehensive investigation therefore a Drug and Alcohol Supplemental Review was not required.

**HAZARDOUS MATERIALS SUPPLEMENTAL REVIEW:**

Consiglieri Relocation PLLC does not transport any hazardous materials. A Hazardous Materials Supplemental Review was not required.


**INVESTIGATION:**

The following investigation is a comprehensive investigation that checked Parts 376, 380, 382, 383, 387, 390, 391, 392, 393, 395, and 396.

**Part 376 Lease and Interchange of Vehicles:**

Consiglieri Relocation PLLC leased two vehicles used for interstate work only, they were not included in this review.



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<b>Part C</b>		

Part 380 Special Training:

Consiglieri Relocation PLLC does not operate long combination vehicles (LCVs). The carrier currently does not employ any drivers that meet the definition of entry level driver.

Part 382 Controlled Substance and Alcohol Testing:

Consiglieri Relocation PLLC does not employ CDL drivers and does not operate vehicles that would require drug and alcohol testing.

Part 383 Commercial Driver's License:

Consiglieri Relocation PLLC does not employ CDL drivers and does not operate vehicles that would require a commercial driver's license.

Part 387 Financial Responsibility:

The carrier's vehicle is insured with Western Truck Insurance Services an underwriter for United Financial Casualty Company, policy number 00591025-1 for auto liability and Pennsylvania Manufactures Association Insurance Company, policy number 812301-9235961Y for cargo insurance. The insurance agent is Bob Holtzman, contact telephone number of (310) 215-2920. The agent is located at 11950 Aviation Blvd, Inglewood, CA 90304. The investigator contacted the carrier's insurance agent via email and received a response on March 25, 2024, verifying that there have been no lapses and no claims against the insurance in the past 365 days.

Part 390 General FMSCR:

The carrier was not involved in any DOT-recordable accidents within the last 365 days. The accident register is current.

Part 391 Qualification of Drivers:

The carrier employs two drivers currently operating in the state of Washington. Per eFOTM guidelines, a sample size of two Driver Qualification files were to be inspected based on the number of current drivers. The two driver files to be reviewed were Mario Consiglieri and Nickolas Urbach.

Two critical violations of 391.51(a) for failing to maintain a drivers qualification file on each driver employed.

In accordance with FMCSA Memorandum MC-ECS-2012-004 medical certificates, 25 percent of the driver qualification file sample size (one) was to be selected for verification:


Driver Name: Nickolas Urbach  
Date of Birth: 02/25/1983  
ME's License/Certificate Number: PA10003740  
Date of Issuance of the MEC: 04/25/2022  
National Registry Identification Number: 7200478866  
Phone Number: 425 865-8060  
Date Checked: 03/25/2024  
Time Checked: 12:10 pm  
Talked To: Duluce  
Results: Confirmed

Part 392 - Driving of Commercial Motor Vehicles:

Consiglieri Relocation PLLC is operating in interstate and intrastate commerce and at the time of this investigation the carrier is current on annual regulatory fees.

Nickolas Urbach's hire date was June 1, 2022, Bulat Radjapov and Cyril (Consiglieri did not know this employee's last



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name) were hired Sept 20, 2023. None of these employees had a criminal background check performed.

Three violations of WAC 480-15-555(1) for failure to complete a criminal background check for every person the carrier intends to hire.

**Part 395 - Hours of Service:**

The carrier currently employs two drivers. In accordance with eFOTM procedures, a sample size of two Records of Duty Status (RODS) is required to be checked for a 30-day period.

For this investigation a 30-day period was chosen from January 1, 2024, to January 30, 2024. The drivers checked were Mario Consiglieri and Nickolas Urbach. Carrier had incomplete logs for trips taken. The carrier did not prepare time sheets for hours of service. Hours of service information was gathered from bills-of-lading that were provided by the carrier and Consiglieri's statement to investigators during the interview, that he and Urbach both drove on January 14th, 2024.

Two critical type violations of 395.8(a)(1) for failing to prepare a record of duty status using the appropriate method. Mario Consiglieri and Nickolas Urbach failed to create RODS for a trip on January 14th, 2024.

**Part 393 & 396 - Maintenance and Inspection:**

The carrier currently owns and operates two commercial motor vehicles in intrastate and interstate commerce during the last 365 days.

The records for the periodic inspection on the 2008 Freightliner (1FVACWDT78DAB0325) were not present and Consiglieri was not able to show proof the inspection was performed as required.

One critical type violation of 396.17(a) for failing to perform the annual inspection.

**Vehicle Maintenance Records:**

In accordance with eFOTM, a sample size of two vehicle maintenance files were required to be reviewed. The vehicles to be reviewed were: 2008 Freightliner (1FVACWDT78DAB0325) and 1999 International (1HTSCAAMXXH613815). Two violations were discovered. Consiglieri told investigators that he keeps the vehicle records in each truck. The Carrier was unable to show any maintenance records for the 2008 Freightliner (1FVACWDT78DAB0325) because it had broken down in New Mexico and was in the shop for repairs. Consiglieri was aware of the records that were needed for the investigation prior to his vehicle breaking down. However, he did not obtain them for the investigation. Consiglieri was given 48 hours from the time of the investigation meeting to attempt to retrieve the records.

Two critical violations 396.3(b) for failing to keep minimum records of inspection and vehicle maintenance.

**Driver Vehicle Inspection Reports (DVIRs):**

DVIRs are required for Consiglieri Relocation PLLC and were completed as required.

**Vehicle Inspections:**


In accordance with eFOTM, a sample size of two vehicles were to be inspected. The carrier was unable to bring the 2008 Freightliner (1FVACWDT78DAB0325), Consiglieri stated that the truck had broken down on the return trip from Texas. Investigator McLaughlin called Lonestar Freightliner in Albuquerque NM and was able to verify the truck was there for repair. The 1999 International (1HTSCAAMXXH613815) was inspected (CVSA inspection WA1174000054). The vehicle was inspected at 18829 19th Dr. SE, Bothell, WA.

One violation of 393.9(a) for an inoperative center rear identification light.

The inspection is uploaded to TOMCAT.

**CLOSING INTERVIEW:**



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The closing interview was conducted on 04/11/2024 via phone. Present at the closing interview were Investigators McLaughlin, Yeomans along with company representative Mario Consiglieri. This investigation resulted in a proposed conditional rating. Mr. Consiglieri was cooperative throughout the entire scope of this investigation.

**DOCUMENTS PROVIDED TO THE CARRIER:**

The carrier was provided with one copy of Parts A and B, requirements and recommendations, safety fitness explanation and documents on how to prepare a safety management plan.

**FOLLOW-ON ACTION:**

Continued compliance monitoring. Penalties for critical violations: 391.51(a), 396.3(b) and WAC 480-15-555(1). Prepare a safety management plan. Send an intent to cancel. Revisit within one year if not cancelled.

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