
	<b>US DOT #</b> 3056953	<b>Legal:</b> JAKE THEIS <b>Operating (DBA):</b> ROYAL MOVING	
	<b>MC/MX #:</b>	<b>State #:</b> THG067933	<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>	N/A	Non-HM	
<b>Shipper:</b>	N/A	N/A	
<b>Cargo Tank:</b>	N/A		
		<b>Business:</b> Corporation	
		<b>Gross Revenue:</b> \$60,000.00	<b>for year ending:</b> 12/31/2020
<b>Company Physical Address:</b>			
23009 29TH AVE W BRIER, WA 98036-8313			
<b>Contact Name:</b> Jake Theis			
<b>Phone numbers:</b> (1) 425-350-3386		(2)	<b>Fax</b>
<b>E-Mail Address:</b> jaketheisroyals@gmail.com			
<b>Company Mailing Address:</b>			
23009 29TH AVE W BRIER, WA 98036-8313			
<b>Carrier Classification</b>			
Authorized for Hire			
<b>Cargo Classification</b>			
Household Goods			
<b>Equipment</b>			
	<b>Owned</b>	<b>Term Leased</b>	<b>Trip Leased</b>
Truck	1	0	0
Power units used in the U.S.: 1			
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
< 100 Miles:		1	<b>Total Drivers:</b> 1
>= 100 Miles:			<b>CDL Drivers:</b> 0



	<b>ROYAL MOVING (JAKE THEIS dba)</b> U.S. DOT #: 3056953	Review Date: 03/18/2021
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**Part A**

QUESTIONS regarding this report may be addressed to the Office of Motor Carriers at:

Sandra Yeomans  
P.O. Box 47250, Olympia, WA 98504-7250  
[cell \(360\)701-1602](tel:3607011602) or [sandra.yeomans@utc.wa.gov](mailto:sandra.yeomans@utc.wa.gov)

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

<b><u>Person(s) Interviewed</u></b>	
<b>Name:</b> Jake Theis	<b>Title:</b> Owner
<b>Name:</b>	<b>Title:</b>



	<b>ROYAL MOVING (JAKE THEIS dba)</b>	State #: THG067933	Review Date:
	U.S. DOT #: 3056953		03/18/2021
<b>Part B Violations</b>			

1 STATE <b>CRITICAL</b>	Primary: 395.8(a)(1) CFR Equivalent: 395.8(a)(1)	<b>Discovered</b> 30	<b>Checked</b> 30	<b>Drivers/Vehicles</b> <b>In Violation</b>	<b>Checked</b> 1
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**Description**  
Failing to require driver to make a record of duty status.  
**Example**  
Driver Name: Jake Theis  
Trip Date: 2/21/2021  
Description: Failing to prepare a record of duty status.

2 STATE	Primary: 390.19(b)(2) CFR Equivalent: 390.19(b)(2)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles</b> <b>In Violation</b>	<b>Checked</b> 1
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**Description**  
Failing to file the appropriate form under 390.19(a) (MCS-150, 150B, or 150C) each 24 months according to the schedule.  
**Example**  
Driver Name: Jake Theis  
Trip Date: 2/21/2021  
Description: Failing to update MCS-150 in March of odd years. MCS-150 has miles as 1.

3 STATE	Primary: 391.45(a) Secondary: 391.11(a) CFR Equivalent: 391.45(a)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles</b> <b>In Violation</b>	<b>Checked</b> 1
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**Description**  
Using a driver not medically examined and certified.  
**Example**  
Driver Name: Jake Theis  
Trip Date: 2/21/2021  
Description: Using a driver without medical certification.

4 STATE	Primary: 391.51(a) CFR Equivalent: 391.51(a)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles</b> <b>In Violation</b>	<b>Checked</b> 1
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**Description**  
Failing to maintain driver qualification file on each driver employed.  
**Example**  
Driver Name: Jake Theis  
Trip Date: 2/21/2021  
Description: Failing to have a driver qualification file.

5 STATE	Primary: WAC 480-15-555 Secondary: RCW 81.80.132 CFR Equivalent: 392.2	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles</b> <b>In Violation</b>	<b>Checked</b> 1
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**Description**  
Failure to complete a criminal background check for every person the carrier intends to hire.  
**Example**  
Driver Name: Jake Theis  
Trip Date: 2/21/2021  
Description: Failing to acquire a background check for helper Daniel Theis.



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	<b>Part B Violations</b>		

6 STATE	Primary: WAC 480-15-480 Secondary: 392.2 CFR Equivalent: 392.2	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles In Violation</b> 1	<b>Checked</b> 1
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**Description**  
Failing to provide annual report to Utilities and Transportation by May 1 of each year.  
**Example**  
Driver Name: Jake Theis  
Trip Date: 2/21/2021  
Description: Failing to submit to Utilities and Transportation by May 1 the 2019 annual report of activity.

7 STATE	Primary: 396.3(b) CFR Equivalent: 396.3(b)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles In Violation</b> 1	<b>Checked</b> 1
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**Description**  
Failing to keep minimum records of inspection and vehicle maintenance.  
**Example**  
Vehicle: 3FDNF653XYMA05978  
Date of Trip: 2/21/2021  
Description of violation: No maintenance file.

8 STATE	Primary: 396.19(b) CFR Equivalent: 396.19(b)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles In Violation</b> 1	<b>Checked</b> 1
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**Description**  
Failing to maintain evidence of inspector's qualifications.  
**Example**  
Inspectors name: Corey Jonson  
Inspection date: 1/12/2021  
Vehicle: 3FDNF653XYMA05978  
Trip date: 2/21/2021

9 STATE	Primary: 396.25(d) CFR Equivalent: 396.25(d)	<b>Discovered</b> 1	<b>Checked</b> 1	<b>Drivers/Vehicles In Violation</b> 1	<b>Checked</b> 1
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**Description**  
Failing to ensure that each brake inspector meets the minimum qualifications.  
**Example**  
bRAKE Inspectors name: Corey Jonson  
Inspection date: 1/12/2021  
Vehicle: 3FDNF653XYMA05978  
Trip date: 2/21/2021


<b>Safety Fitness Rating Information:</b> Total Miles Operated 3,000 Recordable Accidents 0 Recordable Accidents/Million Miles 0.00	OOS Vehicle (CR): 0 Number of Vehicle Inspected (CR): 1 OOS Vehicle (MCMIS): 0 Number of Vehicles Inspected (MCMIS): 0
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<b>Part B Violations</b>			

Your proposed safety rating is :  <b>CONDITIONAL</b>	<b>Rating Factors</b>	<b>Acute</b>	<b>Critical</b>
	<b>Factor 1:</b> S <b>Factor 2:</b> S <b>Factor 3:</b> U <b>Factor 4:</b> S <b>Factor 5:</b> N <b>Factor 6:</b> S	0 0 0 0 0 -	0 0 2 0 0 -



	<b>ROYAL MOVING (JAKE THEIS dba)</b> U.S. DOT #: 3056953	Review Date: 03/18/2021
<b>Part B Requirements and/or Recommendations</b>		

**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:

Washington Utilities and Transportation Commission  
Attention: Sandi Yeomans  
PO Box 47250  
Olympia, WA 98504-7250  
or sandra.yeomans@utc.wa.gov

Example of required explanation for violations

Violation #5: Failing to maintain driver qualification file on each driver.

A) Again, with lack of experience I was unaware I needed to keep a driver file on "myself" as owner and "only" driver at this time. To get the permit I had submitted this information prior and believed the commission to have this information.

B) I have corrected this by filling out an "application" for myself, getting a copy of my current drivers "abstract", Updating my DOT medical certificate, and running a WSP background check on myself and creating a physical and digital filing system.

C) I plan on using the "driver" file I have created for "myself" as a template to be completed before I hire any new "driver". Keeping and maintaining current and accurate "drivers" file will be a priority.

Attach copy of corrected item

**2. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Training and Communication**

DESCRIPTION OF PROCESS BREAKDOWN: Jake Theis was not able to recall the information regarding documenting hours of service. This resulted in no hours-of-service documentation being kept. Extensive one-on-one training was conducted to assure Jake Theis is familiar with the requirements for recording and maintaining hours of service.


**BASIC SPECIFIC RECOMMENDED REMEDIES**

Implement Safety Improvement Practices: The following are recommended practices related to Communication and Training.

Convey expectations to all applicable staff for adhering to Hours-of-Service (HOS) regulations and company policies and procedures, and for executing responsibilities by providing new-hire and refresher training and establish communication channels such as newsletters and/or meetings focused on conflicts between scheduling and HOS rules.

Inform drivers that management will be monitoring and tracking Records of Duty Status (RODS).



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Ensure that managers and dispatchers encourage fatigued drivers to pull over and take a nap.

Communicate the carrier's HOS Compliance percentile to all staff and explain to them individually what they can do to help the carrier improve the percentile.

Ensure that managers and supervisors communicate their ongoing commitment to abiding by Hours-of-Service (HOS) regulations and to not driving when fatigued for any reason, including illness.

Ensure that all staff (drivers, dispatchers, sales) involved in the Hours-of-Service (HOS) process receives training as required by regulations and/or company policies.

Train managers, supervisors, and dispatchers on how to track and communicate drivers' Hours of Service (HOS), including checking the prior seven-day duty statement for intermittent drivers.

Train the safety director and dispatchers on how to schedule routes that can be completed within Hours-of-Service (HOS) regulations.

Train dispatchers and drivers to understand that drivers cannot be assigned a run if illness impairs their ability and/or alertness.

Train all staff who are required to monitor and track Hours of Service (HOS) on appropriate company policies, including those related to discipline and incentives.

Provide training/testing program to current drivers on proper log completion, how to achieve proper rest on trips by instructing them on the difference between on-duty not driving, for example a driver waits while trailer is loaded, and off-duty, and the importance of proper rest between shifts.

Ensure that drivers are trained in driver Out-of-Service (OOS) rules, their responsibilities in adhering to those rules, and the carrier's procedures for reporting OOS violations and communicating appropriately with other personnel.

Provide hiring officials with guidance on how best to attract, screen, and qualify applicants who are most likely to adhere to Hours-of-Service (HOS) regulations and company policies and procedures.

Reinforce training about Hours-of-Service (HOS) policies, procedures, and responsibilities to drivers, dispatchers, and other employees, using job aids, post-training testing, and/or refresher training. Encourage informal feedback among them so that they can help each other to improve.

**3. Is Your Registration Information Current?**


FMCSA requires carriers to update their registration data via a MCS-150 form every 24 months. Please review, verify and update your contact information, Vehicle Miles Travelled (VMT) and Power Unit (PU) data to ensure that it is current and accurate, since it is used in the new Carrier Safety Measurement System. You should access the system, review all the information and press the submit button. Once you've done this, the system will record that you've reviewed the information and you will be in compliance with the biennial update requirement.  
[https://li-public.fmcsa.dot.gov/LIVIEW/PKG\\_REGISTRATION.prc\\_option](https://li-public.fmcsa.dot.gov/LIVIEW/PKG_REGISTRATION.prc_option)

**4. Do not allow drivers to drive intrastate unless they have been physically examined each 24 months.**

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

**6. Each carrier must complete and maintain a criminal background check for every person the carrier intends to hire for the full time of employment and three years thereafter. No carrier may hire a person who has been convicted of any crime involving theft, burglary, assault, sexual misconduct, identity theft, fraud, false statement, or the manufacture, sale, or distribution of a controlled substance within the past five years.**



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<b>Part B Requirements and/or Recommendations</b>		

7. Carrier must file an annual report with the Utilities and Transportation Commission to pay regulatory fees no later than May 1.
8. 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.
9. Required information for employment application as noted in violation 391.25(b):
  1. Company name and address.
  2. Applicant name, address, date of birth, and social security number.
  3. Three years of residence.
  4. Application date.
  5. License number, state, and expiration.
  6. Driving experience, equipment driven.
  7. Three year crash and traffic history.
  8. License restraint history with explanation.
  9. Three years employment with reason for leaving, commercial vehicle use, and controlled substance and alcohol program.
  10. Add seven years employment for commercial drivers license.
  11. Signature of driver with statement.
10. Motor carriers must ensure that persons performing periodic inspections are qualified.
11. The carrier must ensure that the employees responsible for brake inspection, maintenance, service, or repairs meet minimum brake inspector qualifications.
12. 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 mean 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.

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>

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 because of this review.





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<b>Part B Requirements and/or Recommendations</b>		

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.

