
	US DOT # 2976092	Legal: TIRAOGO SIMPORE Operating (DBA): TS MOVING SERVICES	
MC/MX #:		State #: THG-067675	Federal Tax ID: 08-3948857 (EIN)
Review Type: Compliance Review (CR)			
Scope:	Principal Office	Location of Review/Audit: Company facility in the U. S.	
Territory:			
Operation Types		Interstate	Intrastate
Carrier:	N/A	Non-HM	
Shipper:	N/A	N/A	
Cargo Tank:	N/A		
		Business: Individual	
		Gross Revenue: \$62,301.00	
		for year ending: 12/31/2018	
Company Physical Address:			
1717 148TH ST E TACOMA, WA 98445			
Contact Name: Tiraogo Simpoire			
Phone numbers: (1) 253-670-6232		(2) 206- 432-2037	Fax
E-Mail Address: tsmovingservices@gmail.com			
Company Mailing Address:			
1717 148TH ST E TACOMA, WA 98445			
Carrier Classification			
Authorized for Hire		Private Property	
Cargo Classification			
Household Goods			
Equipment			
	Owned	Term Leased	Trip Leased
Truck	2	0	0
Power units used in the U.S.:2			
Percentage of time used in the U.S.:100			
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:		1	Total Drivers: 1
>= 100 Miles:		0	CDL Drivers: 0



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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 UTC attn: Edward Steiner

PO Box 47250
Olympia, WA 98504-7250
[Phone: 360-701-1608](tel:360-701-1608) [email: edward.steiner@utc.wa.gov](mailto:edward.steiner@utc.wa.gov)

This report will be used to assess your safety compliance.

<u>Person(s) Interviewed</u>	
Name: Tiraogo Simpole	Title: Owner
Name:	Title:



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Part B Violations

1 STATE CRITICAL	Primary: 395.8(a)(1)	Discovered 30	Checked 30	Drivers/Vehicles In Violation	Checked 1
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Description
Failing to require a driver to prepare a record of duty status using the appropriate method
Example
Driver name: Tiraogo Simpoire
Trip date: 1/28/19
Description of violation: Carrier failed to require driver to complete records of duty status.

2 FEDERAL	Primary: 390.19T(b)(2)	Discovered 1	Checked 1	Drivers/Vehicles In Violation	Checked 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: Tiraogo Simpoire
Trip date: 3/2/19
Description of violation: Carrier failed to update MCS-150 each 24 months according to schedule.

3 STATE	Primary: 391.45(a) Secondary: 391.11(a)	Discovered 1	Checked 1	Drivers/Vehicles In Violation	Checked 1
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Description
Using a driver not medically examined and certified.
Example
Driver name: Tiraogo Simpoire
Trip date: 3/2/19
Description of violation: Carrier failed to require driver to be medically examined and certified for commercial driving.

4 STATE	Primary: 391.51(a)	Discovered 1	Checked 1	Drivers/Vehicles In Violation	Checked 1
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Description
Failing to maintain driver qualification file on each driver employed.
Example
Driver name: Tiraogo Simpoire
Trip date: 3/2/19
Description of violation: Carrier failed to maintain a driver qualification file for driver.

5 STATE	Primary: WAC 480-15-555 Secondary: RCW 81.80.130 CFR Equivalent: 392.2	Discovered 1	Checked 1	Drivers/Vehicles In Violation	Checked 1
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Description
Operating a motor vehicle not in accordance with the laws, ordinances, and regulations of the jurisdiction in which it is being operated.
Example
Driver name: Tiraogo Simpoire
Trip date: 3/2/19
Description of violation: Carrier failed to conduct a check of employee's criminal background.

In violation:
Augustin Rouamba



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Part B Violations

6 STATE	Primary: 396.3(b)	Discovered 1	Checked 2	Drivers/Vehicles In Violation 1	Checked 2
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Description
Failing to keep minimum records of inspection and vehicle maintenance.
Example
Vehicle Identification number: 1FDXE45S56DA08786
Trip date: 3/2/19

7 STATE	Primary: 396.17(a)	Discovered 1	Checked 2	Drivers/Vehicles In Violation 1	Checked 2
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Description
Using a commercial motor vehicle not periodically inspected.
Example
Vehicle Identification number: 1FDXE45S56DA08786
Trip date: 3/2/19


8 STATE	Primary: WAC 480-15-550	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
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Description
Carrier failed to maintain minimum amount of cargo insurance.
Example
Driver name: Tiraogo Simpore
Trip date: 3/2/19
Description of violation: Carrier failed to maintain minimum amount of cargo insurance.

Safety Fitness Rating Information:	OOS Vehicle (CR): 0
Total Miles Operated 48,000	Number of Vehicle Inspected (CR): 2
Recordable Accidents 0	OOS Vehicle (MCMIS): 0
Recordable Accidents/Million Miles 0.00	Number of Vehicles Inspected (MCMIS): 0

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



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1. The Washington Utilities and Transportation Commission (UTC) adopted the Federal Motor Carrier Safety Administration (FMCSA) rules of 49 CFR and regulations pertaining to the Commercial Motor Vehicle's Safety along with the Revised Code of Washington and Washington Administrative Codes pertaining to Commercial Motor Vehicle Safety and Regulations.

How to request an upgrade to your INTRASTATE safety rating based on corrective actions:

Within sixty (60) days from receipt of your proposed safety rating, you may request in writing, a change in the rating based on corrective actions. You should do so as soon as possible so the UTC has the opportunity to review your corrective actions and make a final decision.

Your submission should be as detailed as possible:

You must develop a safety management plan:


1. The plan must address all violations on the most recent Compliance Review. Corrective actions to address other violations noted on your review must also be included.
2. Identify why the violations were permitted to occur.
3. Discuss the actions taken to correct the deficiency or deficiencies that allowed the violations to occur. Include actual documentation of this corrective action. (For example: documentation may include items such as new policies and procedures, training programs and sign-in lists, or copies of new forms.
4. Outline actions taken to ensure that similar violations do not reoccur in the future. **YOU MUST DEMONSTRATE THAT YOUR OPERATIONS CURRENTLY MEET THE SAFETY STANDARD AND FACTORS SPECIFIED IN 49 CFR 385.5 and 385.7.** To do so, you must demonstrate that you now have adequate safety management controls in place which function effectively to ensure acceptable compliance with applicable safety requirements.
5. If your request includes actions that will be conducted in the near future, such as training, reorganization of departments, purchasing of computer programs, etc, include a detailed description of the activity or training and a schedule of when that activity will commence and when it will be completed.
6. Include any additional documentation relating to motor carrier safety and the prevention of crashes that you believe supports your request.
7. Include a written statement certifying the carrier will operate within federal and state regulations and the carrier's operation currently meets the safety standard and factors specific in 49 CFR 385.5 and 385.7. A corporate officer, partner, or the owner of the company must sign the statement.

You must submit your request to:

Investigator Edward Steiner
WA Utilities and Transportation Commission
1300 S. Evergreen Park Dr. SW
PO Box 47250
Olympia, WA 98504-7250

2. **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



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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.

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>

3. DRIVER FITNESS BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN - Company owner Tiraogo Simpoire failed to maintain driver qualification files.

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.

Seek Out Resources:

- You are encouraged to review your company's record at the following website: <http://ai.fmcsa.dot.gov/SMS>. You will need to use your PIN Number that has been provided by the FMCSA.
- Contact industry associations to get resources and ideas on safety improvement practices from other carriers in the industry



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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 6 months.

5. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN - Company owner Tiraogo Simpoire failed to require commercial drivers to record a Record of Duty Status.

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.

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


DESCRIPTION OF PROCESS BREAKDOWN - Company owner Tiraogo Simpoire failed to have policies and procedures in place to systematically repair, inspect and maintain its commercial motor vehicles

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.
- 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




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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.



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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
			ü	ü	ü	ü	ü	ü	ü									

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: Not Applicable

Corporate Contact: Tiraogo Simpore
Corporate Contact Title: Owner

Special Study Information:

Remarks:

INVESTIGATIVE REPORT RECEIVED BY:

Name: Mr. Tiraogo Simpore

Title: Owner

Carrier/Shipper Name: Tiraogo Simpore Doing Business as TS Moving Services

Date: April 23, 2019

REASON FOR THE INVESTIGATION:

As part of the 2019 Motor Carrier Safety work plan, this investigation was assigned to Special Investigator Edward Steiner. This carrier operates in intrastate commerce.

SCOPE OF THE INVESTIGATION:

This investigation is a comprehensive intrastate investigation and was assigned to Special Investigator Edward Steiner on February 28, 2019. The carrier was contacted on February 28, 2019 and a full investigation was set for March 5, 2019, with Mr. Tiraogo Simpore, at 1717 148th At E, Tacoma, WA, at the carrier's principal place of business. Present at the start of the investigation was Special Investigator Edward Steiner along with TS Moving Services representative Mr. Tiraogo Simpore (Owner). SMS was checked on March 1, 2019 and it was noted that no BASICS were in alert status.


CARRIER OPERATION DESCRIPTION:

TS Moving Services is a provisional household goods carrier that operates in Tacoma, WA. The carrier began operations in the area in March 2017. Mr. Simpore attended household goods training on August 15, 2018. The carrier currently owns two vehicles and employs one driver. The carrier's gross revenue as reported for fiscal year ending December 31, 2018 was \$62,301.00. The carrier is not and has not been involved in any emergency relief efforts in the last 365 days. Mr. Simpore reported 48,000 miles were driven in 2018.

PRE-INVESTIGATION:

On February 28, 2019, a carrier information packet was emailed to the carrier listing 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 a 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. The carrier packet was returned on March 4, 2019. On Tuesday, March 5, 2019, documents requested that were available were provided to the investigator for review. The document request included a list of all accidents for the past 365 days from the date of review, driver qualification files for all drivers used within the past 12 months, insurance documentation, all records of duty status



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(log books/time cards) for the previous six months, all maintenance files and records for each unit. A copy of the carrier's profile was obtained through MCMIS on March 1, 2019.

CDLIS (DRIVER LICENSE) CHECK:

In accordance with the eFOTM, all CDL drivers were required to be checked. TS Moving Services employed one non-commercial driver in the past 365 days. Driver license for Tiraogo Simpoire was checked through the Washington State Department of Licensing on March 22, 2019 revealing the license to be current.

AUTHORITY:

The carrier is an authorized household goods carrier operating in intrastate commerce. The carrier operates under the USDOT Number 2976092. TS Moving Services has intrastate authority through the commission under provisional permit number THG-67675.

INSURANCE:

TS Moving Services is required to maintain a minimum level of public liability of \$750,000. A check with the carrier's insurance agent shows a \$750,000 Auto Liability effective May 24, 2018 through May 24, 2019 with National General Insurance. The carrier has not maintained cargo insurance. See Part 387 below for details.

RED FLAG DRIVERS:

A&I (SMS) was checked through Portal on March 1, 2019 and the carrier has 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:

TS Moving Services 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:

TS Moving Services currently does not lease any vehicles.

Part 380 Special Training:

TS Moving Services does not operate long combination vehicles (LCVs). The carrier has not employed drivers that meet the definition of entry level driver.

Part 382 Controlled Substance and Alcohol Testing:

TS Moving Services does not operate vehicles with a GVWR above 26,001 lbs. and is not required to have a controlled substance and alcohol program.

Part 383 Commercial Driver's License:


The carrier does not currently employ CDL drivers.

Part 387 Financial Responsibility:

The carrier's vehicles are insured through Integon National General Insurance. The local agent company is Insurance Cents with their contact telephone number (206) 364-3867. Investigator contacted the carrier's insurance agent Liz and verified the carrier maintained \$750,000 in Auto Liability coverage, however the carrier did not maintain the minimum \$20,000 in cargo insurance. The company has a current Form E for liability only, on file with the commission dated May 4, 2018. There were 24 occurrences of TS Moving Services operating without cargo insurance. The dates of occurrences were September 5, 13, 19, 20, 29, October 8, 15, 16, 20, 23, 29, November 16, December 6, 12, 22, January 20, 27, 28, February 7, 17, 18, 21, 25, March 2.

One violation of WAC-480-15-550 occurred when the carrier failed to maintain required minimum levels of financial responsibility for cargo insurance coverage.



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Part 390 General FMSCR:

The carrier has not been involved in any DOT-recordable accidents within the last 365 days.

MCS-150 form was last updated on March 3, 2017 and in accordance to schedule should have been updated by the last day in February 2019.

One violation of 390.19T(b)(2) occurred when the carrier failed to update their MCS-150.

Part 391 Qualification of Drivers:

The carrier employed a total of one driver that operated in the state of Washington during the last 365 days. Per eFOTM guidelines, a sample size of one Driver's Qualification File was to be inspected based on the number of current drivers. The driver checked was Tiraogo Simpoire. The following violations were discovered:

One critical violations of 391.51(a) occurred when the carrier failed to maintain driver qualification files on each driver employed.

TS Moving Services used one driver that was not medically examined and certified. Driver Tiraogo Simpoire did not have a medical certificate at the start of the investigation. There were 24 occurrences of a driver driving a CMV without being medically certified as follows:

Tiraogo Simpoire (24 times): September 5, 13, 19, 20, 29, October 8, 15, 16, 20, 23, 29, November 16, December 6, 12, 22, January 20, 27, 28, February 7, 17, 18, 21, 25, March 2.

One critical type violation of 391.45(a) occurred when the carrier utilized a driver not medically examined and certified.

In accordance with FMCSA Memorandum MC-ECS-2012-004 medical certificates for 25 percent of the driver qualification file sample size. TS Moving Services failed to have any of the company's current drivers medically examined and certified.

Part 392 - Driving of Commercial Motor Vehicles:

TS Moving Services is operating in intrastate commerce. The carrier filed an annual report with the commission in September 2018. Carrier advised on no handheld cellphones and texting.

One critical type violation of WAC-480-15-555 for failing to acquire a criminal background check for prospective employees.

Part 395 - Hours of Service:

The carrier employed one driver during the last 365 days. In accordance with eFOTM procedures, a sample size of one Record of Duty Status (RODS) based on the number of current drivers is required to be checked for a 30 day period. TS Moving Services operated most service under the short-haul exemption of Part 395.1(e) within the last 365 days.

For this investigation a 30-day period was chosen from January 1 - January 30, 2019. This required that 30 RODS be checked. The driver checked was Tiraogo Simpoire.

Thirty critical violations of 395.8(a)(1) occurred when the carrier failed to require driver to make a record of duty status.

Part 393 & 396 - Maintenance and Inspection:

The carrier owns two vehicles that are classified as commercial motor vehicles in intrastate commerce for the last 365 days. Mr. Simpoire stated he only operated one of the two vehicles for his household goods moving service and did not have any trip dates for the second vehicle because he has not yet operated that vehicle for his moving service.

Vehicle Maintenance Records:


In accordance with eFOTM, a sample size of two vehicle maintenance files were requested for review, however, TS Moving Services failed to retain vehicle maintenance files.

One critical violation of 396.3(b) occurred when the carrier failed to keep minimum records of inspection and vehicle maintenance.

One critical violation of 396.17(a) occurred when the carrier utilized a commercial vehicle not periodically inspected.

Driver Vehicle Inspection Reports (DVIRs):



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There were no vehicle discrepancies discovered requiring DVIR's to be completed.

Vehicle Inspections:

The vehicles were inspected in Tacoma, WA at the carrier's principle place of business. No out of service violations noted on Aspen reports.

CLOSING INTERVIEW:

The closing interview was conducted on April 23, 2019, with Mr. Tiraogo Simpoire. This investigation resulted in a proposed "Conditional" rating. Mr. Simpoire was cooperative throughout the entire scope of this investigation. Mr. Simpoire was provided with instructions for requesting a safety rating upgrade. Technical assistance was also provided to the carrier during the process of this review.

DOCUMENTS PROVIDED TO THE CARRIER:


The carrier was informed on how to access an electronic copy of "Your Guide to Achieving a Satisfactory Safety Record, Revised April 2015" and "Fitness Rating Explanation."

FOLLOW-ON ACTION:

Recommend administrative penalties for critical violations and requiring company to submit a Safety Management Plan.

Upload Authorized:	Yes	No	
Authorized by:			Date:
Uploaded:	Yes	No	Failure Code:
Verified by:			Date:



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Safety Fitness Rating Explanation

This report lists the facts which were used to determine the Safety Fitness Rating for the above motor carrier. Federal and State violations are combined for rating purposes. However, only the federal or federal equivalent section number is shown below. A check mark identifies the range within which the data fell when determining the Safety Fitness Rating. All information within a FACTOR block relates only to that FACTOR.

FACTOR 1	General (CFR Parts 387, 390)	û 0 Point = Satisfactory
VIOLATIONS AFFECTING RATING	POINTS	1 Point = Conditional
NONE	-----	>1 Point = Unsatisfactory
TOTAL POINTS: 0 = SATISFACTORY		

FACTOR 2	Driver Qualification (CFR Parts 382, 383, 391)	û 0 Point = Satisfactory
VIOLATIONS AFFECTING RATING	POINTS	1 Point = Conditional
NONE	-----	>1 Point = Unsatisfactory
TOTAL POINTS: 0 = SATISFACTORY		

FACTOR 3	Operational/Driving (CFR Parts 392, 395)	0 Point = Satisfactory
VIOLATIONS AFFECTING RATING	POINTS	1 Point = Conditional
S	1 (C)	û >1 Point = Unsatisfactory

TOTAL POINTS: 2 = UNSATISFACTORY		


FACTOR 4	Vehicle/Maintenance (CFR Parts 393, 396, Performance Data (OOS%))	
VIOLATIONS AFFECTING RATING	POINTS	Fewer than 3 inspections
NONE	-----	
TOTAL POINTS: 0 = SATISFACTORY		

Fewer than 3 Inspections	3 or more Inspections	
Rate same as other Regulatory Factors 1, 2, and 3	OOS Less than 34%	OOS 34% or Higher
	Satisfactory	Conditional
û 0 Point = Satisfactory	Conditional	Unsatisfactory
1 Point = Conditional	If a pattern of Non-Compliance with a Critical or an Acute Violation	If a pattern of Non-Compliance with a Critical or an Acute Violation
>1 Point = Unsatisfactory		

FACTOR 5	Hazardous Material (CFR Parts 397, 171, 172, 173, 177, 180)
Not Applicable - Not a carrier of Hazardous Material	
NONE	

FACTOR 6	Accident (Recordable Accident Rate)
((Recordable Accidents) X (1 million)) ÷ (Total Miles) = Rate	
(0 X 1,000,000) ÷ 48,000 = 0 = SATISFACTORY	
URBAN CARRIER - All Driver operate within <100 air miles	
ACCIDENT RATE	FACTOR RATING
û 0.000 - 1.700	= Satisfactory
>1.700	= Unsatisfactory



	TS MOVING SERVICES (TIRAOGO SIMPORE dba) U.S. DOT #: 2976092	Review Date: 04/23/2019
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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	
1		0	= CONDITIONAL

FORMULA TO CALCULATE THE OVERALL SAFETY FITNESS RATING			
Number of Factors			
	Unsatisfactory	Conditional	OVERALL RATING
	0	2 or fewer	Satisfactory
	0	3 or more	Conditional
û	1	2 or fewer	Conditional
	1	3 or more	Unsatisfactory
	2	0 or more	Unsatisfactory

