


UNITED STATES DEPARTMENT OF TRANSPORTATION

	US DOT # 122443	Legal: PI & I MOTOR EXPRESS INC Operating (DBA):
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MC/MX #: 112063	Federal Tax ID: 34-0759032 (EIN)
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Review Type: Non-ratable Review - Special Study

Scope: Principal Office **Location of Review/Audit:** Company facility in the U. S. **Territory:**

Operation Types			Business: Corporation Gross Revenue: \$82,787,128.00 for year ending: 12/31/2013
Carrier:	Non-HM	N/A	
Shipper:	N/A	N/A	
Cargo Tank:	N/A		

Company Physical Address:

908 BROADWAY AVENUE EXT
MASURY, OH 44438

Contact Name: Mike Monos
Phone numbers: (1) 330- 448-4035 (2) **Fax** 330-448-1252
E-Mail Address: mikemonos@piimx.com

Company Mailing Address:

PO BOX 685
SHARON, PA 16146

Carrier Classification

Authorized for Hire

Cargo Classification

Metal: Sheets, Coils, Rolls

Equipment

	Owned	Term Leased	Trip Leased		Owned	Term Leased	Trip Leased
Truck Tractor	0	650	0	Trailer	0	755	0

Power units used in the U.S.: 650

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 Total Drivers: 490 CDL Drivers: 490
< 100 Miles:	25		
>= 100 Miles:	465		



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Review Date:
04/28/2014

Part A

Questions about this report or the Federal Motor Carrier Safety or Hazardous Materials regulations may be addressed to the Federal Motor Carrier Safety Administration at:

200 North High St, Room 609
Columbus, OH 43215-2482
Phone: (614)280-5657 Fax:(614)280-6875

This report will be used to assess your safety compliance.

Person(s) Interviewed

Name: Mike Monos

Title: VP Safety and Compliance

Name: Patty Cardwell

Title: DER





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Part B Violations

Safety Fitness Rating Information:

Total Miles Operated 25,974,530
Recordable Accidents 0

OOS Vehicle (CR): 0
Number of Vehicle Inspected (CR): 0
OOS Vehicle (MCMIS): 0
Number of Vehicles Inspected (MCMIS): 0

Your proposed safety rating is :

This Review is not Rated.





Part B Requirements and/or Recommendations

1. • **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.
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 are available online. Carriers should visit the following website for more information: <http://www.fmcsa.dot.gov/documents/Hijacking-Brochure.pdf>
 - **COMPASS PORTAL COMPANY ACCESS ACCOUNT** - The COMPASS program is an FMCSA-wide initiative that is leveraging new technology to transform the way the FMCSA does business. The ultimate goal is to implement a customer-centric information technology (IT) solution that optimizes FMCSA's business processes and improves the Agency's ability to save lives. Key objectives include (1) creating a single source for crucial safety data via single sign-on access, (2) improving data quality to ensure better, more informed decision-making and (3) providing actionable information as well as data. For companies, the FMCSA Portal provides single sign-on access to L&I, DataQs, Analysis and Information (A&I) Online, and the National Consumer Complaint Database (NCCDB) via a single password and user ID. Company users can also access public functionality in L&I, SAFER, Commercial Vehicle Information Systems and Networks (CVISN), and the National Hazardous Material Route Registry (NHMRR) as well as the "Protect Your Move" and "Share the Road Safely" Web sites. To register for a COMPASS account, go to: <https://portal.fmcsa.dot.gov>.
 - Company access accounts are available to the following types of users: (1) carriers with a USDOT number and (2) carrier employees or other professionals (i.e. freight-forwarders, insurance companies) who need access to carrier information. Note: You must know the carrier's USDOT Number. In order to set up an account, you must know the user account type that you are requesting. A Company Official Account is for a person who will have full access to company information, and the ability and responsibility of approving and managing account requests from Company Employees. Note: There will be only one Company Official for each USDOT#. To request a Company Official user account, you must have the PIN associated with your USDOT#. If you do not have a PIN, or do not know your PIN, go to the USDOT PIN Request. An Access Company Information Account is for a person who needs access to limited company information, but is not responsible for managing accounts or other users. For additional information about COMPASS, go to <http://www.fmcsa.dot.gov/about/what-we-do/keyprograms/compass-factsheet.htm>.
 - Supporting documents are the records of the motor carrier which are maintained in the ordinary course of business and may be used by the motor carrier to verify the information recorded on the driver's record of duty status. Effective 12/19/2008, the FMCSA formally adopted a policy of including GPS and other advanced technology records as supporting documents (see Federal Register Vol. 73 No. 224, 11/19/2008). Failure to maintain such records for





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Part B Requirements and/or Recommendations

six months as required will result in your company being cited and/or penalized for failure to maintain supporting documents.

Other examples of supporting documents you should maintain are: Bills of lading, carrier pros, freight bills, dispatch records, driver call-in records, gate record receipts, weight/scale tickets, fuel receipts, fuel billing statements, toll receipts, international registration plan receipts, international fuel tax agreement receipts, trip permits, port of entry receipts, cash advance receipts, delivery receipts, lumber receipts, interchange and inspection reports, lessor settlement sheets, over/short and damage reports, agricultural inspection reports, CVSA reports, accident reports, telephone billing statements, credit card receipts, driver fax reports, on-board computer reports, border crossing reports, custom declarations, traffic citations, overweight/oversize reports and citations, and/or other documents directly related to the motor carrier's operation, which are retained by the motor carrier in connection with the operation of its transportation business. Supporting documents may include other documents which the motor carrier maintains and can be used to verify information on the driver's records of duty status. If these records are maintained at locations other than the principal place of business but are not used by the motor carrier for verification purposes, they must be forwarded to the principal place of business upon a request by an authorized representative of the FMCSA or State official within 2 business days.





Part C

CFO, Jeanne Bortner. Carrier is slowly converting drivers to a Qualcomm e-log system which also includes EMMT technology. Mr. Monos related that any driver who gets a roadside HOS violation more than once is immediately converted to Qualcomm, no exceptions. Drivers are also encouraged to voluntarily switch to e-log. He reported most drivers have adapted well to the technology. The carrier employs a full time person (Judy) to monitor driver e-logs including daily monitoring of sensor failure alerts and unassigned mileage alerts. Judy showed me the Qualcomm system screen and the different available reports which included sensor failure report, edit report, violation report, unassigned driving report, and more. The carrier was very open and forthcoming with the information.

PRE-INVESTIGATION:

On 4/25/2014 the carrier representative (Mike Monos) was contacted by telephone and the Compliance Review was scheduled for 4/29/14. The carrier was emailed a Contact Letter and an Investigation Questionnaire on 4/25/14. Documents requested for this review were related to the carrier's drug and alcohol program and positive driver. All documents requested were made available immediately for the investigator's review at the carrier principal place of business (PPOB). Previous compliance reviews were reviewed as well as the carrier safety profile and CSMS data.

Driving direction to the carrier can be obtained using MapQuest at www.mapquest.com <<http://www.mapquest.com>> and by gps.

CDLIS (DRIVER LICENSE) CHECK:

A review of the carrier driver Commercial Driver's License (CDL) was conducted using CDLIS and it revealed 66 of 68 drivers requiring CDL have valid CDLs. Two drivers were not able to be located in CDLIS: b6, b7C and b6, b7C. Both drivers' MVRs were reviewed and they were found to be properly licensed. Three drivers were selected based on the investigation: b6, b7C because he was the subject of the investigation, b6, b7C because he had a previous RF violation, and b6, b7C because he also had a RF violation. The other 63 drivers were selected randomly. All drivers reviewed were currently licensed properly.

AUTHORITY:

Operating Authority has been active since 3/9/1990 with no lapses.

INSURANCE:

A review of the carrier Endorsement for Motor Carrier Policies of Insurance for Public Liability under Sections 29 and 30 of the Motor Carrier Act of 1980 revealed that the carrier insurance is primary and the company shall not be liable for amount in excess of \$750,000 for each accident Insurance is through RLI Insurance Co., Policy number LFT0012495, effective 8/1/2013.

DRIVERS WITH RED FLAG VIOLATIONS:

Two drivers with RF violations were displayed on A&I. An overview of b6, b7C violation revealed that SI Sargent investigated this violation during the last CR.

A RF violation was displayed for b6, b7C on 9/10/13. He was found to be driving on a suspended license during a roadside stop in MI. The carrier MVRs were reviewed: carrier had pulled an annual MVR on 8/7/13 which showed no violations or suspensions (pending or current). The carrier pulled another MVR on 9/25/13 in response to the roadside stop. The MVR showed no suspensions or violations, however it showed an entry on the same date as the roadside inspection reading "SUSP TERMINATED". A CDLIS check showed no suspensions or withdrawals current, pending or during the time of the roadside stop. It was determined the carrier did their due diligence and the driver will not be cited.

INVESTIGATION:

I interviewed Patty Cardwell, the carrier's DER and Mike Monos, who handled the compliance review. The carrier offers offenders another chance at a job through what they call a "Second Chance Program". The carrier participates with a prison training program through which the prison recruits and trains eligible candidates for driver jobs. The carrier puts these drivers into a 5-6 week driver training program when they get out and ultimately offer successful drivers a job.

The other part of the second chance offered is for drivers who fail a drug or alcohol test. Drivers who fail a test are allowed one, and only one second chance. Drivers are required to pay for their own SAP and then pay for all RTD and follow up tests. Patty Cardwell strictly monitors the RTD process. Driver b6, b7C failed a random drug test and was allowed a second chance opportunity by the motor carrier. My investigation of b6, b7C RTD process revealed the carrier has met all requirements so far in this driver's return to duty. Below is a synopsis of my findings:

b6, b7C): Still working for carrier.





Part C

- Positive Random Test on 5/7 2013 (Lab D I Medical). Positive was verified on 5/10/13
- Patty Ardwell DER for PI & Motor Express interviewed the driver on 5/13/13 gave AP list.
- Letter detailing the positive and required actions provided to b6, b7C on that date.
- AP assessment on 5/20/13 (Community Solutions Association). Referred to Neil Kennedy Recovery Clinic
- Neil Kennedy Recovery Clinic assessed on 5/2 /13: Treatment prescribed:
 - o Intensive Outpatient Tx scheduled to begin /3/13
 - o -5 meetings a week, minimum of 45 mins per meeting for 4-6 weeks
 - /1/13 letter from AP stated b6, b7C was ready for RTD test.
 - o Follow on treatment: 2 weekly aftercare group meetings at Neil Kennedy Recovery Clinic
 - o Follow up testing:
 - o RTD Test on 8/5/13, observed, negative
 - /5/13- /4/14, 1st year random spread drug tests required by SAP):
 - o 2 weekly aftercare sessions verified by Patty Ardwell with a letter from Neil Kennedy Recovery Clinic.
 - o Follow up tests are:
 - o 1 /13, negative
 - o 2. /26/13 negative
 - o /4/13 negative
 - o 4. 2/9/13 negative
 - o 5 /3/14, negative
 - o TBD...
- The schedule for years 2-5 have yet to be completed. No violations discovered all testing being done according to schedule so far. All actions taken as required.

The carrier's RTD program for this driver was reviewed in relation to Subpart O and all requirements were met. Driver was immediately removed from SS Function when carrier learned of positive and did not resume SS Function until after released by SAP and RTD test was verified negative.

I gathered information for another driver (b6, b7C) who had a refusal to test on 11/20/2009 and had undergone a similar second chance/RTD process through this carrier. The carrier had accomplished all SAP required tests. Driver tested positive for Marijuana on a follow up test on 8/13/13. Results verified by MRO on 8/16/13, driver terminated on b6, b7C. A review of the driver's loads revealed the driver had transported 2 loads (8/14 and 8/15/13) prior to the positive test being verified by the MRO. Load documents were gathered for these two loads for follow on action with this driver. The driver was found to be working for another carrier.

No violations were discovered during this review.

FOLLOW-ON ACTION:

At the conclusion of the review the carrier was found in compliance. The out briefing was attended by Joseph Kerola, President and Mike Monos, VP of Safety and Compliance.

Enforcement actions will not be initiated against this carrier as no violations were discovered.

The Compliance Review Report was discussed sequence by sequence with Mr. Kerola and Mr. Monos. The carrier was advised that this review was not rated and they would maintain their current rating of Satisfactory.

DOCUMENTS PROVIDED TO CARRIER:

A copy of the Compliance Review dated 4/29/13 was given to Mr. Joseph Kerola, President.

Upload Authorized:	Yes	No	
Authorized by:			Date:
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