


**UNITED STATES DEPARTMENT OF TRANSPORTATION**

	<b>US DOT #</b> 753551	<b>Legal:</b> GREATWIDE AMERICAN TRANS-FREIGHT LLC <b>Operating (DBA):</b> GREATWIDE AMERICAN TRANS-FREIGHT			
<b>MC/MX #:</b> 340975		<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>Business:</b> Corporation	
<b>Carrier:</b>	HM	N/A		<b>Gross Revenue:</b> \$66,860,215.00	
<b>Shipper:</b>	N/A	N/A		<b>for year ending:</b> 12/31/2012	
<b>Cargo Tank:</b>	N/A				
<b>Company Physical Address:</b>					
2150 CABOT BLVD WEST LANGHORNE, PA 19047					
<b>Contact Name:</b> Todd Mullery					
<b>Phone numbers:</b> (1) 800- 283-9700		(2) 215-428-4897		<b>Fax</b> 800-541-4605	
<b>E-Mail Address:</b> todd.mullery@greatwide-tm.com					
<b>Company Mailing Address:</b>					
2150 CABOT BLVD WEST LANGHORNE, PA 19047					
<b>Carrier Classification</b>					
Authorized for Hire					
<b>Cargo Classification</b>					
General Freight		Metal: Sheets, Coils, Rolls		Building Materials	
Machinery, Large Objects		Intermodal Containers			
<b>Hazardous Materials</b>					
3 Flammable liquid	Carried	Non-Bulk	3 Combustible liquid	Carried	Non-Bulk
4.1 Flammable solid	Carried	Non-Bulk	6.1 (Solids)	Carried	Non-Bulk
8 Corrosive material	Carried	Non-Bulk	9 (Marine pollutants)	Carried	Non-Bulk
ORM-D	Carried	Non-Bulk			
<b>Does carrier transport placardable quantities of HM?</b> Yes					
<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>	54		<b>Total Drivers:</b> 398		
<b>&gt;= 100 Miles:</b>	344		<b>CDL Drivers:</b> 398		
<b>Equipment</b>					
	<b>Owned</b>	<b>Term Leased</b>	<b>Trip Leased</b>		<b>Owned Term Leased Trip Leased</b>
Truck	0	3	0	Truck Tractor	0 403 0
Trailer	0	280	120		
Power units used in the U.S.:398					
Percentage of time used in the U.S.:99					





**GREATWIDE AMERICAN TRANS-FREIGHT (GREATWIDE AMERIC dba)**

U.S. DOT #: 753551

Review Date:

06/27/2013

**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:

USDOT FMCSA One Independence Way, Suite 120  
Princeton, NJ 08540  
Phone: 609-275-2604 Fax:609-275-5108

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

**Person(s) Interviewed**

**Name:** Robert LaRose

**Title:** President

**Name:** Todd Mullery

**Title:** Director of Compliance





## Part B Violations

1 FEDERAL	Primary: 172.202(b)	Discovered 1	Checked 6	Drivers/Vehicles In Violation	Checked 6
<b>Description</b> Failing to enter the basic description of a hazardous material in proper sequence on the shipping paper. <b>Example</b> 1/3/13 G1542784 Driver: (b)(6) (b)(7)(C) Shipping sequence on shipping paper list proper shipping name first. Sequence should show ID first as 1/1/13.					
2 FEDERAL	Primary: 172.704(d)	Discovered 1	Checked 87	Drivers/Vehicles In Violation	Checked 87
<b>Description</b> Failing to retain a record of training provided to a hazardous material employee, including any requirement not met in 172.704(d). <b>Example</b> Driver: (b)(6) (b)(7)(C) Training date: 6/12/12					
3 FEDERAL	Primary: 382.301(a)	Discovered 1	Checked 212	Drivers/Vehicles In Violation	Checked 212
<b>Description</b> Using a driver before the motor carrier has received a negative pre-employment controlled substance test result. <b>Example</b> Driver: (b)(6) (b)(7)(C) Trip date: 2/12/13 Carrier allowed driver Thomas to drive for an hour before receiving pre-employment test results.					
4 FEDERAL ACUTE	Primary: 390.35 Secondary: 396.17(a)	Discovered 1	Checked 68	Drivers/Vehicles In Violation	Checked 68
<b>Description</b> Fraudulently or intentionally failing to have a true and accurate copy of an annual periodic inspection. <b>Example</b> Trip: 6/4/13 Driver: (b)(6) (b)(7)(C) 85483Vv					





Part B Violations

5 FEDERAL	Primary: 391.13 Secondary: 392.9(a)	Discovered 10	Checked 68	Drivers/Vehicles In Violation 10	Checked 68
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Description

Requiring or permitting a person to drive a commercial motor vehicle without ensuring the person can, by reason of experience, training, or both, determine whether the cargo he/she transports has been properly located, distributed, and secured in or on the commercial motor vehicle he or she drives; and is familiar with the methods and procedures for securing cargo in or on the commercial motor vehicle he or she drives.

Driver: (b)(6) (b)(7)(C)

Date: 5/14/13

The FMCSA and State partners have identified violations across multiple inspections at the roadside over the previous 24 months that are reflected in the Vehicle Maintenance BASIC of the Carrier Safety Measurement System, including: Driver (b)(6) (b)(7)(C) stopped on roadside on 5/14/13 for failure to ensure intermodal container securement. Front left locking pin not locked.

6 FEDERAL	Primary: 392.2	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
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Description

Operating a commercial motor vehicle not in accordance with the laws, ordinances, and regulations of the jurisdiction in which it is being operated - Driver Fitness.

Example

The FMCSA and State partners have identified violations across multiple inspections at the roadside over the previous 24 months that are reflected in the Driver Fitness BASIC of the Carrier Safety Measurement System, including: Driver, (b)(6) (b)(7)(C) was stopped for a roadside inspection on 5/6/13 and cited for no medical card in his possession.

7 FEDERAL	Primary: 392.7	Discovered 15	Checked 68	Drivers/Vehicles In Violation 15	Checked 68
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Description

Requiring or permitting a driver to drive without assuring himself that the safety parts and accessories are in good working order (pre-trip inspection).

Examp

Driver: (b)(6) (b)(7)(C)

Trip date: 5/8/13

The FMCSA and State partners have identified violations across multiple inspections at the roadside over the previous 24 months that are reflected in the Vehicle Maintenance BASIC of the Carrier Safety Measurement System, including: On 5/8/13 driver (b)(6) (b)(7)(C) was placed OOS on a roadside inspection for third axle right and left brake chamber- non manufactured holes in spring brake housing area due to rust, inoperable required left and right stop lamps, failure to ensure intermodal container securement and more than one ply is exposed in the sidewall with an area that exceeds 2 square inches. These violations would have been found if driver (b)(6) (b)(7)(C) did a proper pre-trip inspection.

8 FEDERAL	Primary: 395.3(a)(1)	Discovered 2	Checked 510	Drivers/Vehicles In Violation 1	Checked 17
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Description

Requiring or permitting a property-carrying commercial motor vehicle driver to drive more than 11 hours

Example

Driver: (b)(6) (b)(7)(C)

Trip date: 4/17/13





## Part B Violations

9 FEDERAL	Primary: 395.3(a)(2)	Discovered 11	Checked 510	Drivers/Vehicles In Violation	Checked 17
<b>Description</b> Requiring or permitting a property-carrying commercial motor vehicle driver to drive after the end of the 14th hour after coming on duty.					
<b>Example</b> Driver: (b)(6) (b)(7)(C) Trip date: 4/8/13					
10 FEDERAL	Primary: 395.3(b)(2)	Discovered 4	Checked 510	Drivers/Vehicles In Violation	Checked 17
<b>Description</b> Requiring or permitting a property-carrying commercial motor vehicle driver to drive after having been on duty more than 70 hours in 8 consecutive days.					
<b>Example</b> Driver: (b)(6) (b)(7)(C) Trip date: 4/22/13					
11 FEDERAL	Primary: 395.8(a)	Discovered 21	Checked 510	Drivers/Vehicles In Violation	Checked 17
<b>Description</b> Failing to require driver to make a record of duty status.					
<b>Example</b> Driver: (b)(6) (b)(7)(C) Trip date: 5/2/13					
12 FEDERAL	Primary: 395.8(e)	Discovered 4	Checked 510	Drivers/Vehicles In Violation	Checked 17
<b>Description</b> False reports of records of duty status.					
<b>Example</b> Driver: (b)(6) (b)(7)(C) Trip date: 3/20/13					
Driver (b)(6) (b)(7)(C) identifies that he goes off duty in North Lake, IL at 5pm. Trailer interchange report shows driver (b)(6) (b)(7)(C) is driving at 8:09pm.					
13 FEDERAL	Primary: 395.8(f)	Discovered 22	Checked 489	Drivers/Vehicles In Violation	Checked 17
<b>Description</b> Failing to require driver to prepare record of duty status in form and manner prescribed.					
<b>Example</b> Driver: (b)(6) (b)(7)(C) Trip date: 4/1/13					
Drivers are not filling out total hours and/or not having the co driver entered on their RODS.					
(b)(6) (b)(7)(C) was not filling out fuel stop on their RODS.					





Part B Violations

14 FEDERAL	Primary: 395.8(k)(1)	<b>Discovered</b> 21	<b>Checked</b> 510	<b>Drivers/Vehicles</b> <b>In Violation</b> 2	<b>Checked</b> 17
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Description

Failing to preserve driver's records of duty status supporting documents for 6 months.

Example

Driver: (b)(6) (b)(7)(C)

Trip date: 4/25/13

Drivers are not turning in receipts.

15 FEDERAL	Primary: 396.7(a)	<b>Discovered</b> 15	<b>Checked</b> 68	<b>Drivers/Vehicles</b> <b>In Violation</b> 15	<b>Checked</b> 68
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Description

Operating a motor vehicle in such a condition as to likely cause an accident or breakdown.

Example

Driver: (b)(6) (b)(7)(C)

Trip date: 5/8/13

On 5/8/13 driver (b)(6) (b)(7)(C) was placed OOS on a roadside inspection for third axel right and left brake chamber- non manufactured holes in spring brake housing area due to rust, inoperable required left and right stop lamps, failure to ensure intermodal container securement and more than one ply is exposed in the sidewall with an area that exceeds 2 square inches. The violations found on the vehicle could likely cause an accident or breakdown.

16 FEDERAL	Primary: 396.11(a)	<b>Discovered</b> 39	<b>Checked</b> 510	<b>Drivers/Vehicles</b> <b>In Violation</b> 2	<b>Checked</b> 17
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Description

Failing to require driver to prepare driver vehicle inspection report.

Example

Driver: (b)(6) (b)(7)(C)

Trip date: 5/8/13

Driver (b)(6) (b)(7) did not fill out a DVIR on 5/8/13.

17 FEDERAL	Primary: 396.11(b)	<b>Discovered</b> 42	<b>Checked</b> 471	<b>Drivers/Vehicles</b> <b>In Violation</b> 3	<b>Checked</b> 17
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Description

Failing to ensure driver vehicle inspection report is complete and accurate.

Example

Driver: (b)(6) (b)(7)(C)

Trip date: 3/22/13

Drivers did not sign DVIRs.

<b>Safety Fitness Rating Information:</b>		<b>OOS Vehicle (CR): 0</b>			
<b>Total Miles Operated</b>	44,573,477	<b>Number of Vehicle Inspected (CR): 0</b>			
<b>Recordable Accidents</b>	26	<b>OOS Vehicle (MCMIS): 15</b>			
<b>Recordable Accidents/Million Miles</b>	0.58	<b>Number of Vehicles Inspected (MCMIS): 68</b>			





**GREATWIDE AMERICAN TRANS-FREIGHT (GREATWIDE AMERIC dba)**  
 U.S. DOT #: 753551

Review Date:  
 06/27/2013

**Part B Violations**

Your proposed safety rating is :

**SATISFACTORY**

Rating Factors		Acute	Critical
Factor 1:	C	1	0
Factor 2:	S	0	0
Factor 3:	S	0	0
Factor 4:	S	0	0
Factor 5:	S	0	0
Factor 6:	S	-	-

Corrective actions must be taken for any violations (deficiencies) identified on Part B of this report.





**Part B Requirements and/or Recommendations**

1. For all Investigations:

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.

Apply Adequate Resources: Apply adequate resources to properly implement safety management practices. Consider reallocating responsibilities, additional staffing, contracting, or investing in technology to aid in this responsibility.

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.

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.

If you believe the proposed rating is in error and there are factual and procedural issues in dispute, Part 385.15 (copy provided) outlines procedures for petitioning the Federal Motor Carrier Safety Administration for an administrative review of these findings. Your petition should be addressed to:

Chief Safety Officer  
Federal Motor Carrier Safety Administration  
1200 New Jersey Avenue SE,  
Washington, DC 20590

In addition, a request for a revised rating based on corrective actions may be made at any time. Part 385.17 (copy provided) outlines the procedures for such a request. The request must be made in writing, must describe the corrective action taken and must include other documentation that may be relied upon as a basis for the requested change. Address your written request to:

Curtis L. Thomas  
Regional Field Administrator  
Eastern Service Center  
802 Cromwell Park Drive Suite N  
Glen Burnie, MD21061  
(443) 703-2240

Ensure that a CC copy of the letter is mailed to:

Christopher Rotondo  
Federal Motor Carrier Safety Administration  
One Independence Way Suite 120  
Princeton, NJ 08540

Information on your compliance status, roadside inspections, regulatory changes, accident counter measures and







**Part B Requirements and/or Recommendations**

hazardous material counter measures is available on the Internet at the Federal Motor Carrier Safety Administration's web site at <http://www.fmcsa.dot.gov/> and <http://www.safer.fmcsa.dot.gov/>.

All Other Motor Carriers: This review will result in a Proposed Safety Rating. The findings indicate you are currently operating at an unsatisfactory level of safety compliance. A written notice of proposed unsatisfactory rating will be sent to you by the FMCSA via U.S. Mail. If you fail to obtain an improved rating within 60 days of the date that notice is sent, the unsatisfactory rating will become final and you must cease interstate operations.

Information on your compliance status, roadside inspections, regulatory changes, accident counter measures and hazardous material counter measures is available on the Internet at the Federal Motor Carrier Safety Administration's web site at <http://www.fmcsa.dot.gov/> and <http://www.safer.fmcsa.dot.gov/>.

For all Investigations that did not result in a Cooperative Safety Plan:

You may prepare a corrective action letter, addressing the measures taken to correct the violations identified within this report. Submit this letter, and any additional evidence necessary to prove the corrective action has been taken to

Curtis L. Thomas  
Regional Field Administrator  
Eastern Service Center  
802 Cromwell Park Drive Suite N  
Glen Burnie, MD21061  
(443) 703-2240

Ensure that a CC copy of the letter is mailed to:

Christopher Rotondo  
Federal Motor Carrier Safety Administration  
One Independence Way Suite 120  
Princeton, NJ 08540

This letter should be submitted as soon as possible. If you have a proposed Unsatisfactory or Conditional Rating the letter must be submitted prior to the effective date of your Unsatisfactory or Conditional Rating.

**2. VEHICLE MAINTENANCE BASIC - CARGO RELATED PROCESS BREAKDOWN: Training and Communication**

**DESCRIPTION OF SAFETY MANAGEMENT AREA BREAKDOWN:**

All drivers employed by Greatwide American Trans-Freight LLC are required to complete pre-trip and post-trip driver vehicle inspection reports on a daily basis. In addition, Greatwide American Trans-Freight LLC uses certified mechanics and maintains all required inspections and records of repair.

Approximately 55.84% of carriers operation is transporting intermodal containers. The chassis are owned, repaired and maintained by the Intermodal Equipment Providers. They are usually only in the control of the carrier for several hours and then returned. The drivers have been trained to conduct pre-trip inspections but they have not been identifying obvious out of service violations identified by the State Police on inspection reports. For example, driver Johnson was placed OOS on a roadside inspection on 5/8/13 for third axel right and left brake chamber- non manufactured holes in spring brake housing area due to rust, inoperable required left and right stop lamps, failure to ensure intermodal container securement and more than one ply is exposed in the sidewall with an area that exceeds 2 square inches. The driver made the repairs following the inspections but was not able to identify the defects prior to the inspection that could have caused a breakdown or accident. The carrier has substantial paperwork on file to validate it's maintenance program but it lacks substance as indicated by carrier's vehicle out of service rate.

**BASIC SPECIFIC RECOMMENDED REMEDIES**

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





## Part B Requirements and/or Recommendations

### Training.

- Convey expectations to all applicable staff for adhering to cargo-handling, loading, and securement 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 handling, loading, and securement requirements and schedule or resources.
- Communicate the carrier's Vehicle Maintenance percentile to all staff and explain to them individually what they can do to help improve the percentile.
- Ensure that managers and supervisors regularly communicate and demonstrate their commitment to proper cargo handling, loading, and securement.
- Train drivers on procedures for load-limit verification, loading/unloading, securement, and en-route inspections. The training should address steps to be taken when the shipper will not allow the driver to check out the load-for example, if the driver is not allowed on the shipper's property and containers are sealed.
- Implement a training/testing program that includes hands-on demonstration. Create opportunities for individual instruction and coaching as appropriate, focusing on identified problem areas.
- Ensure that drivers are trained in vehicle Out-of-Service (OOS) rules, their responsibilities to adhering to those rules, and the carrier's procedures for reporting OOS violations and communicating appropriately with other personnel.
- Train all staff who are required to monitor and track cargo handling, loading, and securement on the appropriate company policies, including those related to discipline and incentives.
- Provide hiring officials with guidance on how best to attract, screen, and qualify applicants who are most likely to adhere to cargo-handling, loading, and securement regulations and company policies and procedures.
- Reinforce training on cargo-handling, loading, and securement policies, procedures, and responsibilities to drivers and other employees, using job aids, post-training testing, and/or refresher training. Encourage informal feedback among drivers so that they can help each other to improve.

### 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.

### 3. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Training and Communication

DESCRIPTION OF PROCESS BREAKDOWN: Greatwide American Trans-freight is lacking a training/testing program to current drivers on proper log completion and how to achieve proper rest on trips. Carrier also needs to train drivers on the proper use of sleeper berths, including the correct procedure for entering time spent in a berth as a co-driver. Most of the violations found in HOS were due to improper rest periods.

### 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).
- 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





## Part B Requirements and/or Recommendations

### 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.
- Train drivers on the proper use of sleeper berths, including the correct procedure for entering time spent in a berth as a co-driver on the driver's Record of Duty Status (RODS).
- 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.

### 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.

