



1500 SW Arrowhead Road  
Topeka, KS 66604-4027

Phone: 785-271-3100  
Fax: 785-271-3354  
<http://kcc.ks.gov/>

Dwight D. Keen, Chair  
Shari Feist Albrecht, Commissioner  
Jay Scott Emler, Commissioner

Laura Kelly, Governor

**NOTICE OF PENALTY ASSESSMENT**  
**19-TRAM-337-PEN**

February 28, 2019

Oscar Ochoa, President  
Moonlite Trucking, Inc.  
1126 Old Hwy 56  
Council Grove, KS 66846

This is a notice of a penalty assessment against Moonlite Trucking, Inc. (Moonlite Trucking) for violation(s) of Kansas Motor Carrier Safety Statutes, Rules, and Regulations discovered during a compliance review conducted on January 24, 2019, by Kansas Corporation Commission Special Investigator Jared Smith. Penalties are assessed in accordance with the FY 2019 Uniform Penalty Assessment Matrix, approved by the Commission on August 7, 2018. For a full description of the penalty(s) and terms and obligations please refer to the Order attached to this notice.

**IF YOU ACCEPT THE PENALTY:** Moonlite Trucking has been assessed a \$250 penalty. You have thirty (30) days from the date of service of the Penalty Order to pay the penalty. Please remit payment of \$250, through your personal account with the Kansas Corporation Commission's KTRAN system located at <https://puc.kcc.ks.gov/ktran/>. If you have not received a letter from the Transportation Division assigning you a PIN, please contact that Division at 785-271-3145. You must have an account through KTRAN to pay the penalty owed.

The attached Order requires a representative of Moonlite Trucking to attend a Commission-sponsored safety seminar within ninety (90) days from the date of the Order and to provide the undersigned Litigation Counsel with written proof of attendance. A schedule of dates and locations for safety seminars can be found at the Commission's website [http://www.kcc.state.ks.us/trans/safety\\_meetings.htm](http://www.kcc.state.ks.us/trans/safety_meetings.htm). The Order also requires your company to submit to one follow-up safety compliance review within 18 months from the date of the Order. Transportation Staff will contact your company at a later date to determine an appropriate time for this review.

**IF YOU CONTEST THE PENALTY ORDER: You have the right to request a hearing.** A request for hearing must be made in writing, setting forth the specific grounds upon which relief is sought. Moonlite Trucking must file, within fifteen (15) days from the date of service of this Order, the request for hearing with the Commission's electronic filing system found at <https://puc.kcc.ks.gov/e-filing/e-express/>, and mail a copy of the request for hearing to the undersigned at the above address. If you do not have access to the internet, you can mail an original and seven copies of the request to the Secretary to the Commission at 1500 S.W. Arrowhead Road, Topeka, Kansas 66604, and mail a copy to the undersigned Litigation Counsel. K.A.R. 82-1-215; K.S.A. 2018 Supp. 77-542.

**IF YOU FAIL TO ACT:** Failure to pay the penalty of \$250 within thirty (30) days from the date of service of the Penalty Order or failure to comply with the terms of the Order, or in the alternative, failure to provide a timely written request for a hearing, will result in the Order becoming final and may result in additional sanctions of suspension and/or revocation of your motor carrier operating authority.

Respectfully,

Ahsan A. Latif  
Litigation Counsel  
(785) 271-3118

**THE STATE CORPORATION COMMISSION  
OF THE STATE OF KANSAS**

Before Commissioners:     Dwight D. Keen, Chair  
                                     Shari Feist Albrecht  
                                     Jay Scott Emler

In the Matter of the Investigation of **Moonlite**     )  
**Trucking, Inc., of Council Grove, KS,**     )  
Regarding the Violation of the Motor Carrier     )  
Safety Statutes, Rules and Regulations and the     ) Docket No. 19-TRAM-337-PEN  
Commission's Authority to Impose Penalties,     )  
Sanctions and/or the Revocation of Motor     )  
Carrier Authority.     )

**PENALTY ORDER**

The above-captioned matter comes before the State Corporation Commission of the State of Kansas (Commission). Having examined its files and records, and being duly advised in the premises, the Commission finds and concludes as follows:

**I.     JURISDICTION**

1.     Pursuant to K.S.A. 2018 Supp. 66-1,108b, 66-1,111, 66-1,112, 66-1,114, 66-1,114b and 66-1,115, the Commission is given full power, authority and jurisdiction to supervise and control motor carriers, as defined in K.S.A. 2018 Supp. 66-1,108, doing business or procuring business in Kansas, and is empowered to do all things necessary and convenient for the exercise of such power, authority and jurisdiction.

2.     Pursuant to K.S.A. 2018 Supp. 66-1,129a, 66-1,130 and 66-1,142b, the Commission may suspend operations, revoke or amend certificates, and initiate sanctions or fines against every motor carrier and every person who violates any provision of Kansas law in regard

to the regulation of such motor carriers and persons, or who fails to obey any order, decision or regulation of the Commission.

3. The Commission has the authority, pursuant to K.A.R. 82-1-237, to investigate an entity under the Commission's jurisdiction and issue an order on the Commission's own motion when the Commission believes the entity is in violation of the law or any order of the Commission.

## **II. BACKGROUND**

4. Moonlite Trucking, Inc. (Moonlite Trucking) has private and common operating authority with the Commission and further operates under USDOT number 599193.

5. Moonlite Trucking is a private and common motor carrier which primarily hauls grain, feed, hay and fertilizer - non HM.

## **III. STATEMENT OF FACTS**

6. Pursuant to the jurisdiction and authority cited above, on January 24, 2019, Commission Staff (Staff) Special Investigator Jared Smith conducted a safety compliance review of the operations of Moonlite Trucking. A copy of the safety compliance review is included in this Penalty Order as Attachment "A" and is hereby incorporated by reference. As a result of this investigation, the special investigator identified one (1) violation(s) of the Motor Carrier Safety Regulations.

- a. On December 4, 2018, Moonlite Trucking required or permitted its driver, Stewart Sisson, to operate a CDL-required commercial motor vehicle, a 2010 Kenworth, VIN ending in 338494, GVWR 52,000 lbs., pulling a 1984 J & L trailer, VIN ending in 1001695, GVWR 68,000 lbs., in interstate commerce from Lyons, Kansas to Hastings, Nebraska. This trip

is evidenced by Employee's Log Report, a copy of which is attached hereto as Attachment "B" and is hereby incorporated by reference. At the time of this transportation, Moonlite Trucking failed to make an inquiry every 12 months into the annual motor vehicle record (MVR) of its driver and maintain the response(s) of each state agency in the driver qualification file. The special investigator discovered two (2) violations of this type. The carrier's failure to inquire into its driver's MVR at least once every 12 months and maintain a copy of the MVR in the driver qualification file is a violation of 49 C.F.R. Part 391.25(a) and (c)(1), adopted by K.A.R. 82-4-3g, and authorized by K.S.A. 2018 Supp. 66-1,112. Staff recommends a fine of \$250.

#### **IV. STAFF'S RECOMMENDATIONS**

7. Based upon the available facts, Staff recommends the Commission finds Moonlite Trucking committed one (1) violation(s) of Kansas law that governs motor carriers, including various provisions of the Federal Motor Carrier Safety Regulations (FMCSRs), as adopted by the Kansas Administrative Regulations, and is therefore subject to sanctions or fines imposed by the Commission.

8. Additionally, Staff recommends a civil penalty of \$250 for one (1) violation(s) of the Motor Carrier Safety Statutes, Rules and Regulations.

9. Staff further recommends that a representative from Moonlite Trucking be required to attend a Commission-sponsored safety seminar within ninety (90) days from the date of this Order, and provide Litigation Counsel with written proof of attendance. A schedule of the

dates and locations for safety seminars can be found on the Commission's website at [http://kcc.ks.gov/trans/safety\\_meetings.htm](http://kcc.ks.gov/trans/safety_meetings.htm).

10. Finally, Staff recommends that Moonlite Trucking submit to one follow-up safety compliance review within eighteen (18) months from the date of this Order. Transportation Staff will contact the motor carrier at a later date to determine an appropriate time for this review.

## **V. CONCLUSIONS OF LAW**

11. The Commission finds it has jurisdiction over Moonlite Trucking because it is a motor carrier as defined in K.S.A. 2018 Supp. 66-1,108.

12. The Commission finds Moonlite Trucking committed one (1) violation(s) of Kansas law that governs motor carriers, including various provisions of the Federal Motor Carrier Safety Regulations (FMCSRs), as adopted by the Kansas Administrative Regulations, and is therefore subject to sanctions or fines imposed by the Commission.

### **THE COMMISSION THEREFORE ORDERS THAT:**

A. Moonlite Trucking, Inc., of Council Grove, KS is hereby assessed a \$250 civil penalty for one (1) violation(s) of Kansas law governing the regulation of motor carriers, the Kansas Administrative Regulations and provisions of the Federal Motor Carrier Safety Regulations, as adopted by the Kansas Administrative Regulations.

B. Moonlite Trucking is hereby ordered to attend a Commission-sponsored safety seminar within ninety (90) days from the date of this Order, and is to provide Litigation Counsel with written proof of attendance.

C. Moonlite Trucking is ordered to submit to one follow-up safety compliance review within eighteen (18) months from the date of this Order. Transportation Staff will contact the carrier to set up the appointment.

D. Pursuant to K.S.A. 2018 Supp. 77-537 and K.S.A. 77-542, any party may request a hearing on the above issue(s) by submitting a written request setting forth the specific grounds upon which relief is sought. The request may be electronically filed with the Commission's electronic filing system at <https://puc.kcc.ks.gov/e-filing/e-express/>, within fifteen (15) days from the date of service of this Order, and a copy of the request mailed to the Litigation Division. If you do not have access to the internet, you can mail an original and seven copies of the request to the Secretary to the Commission, at 1500 S.W. Arrowhead Road, Topeka, Kansas 66604, and mail a copy of the request to Litigation Counsel. A hearing will be scheduled only upon written request. Failure to timely request a hearing will result in a waiver of Moonlite Trucking's right to a hearing, and this Penalty Order will become a Final Order assessing a \$250 civil penalty against Moonlite Trucking, and ordering a representative from Moonlite Trucking to attend a Commission-sponsored safety seminar within ninety (90) days from the date of this Order and provide Litigation Counsel with written proof of attendance, and to submit to a safety compliance review within 18 months from the date of this Order.

E. If a request for hearing is filed, attorneys for all parties shall enter their appearances in Commission proceedings by giving their names and addresses for the record. For civil penalties exceeding \$500, a corporation shall appear before the Commission by its attorney, unless waived by the Commission for good cause shown and a determination that such waiver is in the public interest. K.S.A. 77-515(c); K.A.R. 82-1-228(d)(2); K.A.R. 82-1-202(a). For civil penalties less than \$500, a corporation may appear by a duly authorized representative of the corporation. K.S.A. 2018 Supp. 66-1,142b(e) and amendments thereto.

F. If you do not request a hearing, the payment of the civil penalty of \$250 is due in thirty (30) days from the date of service of this Order. Payment of \$250 must be made through

your personal account with the Kansas Corporation Commission's KTRAN system located at <https://puc.kcc.ks.gov/ktran/>. You must have an account through KTRAN to pay the penalty.

G. Failure to pay the \$250 civil penalty within thirty (30) days from the date of service of this Penalty Order, *see* K.S.A. 66-1,105, and/or failure to comply with the provisions of this Order, may result in suspension of Moonlite Trucking's motor carrier operating authority without further notice. Additionally, the Commission may impose further sanctions to include, but not limited to, the issuance and enforcement of revocation of authority and/or cease and desist orders, and any other remedies available to the Commission by law, without further notice.

H. The Commission retains jurisdiction over the subject matter and the parties for the purpose of entering such further orders, as necessary.

**BY THE COMMISSION IT IS SO ORDERED.**

Keen, Chair; Albrecht, Commissioner; Emler, Commissioner

Dated: 02/28/2019



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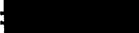





Lynn M. Retz  
Secretary to the Commission

AAL



## **ATTACHMENT “A”**



	<b>US DOT #</b> 599193	<b>Legal:</b> MOONLITE TRUCKING INC <b>Operating (DBA):</b>			
<b>MC/MX #:</b> 288883		<b>Federal Tax ID:</b>  (EIN)			
<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> Non-HM    N/A		<b>Gross Revenue:</b>  for year ending: 12/31/2018			
<b>Shipper:</b> N/A    N/A					
<b>Cargo Tank:</b> N/A					
<b>Company Physical Address:</b>					
 COUNCIL GROVE, KS 66846					
<b>Contact Name:</b> Oscar Ochoa					
<b>Phone numbers: (1)</b> 					
<b>E-Mail Address:</b> 					
<b>Company Mailing Address:</b>					
 COUNCIL GROVE, KS 66846					
<b>Carrier Classification</b>					
Authorized for Hire					
<b>Cargo Classification</b>					
Grain, Feed, Hay			Other: Fertilizer-Non HM		
<b>Equipment</b>					
	Owned	Term Leased	Trip Leased		Owned Term Leased Trip Leased
Truck Tractor	4	0	0	Trailer	8 0 0
Power units used in the U S 4					
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>					
	Inter	Intra	<b>Average trip leased drivers/month:</b> 0		
< 100 Miles:			<b>Total Drivers:</b> 2		
>= 100 Miles:	2		<b>CDL Drivers:</b> 2		





**MOONLITE TRUCKING INC**  
U.S. DOT #: 599193

Review Date  
02/01/2019

**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

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

**Person(s) Interviewed**


**Name:** Oscar Villalobos

**Title:** Office Manager

**Name:** Oscar Ochoa

**Title:** President



	<b>MOONLITE TRUCKING INC</b> U.S. DOT #. 599193	Review Date: 02/01/2019
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### Part B Violations

1 FEDERAL	Primary. 391.51(b)(4)	Discovered 2	Checked 2	Drivers/Vehicles In Violation 2	Checked 2
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#### Description

Failing to maintain the responses of each State agency to the annual driver record inquiry required by 391.25(a).

#### Example

On December 4, 2018 Moonlite Trucking Inc. had driver Stewart Sisson (KS CDL# [REDACTED]) operate a 2010 Kenworth (Unit # 1, VIN# [REDACTED] 338494) in combination with a 1984 J & L (Unit # 95, VIN# [REDACTED] 1001695). The vehicle have a gross vehicle weight rating of 52,000 lbs. and 68,000 lbs. Driver Stewart Sisson operated in commerce on a trip from Lyons, Kansas to Hastings, Nebraska. This trip is evidenced by a driver's record of duty status, a bill of lading and a fuel receipt. At the time of this trip carrier was found to be in violation of failing to maintain the responses of each State agency to the annual driver record inquiry required by 391.25(a).

2 FEDERAL	Primary: 391.51(b)(5)	Discovered 2	Checked 2	Drivers/Vehicles In Violation 2	Checked 2
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#### Description

Failing to maintain a note relating to the annual review of the driver's driving record as required by 391.25(c)(2).

#### Example

On December 4, 2018 Moonlite Trucking Inc. had driver Stewart Sisson (KS CDL# [REDACTED]) operate a 2010 Kenworth (Unit # 1, VIN# [REDACTED] 338494) in combination with a 1984 J & L (Unit # 95, VIN# [REDACTED] 1001695). The vehicle have a gross vehicle weight rating of 52,000 lbs. and 68,000 lbs. Driver Stewart Sisson operated in commerce on a trip from Lyons, Kansas to Hastings, Nebraska. This trip is evidenced by a driver's record of duty status, a bill of lading and a fuel receipt. At the time of this trip carrier was found to be in violation of failing to maintain a note relating to the annual review of the driver's driving record as required by 391.25(c)(2).

3 FEDERAL	Primary 391.51(b)(6)	Discovered 2	Checked 2	Drivers/Vehicles In Violation 2	Checked 2
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#### Description

Failing to maintain a list or certificate relating to violations of motor vehicle laws and ordinances required by 391.27.

#### Example

On December 4, 2018 Moonlite Trucking Inc. had driver Stewart Sisson (KS CDL# [REDACTED]) operate a 2010 Kenworth (Unit # 1, VIN# [REDACTED] 338494) in combination with a 1984 J & L (Unit # 95, VIN# [REDACTED] 1001695). The vehicle have a gross vehicle weight rating of 52,000 lbs. and 68,000 lbs. Driver Stewart Sisson operated in commerce on a trip from Lyons, Kansas to Hastings, Nebraska. This trip is evidenced by a driver's record of duty status, a bill of lading and a fuel receipt. At the time of this trip carrier was found to be in violation of failing to maintain a list or certificate relating to violations of motor vehicle laws and ordinances required by 391.27.

4 FEDERAL	Primary. 391.51(b)(9)	Discovered 2	Checked 2	Drivers/Vehicles In Violation 2	Checked 2
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#### Description

Failing to place a note related to the verification of the medical examiner's listing on the National Registry of Certified Medical Examiners required by 391.23(m) in driver qualification file(s).

#### Example

On December 4, 2018 Moonlite Trucking Inc. had driver Stewart Sisson (KS CDL# [REDACTED]) operate a 2010 Kenworth (Unit # 1, VIN# [REDACTED] 338494) in combination with a 1984 J & L (Unit # 95, VIN# [REDACTED] 1001695). The vehicle have a gross vehicle weight rating of 52,000 lbs. and 68,000 lbs. Driver Stewart Sisson operated in commerce on a trip from Lyons, Kansas to Hastings, Nebraska. This trip is evidenced by a driver's record of duty status, a bill of lading and a fuel receipt. At the time of this trip carrier was found to be in violation of failing to place a note related to the verification of the medical examiner's listing on the National Registry of Certified Medical Examiners required by 391.23(m) in driver qualification file(s).





MOONLITE TRUCKING INC  
U.S. DOT #: 599193

Review Date  
02/01/2019

### Part B Violations

#### Safety Fitness Rating Information:

Total Miles Operated 315,902  
Recordable Accidents 0  
Recordable Accidents/Million Miles 0.00

OOS Vehicle (CR): 0

Number of Vehicle Inspected (CR): 3

OOS Vehicle (MCMIS): 0

Number of Vehicles Inspected (MCMIS): 0

Your proposed safety rating is :

**SATISFACTORY**

#### Rating Factors

Acute Critical

Factor 1:	S	0	0
Factor 2:	S	0	0
Factor 3:	S	0	0
Factor 4:	S	0	0
Factor 5:	N	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. FMCSA recently announced planned improvements to the Carrier Safety Measurement System (SMS) which was implemented in December 2010 as part of the Agency's broader Compliance, Safety, Accountability (CSA) initiative. A preview of these improvements is currently available to motor carriers. The system changes are scheduled to be available to the public in July 2012.

There will be additional opportunity for public comment on the changes after the preview period ends in July 2012. The improvements to SMS are based on ongoing analysis and feedback from enforcement personnel, the motor carrier industry, and other stakeholders. The changes more effectively identify and prioritize high-risk and other unsafe motor carriers for enforcement interventions designed to reduce commercial motor vehicle crashes and hazardous materials incidents.

Motor carriers currently have the ability to preview how the improvements impact their individual safety data in SMS. These improvements include: (1) Changes to the SMS methodology that identify higher risk carriers while addressing industry biases, (2) better applications of SMS results for Agency interventions by more accurately identifying safety sensitive carriers (i.e., carriers transporting people and carriers hauling hazardous materials (HM)), so that such firms can be selected for CSA interventions at more stringent levels, and, (3) more specific fact-based displays of SMS results on the SMS Web site.

The data preview may be found at <http://csa.fmcsa.dot.gov/>. During the data preview period, the Agency requests comments on the impacts of the changes.

2. 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.
- **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 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>



## Part B Requirements and/or Recommendations

FMCSA recently announced planned improvements to the Carrier Safety Measurement System (SMS) which was implemented in December 2010 as part of the Agency's broader Compliance, Safety, Accountability (CSA) initiative. A preview of these improvements is currently available to motor carriers. The system changes are scheduled to be available to the public in July 2012. There will be additional opportunity for public comment on the changes after the preview period ends in July 2012. The improvements to SMS are based on ongoing analysis and feedback from enforcement personnel, the motor carrier industry, and other stakeholders. The changes more effectively identify and prioritize high-risk and other unsafe motor carriers for enforcement interventions designed to reduce commercial motor vehicle crashes and hazardous materials incidents. Motor carriers currently have the ability to preview how the improvements impact their individual safety data in SMS. These improvements include: (1) Changes to the SMS methodology that identify higher risk carriers while addressing industry biases; (2) better applications of SMS results for Agency interventions by more accurately identifying safety sensitive carriers (i.e., carriers transporting people and carriers hauling hazardous materials (HM)), so that such firms can be selected for CSA interventions at more stringent levels; and, (3) more specific fact-based displays of SMS results on the SMS Web site. The data preview may be found at <http://csa.fmcsa.dot.gov/>. During the data preview period, the Agency requests comments on the impacts of the changes.

This letter should be submitted as soon as possible.

For all Investigations that did not result in a Cooperative Safety Plan: The KCC requires that you prepare a corrective action letter, addressing the measures taken to correct the violations identified within this report. Submit this letter within 30 days outlining the carrier's updated changes to their policies and procedures regarding all listed violations. Explain in detail how, as a carrier representative, you will rectify these deficiencies and prevent their reoccurrence going forward. Include any supporting documentation and evidence as indicated in the recommendations above, (example: vehicle inspections performed, proof of drug and alcohol testing in place, etc.) necessary to prove that corrective action has been taken. Mail the letter along with copies of your supporting evidence to

Kansas Corporation Commission  
Attn: Gary Davenport  
1500 SW Arrowhead Rd  
Topeka, KS 66604-4027

### 3. DRIVER FITNESS BASIC PROCESS BREAKDOWN Monitoring and Tracking

**DESCRIPTION OF PROCESS BREAKDOWN:** Moonlite Trucking Inc's violations occurred due to a breakdown regarding the monitoring and tracking elements within this section. Carrier has established an organized driver qualification file; however, you need to develop a better methodology for ensuring that the drivers have all the requisite paperwork in his file. These duties and the documents verifying their completion require monitoring to ensure compliance. Utilize the documents provided to you during this review to assist you in correcting the deficiencies.


**BASIC SPECIFIC RECOMMENDED REMEDIES:** Make sure that you run a motor vehicle record (MVR) at least once every 365 days. This documentation should be maintained in the driver qualification file. Make sure to complete the certificate and review of driving record (page 18 of the Redbook). When drivers get a new medical card make sure to go online and verify the medical examiner is listed with the FMCSA. Feel free to contact me at 913-755-1289 with any questions or concerns.

**Implement Safety Improvement Practices:** The following are recommended practices related to Monitoring and Tracking Processes.

- Implement an effective process for monitoring and documenting all drivers' job functions, training, qualifications, renewal dates, disclosed medical conditions, and operational restrictions, including those of drivers on a waiver program or with impairments that may be satisfied by a Skill Performance Evaluation certificate, to ensure that assignments are covered by qualified drivers.
- Review and retain each driver's Motor Vehicle Record (MVR) at least annually to ensure compliance with company policies, Federal regulations, and State and local laws and ordinances related to driver fitness. If a driver





	<b>MOONLITE TRUCKING INC</b> U.S. DOT # 599193	Review Date 02/01/2019
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### Part B Requirements and/or Recommendations

seems to have numerous violations, the MVR should be reviewed more often. Random MVR checks in addition to annual checks are also effective. File the MVR in each driver's driver qualification file after review.

- Maintain each driver's investigation history file in a secure location with limited and controlled access for as long as the driver is employed and for three years thereafter.
- Maintain roadside inspection reports, moving violation records, training records, the Commercial Driver's License (CDL), the dispatch schedule, bills of lading, and the medical report to help evaluate the performance of all staff involved in qualifying drivers (dispatchers and managers) and the effectiveness of the policies and procedures.
- Implement a system for keeping accurate records of employee driver fitness training needs, such as entry-level and HAZMAT training, and completed training, via software, a checklist in the driver's file, and/or another appropriate method.
- Evaluate personnel who are monitoring driver fitness performance by making sure they are reviewing driver-assignment and qualification files, applying the performance standards fairly, consistently, and equitably, and documenting the evaluations.
- Regularly evaluate the company's driver fitness-related inspection results via the Federal Motor Carrier Safety Administration's (FMCSA) website at <http://ai.fmcsa.dot.gov/SMS>. Assess violations for process breakdowns and how to remedy them. Use data to help implement an effective process beyond self-reporting to monitor, document, and evaluate compliance with driver-fitness regulations and company policies.
- When monitoring and tracking any driver-fitness-related issue, always assess whether it is individual or represents a systemic breakdown in one of the Safety Management Processes (Policies and Procedures, Roles and Responsibilities, etc.).

#### 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.

4. I acknowledge that these requirements and/or recommendations have been discussed with me and my questions have been answered. I understand that failure to satisfactorily remedy the above-listed requirements, and/or failure to comply with Kansas Motor Carrier Safety Statutes and Regulations could result in the suspension of Moonlite Trucking Inc's operating authority and/or the impoundment of Moonlite Trucking Inc commercial motor vehicles.

\_\_\_\_\_  
Carrier Representative

\_\_\_\_\_  
Date



## **ATTACHMENT “B”**

Council Grove, KS 66846

## Employee's Log Report

SORTED BY: Employee Name

Range of Employee Names: Sisson, Stewart R - Sisson, Stewart R

Range of Dates: 12/1/2018 - 12/31/2018

Employee Code: 1 Sisson, Stewart R

Log Date: 12/4/2018

Miles Driven: 365

Reporting Level: Moonlite Trucking Inc.

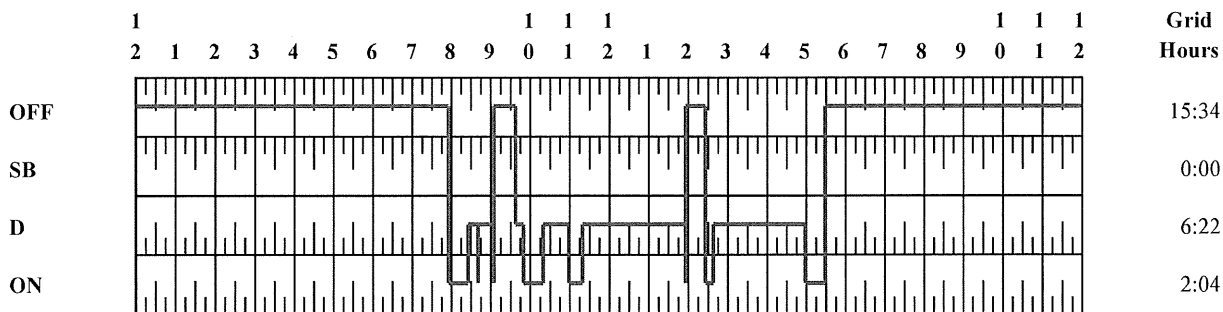
Job Class: (Not Specified)

Tractor Number: 1

Trailer Number: 95

Shipment Info:

Driver Type: Property Carrying

☐ Driver Returned To and Released From Normal Work Reporting Location

Start Time	Status	Duration	Rule Set	Location
12:00 AM	Off Duty	7:56:00	US 70 Hour	Lyons, KS
7:56 AM	On-Duty Not Driving	0:31:00	US 70 Hour	Lyons, KS
8:27 AM	Driving	0:14:00	US 70 Hour	Lyons, KS
8:41 AM	On-Duty Not Driving	0:01:00	US 70 Hour	Lyons, KS
8:42 AM	Driving	0:23:00	US 70 Hour	Lyons, KS
9:05 AM	On-Duty Not Driving	0:01:00	US 70 Hour	McPherson, KS
9:06 AM	Off Duty	0:33:00	US 70 Hour	McPherson, KS
9:39 AM	Driving	0:11:00	US 70 Hour	McPherson, KS
9:50 AM	On-Duty Not Driving	0:30:00	US 70 Hour	McPherson, KS
10:20 AM	Driving	0:38:00	US 70 Hour	McPherson, KS
10:58 AM	On-Duty Not Driving	0:20:00	US 70 Hour	Salina, KS
11:18 AM	Driving	2:35:00	US 70 Hour	Salina, KS
1:53 PM	On-Duty Not Driving	0:01:00	US 70 Hour	Hastings, NE
1:54 PM	Off Duty	0:30:00	US 70 Hour	Hastings, NE
2:24 PM	On-Duty Not Driving	0:11:00	US 70 Hour	Hastings, NE
2:35 PM	Driving	2:21:00	US 70 Hour	Hastings, NE
4:56 PM	On-Duty Not Driving	0:29:00	US 70 Hour	Lucas, KS
5:25 PM	Off Duty	6:35:00	US 70 Hour	Lucas, KS

## Log Notes and Remarks

7:56 AM - On-Duty Not Driving - pti trk1 and trl95 unloading

9:50 AM - On-Duty Not Driving - loading ats

10:58 AM - On-Duty Not Driving - fueling

2:24 PM - On-Duty Not Driving - unloading ats

4:56 PM - On-Duty Not Driving - pti trk1 and trl95

**CERTIFICATE OF SERVICE**

19-TRAM-337-PEN

I, the undersigned, certify that the true copy of the attached Order has been served to the following parties by means of first class mail/hand delivered on 02/29/2019.

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/S/ DeeAnn Shupe  
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DeeAnn Shupe