

**UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION**

)	Order No.: MA-2013-5004-IMH
)	
LUCKY RIVER TRANSPORTATION CORP.)	
DBA LUCKY STAR)	Service
US DOT NO.: 1216817)	Date: <u>6/5/2013 3:40 pm</u>
)	
Edward Leung)	Service
Albert Leung)	Date: <u>6/5/2013 3:40 AM</u>
Maria Wong)	
Qiao M. Chen)	

IMMINENT HAZARD
OPERATIONS OUT-OF-SERVICE ORDER

This is an Imminent Hazard Operations Out-of-Service Order (“Order”) issued by the Secretary of Transportation pursuant to 49 U.S.C. § 521(b)(5)(A), 49 U.S.C. § 13905(f), 49 U.S.C. § 31144(c)(1), (2), and (5), and 49 C.F.R. § 386.72(b)(1), and pursuant to a delegation of authority to the Regional Field Administrator, Easter Service Center, Federal Motor Carrier Safety Administration (“FMCSA”), United States Department of Transportation (“USDOT”), Glen Burnie, Maryland. This Order applies to **Lucky River Transportation Corporation dba Lucky Star** (USDOT# 1216817) and Edward Leung, Albert Leung, Maria Wong, and Qiao M. Chen, individually (referred to collectively herein as “you”, “your”, “it”, and/or “Lucky Star”) and to all vehicles owned or operated by Lucky Star, including without limitation the commercial motor vehicles identified herein.

The Secretary and FMCSA find your operations and the continued operation of any commercial motor vehicles (including but not limited to VINs YE2CC12B312045664, YE2TC13B5Y2044136, YE2TC13B3Y2044023, YE2TC13B112O44141, YE2TC62B7W2043663, YE2TC12B0Y2043803, YE2TC12B7Y2043832,

YE2TC12B7Y2043801, YE2TC12B9Y2043802, YE2TC62BXX2043724,
YE2TC62B6X2043736, YE2CC11B4Y2045524, YE2CC11B2Y2045523,
YE2TC12B4Y2043917, YE2CC13B012045216, YE2TC13B5Y2044119,
YE2CC13B7Y2045028, YE2CC13B3Y2045026, YE2CC2BB6C2046302,
YE2CC2BB8C2046303, YE2CC2BB4C2046301), referred to herein as “commercial motor vehicles,” “motor vehicles,” and/or “motor coaches,” constitutes an imminent hazard. This finding means that based upon your present state of unacceptable safety compliance, your operation of any commercial motor vehicle poses an imminent hazard to public safety.

Effective immediately, you must cease operating any commercial motor vehicle, specifically including the commercial motor vehicles listed in this Order. “Operate” or “Operating” includes without limitation all interstate and intrastate transportation by drivers from all dispatching locations or terminals. Lucky Star’s commercial motor vehicle(s), specifically including the commercial motor vehicles listed in this Order, may not be operated in interstate or intrastate commerce by any other motor carrier or any driver; such commercial motor vehicle may not be operated – even without passengers. Any movement of Lucky Star’s commercial motor vehicles(s), specifically including the commercial motor vehicles identified in this Order, to any storage or repair or other location for the purposes of repair, sale, storage, or final destination must be accomplished only by towing, such that the commercial motor vehicles themselves are not driven or operated. Lucky Star’s commercial motor vehicles may be moved only upon the written approval of the Regional Field Administrator for FMCSA’s Eastern Service Center.

Commercial motor vehicles and their drivers now in interstate or intrastate commerce may proceed to their next immediate destination, which is defined as the next scheduled stop for

vehicles already in motion where the passengers can be safely accommodated. (*See* 49 C.F.R. § 386.72(b)(4) and (5)).

LUCKY STAR MAY NOT LOAD OR TRANSPORT ANY ADDITIONAL PASSENGERS, NOR MAY LUCKY STAR OPERATE ANY COMMERCIAL MOTOR VEHICLE IN INTERSTATE OR INTRASTATE COMMERCE WHILE THIS ORDER IS IN EFFECT.

Within eight (8) hours of the service of this Order, Lucky Star must submit to the Regional Field Administrator in writing by facsimile the location of each of the commercial motor vehicles operated by Lucky Star, including the vehicles identified in this Order. The submission must be sent to:

Regional Field Administrator

443-703-2253 (facsimile)

I. JURISDICTION

Lucky Star is a passenger motor carrier engaged in interstate commerce using commercial motor vehicles and employing drivers and is therefore subject to the Federal Motor Carrier Safety Regulations (“FMCSRs”), 49 C.F.R. Parts 350-399, and the alcohol and controlled substances regulations at 49 C.F.R. Part 40, as well as the Orders of the USDOT and FMCSA. (*See* 49 U.S.C. §§ 506, 507, 13501, 31133, 31136, and 31144). Edward Leung, Albert Leung, Maria Wong, and Qiao M. Chen are individuals who own, manage, control, direct or otherwise oversee the operations of Lucky Star. Lucky Star is required to comply with, and to ensure that its drivers comply with, the FMCSRs and Orders of the USDOT and FMCSA. (49 C.F.R. § 390.11). This Order has the force and effect of any other Order issued by the FMCSA and is binding upon Lucky Star, Edward Leung, Albert Leung, Maria Wong, and Qiao M. Chen, as

well as any and all of its officers, members, directors, successors, assigns and closely affiliated companies. This Order applies to all motor carrier operations and all vehicles owned, leased, rented or otherwise operated by Lucky Star, including but not limited to the vehicles identified in this Order.

II. BASIS FOR ORDER

The basis for determining that Lucky Star's motor carrier operations pose an imminent hazard to the public is Lucky Star's widespread and serious noncompliance with Federal safety regulations.¹ Lucky Star fails to ensure that its motor coaches are systematically and properly inspected, repaired and maintained and meet minimum safety standards; indeed, Lucky Star, through the actions of Qiao M. Chen, dispatched a motor coach that had an approximate 4 foot by 2 foot hole in the bottom of the motor coach and significant frame damage.² Inspections on May 10, 2013 and May 21, 2013 resulted in four out of six motor coaches owned by Lucky Star being placed out of service and a total of 69 vehicle defects discovered.³ Lucky Star has an ineffective inspection repair and maintenance program because the company is unable to keep up with the inspection, repair and maintenance with the near around-the-clock dispatch-schedule it maintains.⁴ Investigators discovered that Lucky Star's motor coaches broke down on 80 separate

¹ Edward Leung as the President, Albert Leung as the Vice President, Maria Wong as the Assistant Secretary, and Qiao M. Chen as the Operations Manager are responsible for ensuring Lucky Star's compliance with the FMCSRs.

² During the investigation, Ms. Chen advised that the bus had been dispatched from New York City with passengers and baggage below. She reported that she had hoped to have hidden the bus from the investigators.

³ The violations discovered included windshield defects, defective emergency exits, brake violations, rotted floors of the bus, and numerous other violations.

⁴ Steven J. Desmarias, head mechanic and part-time driver, admitted to the investigator that he is unable to keep up with the demands of the schedule of buses and the age of the fleet.

occasions between New York City and Boston from May 5, 2012 through May 22, 2013. These break downs over a period of one year, involved over 10 of Lucky Star's 21 motor coaches, some of them simultaneously. For example, on December 27, 2012, three of Lucky Star's motor coaches broke down and on February 17, 2013, two broke down. These break downs caused passengers to have to disembark along the highway and at unscheduled stop areas. Lucky Star's inadequate maintenance program substantially increases the risk of serious injury or death and is an imminently hazardous and potentially deadly situation for Lucky Star's drivers, passengers and the motoring public.

Lucky Star fails to monitor and ensure that its drivers comply with drivers' hours of service requirements, drivers' records of duty requirements, and drivers' controlled substances and alcohol use and testing requirements. Lucky Star has no system for monitoring and tracking drivers' hours of service and does not require its drivers to complete records of duty status. Lucky Star fails to test drivers for controlled substances before allowing them to perform safety-sensitive functions. Lucky Star's continued and blatant disregard for the FMCSRs substantially increases the likelihood of serious injury or death and is an imminently hazardous and potentially deadly risk for its drivers and passengers and for the motoring public.

III. BACKGROUND

Lucky Star was created and applied for a USDOT number on or about June 17, 2005. On its MCS-150 Form dated May 21, 2013, Lucky Star identified its President as Edward Leung and its Vice-President as Albert Leung.

On or around May 21, 2013, FMCSA initiated an investigation of Lucky Star as part of its 2013 passenger carrier safety initiative. The carrier was identified for investigation after having two BASICS in alert at the time of assignment. Lucky Star had an 85.7 percent in the

Unsafe Driving BASIC and a 44.8 percent in the Hours of Service Compliance BASIC.

FMCSA's investigation uncovered egregious regulatory violations demonstrating Lucky Star's flagrant disregard for motor coach passenger safety.⁵ Lucky Star does not have a systematic vehicle inspection, repair, and maintenance program in place to prevent the operation of unsafe motor coaches.⁶ During the investigation, FMCSA requested 5 motor coaches be available for inspection. Upon the FMCSA investigator's arrival the next day, those 5 buses were in Lucky Star's garage and 4 mechanics were actively working on the buses. Because this was not regularly scheduled maintenance, another 5 buses were selected. Again, when the FMCSA inspector arrived the next day, those selected buses were being worked on in Lucky Star's garage.

Three of the 5 buses were placed out of service and a total of 47 defects were discovered, resulting in a 66.67% out of service rate. On May 21, 2013, the FMCSA investigator observed motor coach 889, which had come into the garage the night before. The motor coach had an approximate 4 foot by 2 foot hole in the bottom of the motor coach including significant frame damage. In total, 4 out of 6 motor coaches inspected were placed Out of Service and 69 vehicle defects were discovered.

The FMCSA Investigator also discovered that on October 13, 2012, Lucky Star's motor coach 773 was placed out of service for a defective emergency exit. On October 14, 2012, Lucky Star dispatched motor coach 773 from Boston to New York City and return. The motor coach was not repaired until October 15, 2012. In the event of a rollover, fire, crash or other

⁵ As part of its investigation, FMCSA completed a compliance review of Lucky Star. Lucky Star received a proposed safety rating of "Unsatisfactory."

⁶ See 49 C.F.R. § 396.3(a) ("Every motor carrier...must systematically inspect, repair, and maintain, or cause to be systematically inspected, repaired, and maintained, all motor vehicle...equipment subject to its control.")

emergency, a defective emergency exit would prevent passengers from exiting and reaching safety. Lucky Star's dispatch of motor coach 773 when it knew that motor coach 773 was placed out of service is a flagrant disregard for regulations and/or orders and for passenger safety. Dispatch of vehicles known by the carrier to be unsafe combined with evidence of an ineffective or nonexistent vehicle maintenance program substantially increases the likelihood of a crash resulting in death or injury.

Lucky Star fails to monitor and ensure that its drivers comply with drivers' hours of service requirements, drivers' records of duty requirements, and drivers' controlled substances and alcohol use and testing requirements. Lucky Star does not have safety management practices in place to ensure its drivers are preparing and submitting accurate records of duty status and that they comply with the maximum hours of service limitations. Lucky Star is not requiring its drivers to turn in records of duty status or supporting documents related to the records of duty status. Of 6 drivers that were sampled, 5 drivers were found to have exceeded the maximum driving hours on multiple occasions, with several drivers being allowed to drive more than 10 hours regularly and one driver, Cheng Guan Zheng who drove 12 hours on December 26, 2012. Of the 6 drivers sampled, 4 drivers were found to have falsified their records of duty status. On numerous instances, the drivers actually reported on their records of duty status that they drove over the maximum driving time allowed. Had Lucky Star checked these records, the violations would have been discovered. During the investigation, Ms. Chen admitted to FMCSA investigators that there is no one that monitors the drivers' logs for compliance. Lucky Star's reckless actions result in drivers transporting passengers at a time when they may be fatigued because of driving in excess of the maximum driving time and/or other hours of service regulations.

Lucky Star's compliance with FMCSA mandated controlled substances and alcohol use and testing requirements is also egregiously deficient. Lucky Star has not enrolled several drivers in their random controlled substance and/or alcohol testing program and is using drivers to perform safety sensitive functions before receiving negative pre-employment controlled substance test results. Lucky Star's irresponsible actions in allowing unqualified drivers to operate its motor coaches substantially increase the likelihood of serious injury or death to Lucky Star's drivers, passengers, and the motor public.

Lucky Star has had two drivers placed Out of Service for not being able to communicate in English and then allowed those drivers to drive again within days, totally disregarding the Out of Service orders. Specifically, driver Jin Huan Chen was placed Out of Service on May 4, 2013 and was allowed to drive again on May 7, 2013. Driver Jing Chong Zhao was placed Out of Service on or about February 22, 2013 and Lucky Star allowed him to drive again on or about February 24, 2013. With the assistance of an interpreter, FMCSA discovered that neither driver received any English communication training since being ordered out of service. Lucky Star falsified both of the inspection certifications on the driver/vehicle inspection reports that all of the violations were corrected when, in fact, it had taken no steps to ensure that the drivers could communicate in English.

Ms. Chen, the Operations Manager, falsely reported during this investigation that the company had terminated its Global Positioning Systems (GPS) service for its vehicles. The 2009 Compliance Review reported that Lucky Star claimed that it did not have GPS but would obtain GPS for each of its vehicles and would monitor them for compliance with the speed limits and regulations. Documentation was discovered that showed Lucky Star had GPS in its vehicles since 2008 and currently has multiple vehicles with GPS. The GPS records and speed reports

were obtained after multiple requests. Ms. Chen told the safety investigator that she was the sole person who had access to monitor the GPS and she had to be instructed on how to obtain reports from the system thus making it clear the complete lack of monitoring drivers for compliance. Ms. Chen admitted that she did not review any of the data for speeding. The investigation and review of the reports revealed that 8 of 8 drivers sampled exceeded the maximum speed limit on numerous occasions. Forty-four records were sampled and 40 instances of drivers failing to comply with the speed limits were discovered; this amounts to a violation rate of over 90 percent. This pattern substantially increases the likelihood of a crash causing death or injury.

Individually and cumulatively, these violations and conditions of dispatch and operation substantially increase the likelihood of serious injury or death to Lucky Star drivers and the motoring public.

IV. REMEDIAL ACTION

To eliminate this imminent hazard, and before Lucky Star will be permitted to resume operations placed out-of-service by this Order, Lucky Star must take specific steps to ensure and demonstrate compliance with the FMCSRs.

1. Lucky Star must drastically change its company and management philosophy regarding driver oversight and vehicle maintenance.
2. Lucky Star must establish a DOT controlled substance and alcohol testing program in compliance with 49 C.F.R. Parts 40 (Procedures for Transportation Workplace Drug and Alcohol Testing Programs) and 382 (Controlled Substances and Alcohol Use and Testing) and provide evidence of this program to the Eastern Service Center Regional Field Administrator. Lucky Star must use only those laboratories certified by the U.S. Department of Health and Human Services' Substance Abuse and Mental Health Services Administration for

the analysis of urine specimens. Lucky Star must implement a policy on the misuse of alcohol and controlled substances that conforms to 49 C.F.R. § 382.601(b). Lucky Star must ensure that driver supervisors undergo at least 60 minutes of training on alcohol misuse as well as an additional 60 minutes of training on controlled substance use that conforms to 49 C.F.R. § 382.603.

3. Lucky Star must ensure that each driver selected for random controlled substances or alcohol testing has an equal chance of being selected each time selections are made. Lucky Star must ensure that it has received a negative pre-employment controlled substances test for each driver before using that driver to perform safety-sensitive functions. Lucky Star must establish policies and procedures to ensure that it does not dispatch a driver who has tested positive for controlled substances or alcohol until that driver has completed the return-to-duty process in 49 C.F.R. Part 40.

4. Lucky Star must establish sufficient safety management controls to abate the hazards associated with its lack of safety management controls over its drivers' hours of service. Lucky Star must ensure its drivers accurately and fully complete their daily records of duty status and submit them to the carrier within 13 days of completion. Lucky Star must maintain drivers' records of duty status and all supporting documents for a minimum period of 6 months. Further, Lucky Star must ensure that all records of duty status are accurate by using all means available to it and by comparing each with all supporting documentation.

5. Lucky Star must take aggressive and progressive steps to control drivers' hours of service.

6. Lucky Star must implement a dispatch system that ensures that no driver will be dispatched on any trip unless the driver has the necessary available hours of service to complete

the trip in accordance with 49 C.F.R. Part 395.

7. Lucky Star must ensure that each of its drivers records his or her duty status for each 24-hour period in accordance with 49 C.F.R. § 395.8. Lucky Star must ensure that each of its drivers complies with the hours of service rules in 49 C.F.R. § 395.8. Lucky Star must maintain each record of duty status for a minimum of six months in accordance with 49 C.F.R. § 395.8.

8. Lucky Star must ensure that all drivers are adequately trained in the requirements of the FMCSRs and that they are able to conduct motor carrier operations consistent with those regulations.

9. Lucky Star must submit to the Regional Field Administrator a plan detailing how you will (i) train all drivers used on compliance with the HOS regulations, (ii) monitor the compliance of all drivers with the HOS regulations, and (iii) ensure that all drivers are dispatched in such a way that scheduled routes may be completed within the maximum driving and on-duty hours, as provided in 49 C.F.R. § 395.5.

10. Lucky Star must establish safety management controls and procedures that ensure that each and every commercial motor vehicle it operates is systematically and properly inspected, maintained and repaired as required by 49 C.F.R. Part 396, and that documentation of inspections, maintenance and repair are obtained and maintained as required.

11. Lucky Star must demonstrate that it has an effective commercial motor vehicle maintenance program in place to inspect, maintain, and repairs its fleet and ensure compliance with the FMCSRs. Lucky Star must ensure and demonstrate that vehicle maintenance and safety is a company priority and must ensure and demonstrate that inspection records are accurately completed.

12. Lucky Star must ensure and demonstrate that its vehicles are in a safe operating condition and are in full compliance with 49 C.F.R. Part 393 (Parts and Accessories Necessary for Safe Operations) and Part 396 (Vehicle Maintenance).

13. Lucky Star must require its drivers to prepare Driver Vehicle Inspection Reports at the end of each day, implement a procedure so that its drivers can report safety defects and/or deficiencies, and establish and abide by procedures to ensure that reported safety defects and/or deficiencies are repaired immediately before the commercial motor vehicle is operated again. Lucky Star must train its drivers and ensure all drivers understand the meaning of a roadside out-of-service order and comply with roadside out-of-service orders.

14. Lucky Star must establish safety management controls and procedures to ensure that defects and deficiencies discovered during inspections of its commercial motor vehicles are repaired prior to the vehicle being operated. Lucky Star must ensure that no commercial motor vehicle that fails, or has failed, a safety inspection is used for the transportation of passengers prior to necessary repairs being made and the vehicle passing an appropriate safety inspection.

15. Lucky Star must contact FMCSA's Massachusetts Division and arrange for inspection of each of its commercial motor vehicles by an FMCSA inspector or an inspector designated by FMCSA.

16. Lucy Star must ensure that it does not dispatch any driver who is unable to communicate in English.

17. Lucky Star must comply with all Orders issued by FMCSA.

V. RESCISSION OF ORDER

Lucky Star is subject to this Order unless and until the Order is rescinded in writing by FMCSA. Unless and until this Order is rescinded, and until such time as Lucky Star has a valid

and active USDOT number and operating authority registration, Lucky Star is prohibited from operating any commercial motor vehicle in interstate and/or intrastate commerce. This Order will not be rescinded until the Regional Field Administrator for FMCSA's Eastern Service Center has determined that the Remedial Action requirements specified in Paragraph IV of this Order have been fully satisfied and acceptable documentation submitted.

Before this Order will be rescinded, Lucky Star must comply with the provisions of this Order, eliminate the problems constituting the imminent hazard that its operations and motor vehicles pose, and adequately demonstrate to the Regional Field Administrator's satisfaction the actions taken to eliminate the safety problems. Lucky Star cannot avoid this Order by continuing operations under the name of another person or company. Any sale, lease, or other transfer of commercial motor vehicles and/or direct assignment of contracts or other agreements for service by Lucky Star requires the written approval of the Eastern Service Center Regional Field Administrator. Any such action taken in anticipation of this Order must cease immediately.

Prior to rescission of this Order, Lucky Star will be required to:

- 1. Identify the cause for its noncompliance.**
- 2. Develop a detailed Safety Management Plan of action that addresses each area of non-compliance, the steps it intends to take to overcome its non-compliance, and a time table for these steps.**
- 3. Certify in writing the commitment of Lucky Star to comply with the FMCSRs.**
- 4. Execute the Safety Management Plan and provide certification by all owners and officers.**

Any request to rescind this Order and documentation demonstrating satisfaction of the Remedial Action requirements must be directed to the Regional Field Administrator, Eastern

Service Center, with a copy to the Division Administrator, Massachusetts Division, at the following addresses:

Regional Field Administrator, Eastern Service Center
Federal Motor Carrier Safety Administration
802 Cromwell Park Drive, Suite N
Glen Burnie, MD 21061

Division Administrator, Massachusetts Division
Federal Motor Carrier Safety Administration
50 Mall Road, Suite 212
Burlington, MA 01803

Rescission of this Order does not constitute a reinstatement of Lucky Star's Federal operating authority registration or its USDOT Number. In order for Lucky Star to resume motor carrier operations in the United States, Lucky Star will be required to apply to reactivate its USDOT number registration, reapply for and receive operating authority registration, and demonstrate that Lucky Star is fit and willing and able to comply with: 1) the statutory and regulatory registration requirements; 2) applicable safety regulations including the FMCSRs; 3) the commercial motor vehicle safety requirements of employers and employees set forth in 49 U.S.C. § 31135; 4) the safety fitness requirements set forth in 49 U.S.C. § 31144; and 5) minimum financial responsibility requirements established under 49 U.S.C. §§ 13906 and 31138.

VI. FAILURE TO COMPLY

Failure to comply with the provisions of this Order may subject Lucky Star to an action in the United States District Court for equitable relief and punitive damages. Lucky Star may be assessed civil penalties of up to \$25,000 for a violation of this Order. (49 U.S.C. § 521(b)(2)(F) and 49 C.F.R. Part 386 App. A. § IV(g)). If violations are determined to be willful, criminal penalties may be imposed, including a fine of up to \$25,000 and imprisonment for a term not to exceed one year. (49 U.S.C. § 521 (b)(6)(A)).

VII. PENALTIES FOR VIOLATIONS

Any motor carrier that violates Federal requirements, including the FMCSRs, and/or permits its employee(s) to violate Federal requirements is subject to civil and/or criminal penalty provisions. Penalty provisions for violations of Federal statutes and regulations are separate and distinct from this Order. Penalties may be assessed for the violations of Federal requirements, including the FMCSRs and Orders of the FMCSA, previously discovered, discovered after the service of this Order, and/or discovered during subsequent investigations.

VIII. RIGHT TO REVIEW

You have the right to administrative review in accordance with 5 U.S.C. § 554 and 49 C.F.R. § 386.72(b)(4). An administrative review, if requested, must occur within 10 days of the issuance of this Order. (49 U.S.C. § 521(b)(5) and 49 C.F.R. § 386.72(b)(4)). A request for review must be addressed to the Assistant Administrator, United States Department of Transportation, Federal Motor Carrier Safety Administration, with a copy sent to FMCSA's Adjudications Counsel and the Regional Field Administrator, Eastern Service Center at the following addresses:

Assistant Administrator
Federal Motor Carrier Safety Administration
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Federal Motor Carrier Safety Administration
Office of the Chief Counsel - Adjudications
1200 New Jersey Avenue S.E., W61-323
Washington, DC 20590

Regional Field Administrator, Eastern Service Center
Federal Motor Carrier Safety Administration
802 Cromwell Park Drive, Suite N
Glen Burnie, MD 21061

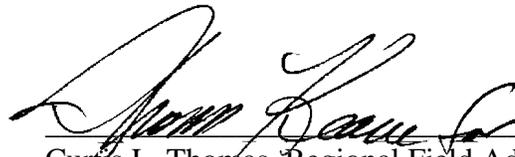
The request must state the material facts at issue which you believe dispute or contradict

the finding that Lucky Star's operations constitute an imminent hazard to the public.

**A REQUEST FOR ADMINISTRATIVE REVIEW DOES NOT IN ANY WAY
SUSPEND OR DELAY YOUR DUTY TO COMPLY WITH THIS ORDER**

IMMEDIATELY. This Order is separate and independent from all other orders or actions that may be issued by FMCSA, and does not amend or modify any other such orders or actions. Any request for administrative review of this Order does not attach to or apply to any other order or action.

Date: June 5, 2013


Curtis L. Thomas, Regional Field Administrator
United States Department of Transportation
Federal Motor Carrier Safety Administration



U.S. Department
Of Transportation

Federal Motor Carrier
Safety Administration

Eastern Service Center
802 Cromwell Park Drive
Suite N
Glen Burnie, MD 21061
(443) 703-2240

CERTIFICATE OF SERVICE

I, David E. Gahn, certify that an **OPERATIONS OUT-OF-SERVICE ORDER** and a **NOTICE OF REVOCATION OF OPERATING AUTHORITY REGISTRATION AND SUSPENSION OF USDOT NUMBER** issued by the United States Department of Transportation, Federal Motor Carrier Safety Administration to Lucky River Transportation Corporation dba Lucky Star (USDOT No.: 1216817) was served this 5 day of June, 2013, at 340 o'clock p.m. by personally handing it

to:
Edward Leung (Name)
President (Title)

at the location of:
38 Damrell St. Unit F. 2nd Floor Boston, MA 02111

David E. Gahn
(Signature)
David E. Gahn
(Name)
Safety Investigator
(Title)
70 Commercial St. Suite 102
(Business Address)
Concord, NH 03301
603 228-3112
(Office Telephone Number)