

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

1 Noor Trucking, Inc.

**USDOT No. 3724751
MC No. 1593753**

)
) **Order No.: NJ-2024-5001-IMH**
)
) **Service Date: May 24, 2024**
)
) **Service Time: 12:03 pm**
)

**IMMINENT HAZARD
OPERATIONS OUT-OF-SERVICE ORDER**

This is an Imminent Hazard Operations Out-of-Service Order (“ORDER”) issued by the Secretary of the United States Department of Transportation (the “Secretary”) pursuant to 49 U.S.C. §§ 521(b)(5)(A), 13905(f), 31132(3), 31133(a)(10), 31134, 31144(c)(1), and 49 CFR § 386.72(b)(1), and pursuant to a delegation of authority to the Regional Field Administrator, Eastern Service Center, Federal Motor Carrier Safety Administration (“FMCSA”), and the United States Department of Transportation (“USDOT”). This ORDER applies to 1 Noor Trucking, Inc. (USDOT No. 3724751) and any other business or name under which 1 Noor Trucking, Inc. conducts motor carrier operations (collectively referred to as “you,” “your,” or “1 Noor Trucking, Inc.”). Additionally, this ORDER applies to all of 1 Noor Trucking, Inc.’s officers, agents and employees and to all commercial motor vehicles (“CMV”)¹ owned by or operated on behalf of 1 Noor Trucking, Inc.

The Secretary and the FMCSA find 1 Noor Trucking, Inc.’s continued operation of any CMV in interstate or intrastate commerce constitutes an **imminent hazard**. This finding means that based upon 1 Noor Trucking, Inc.’s present state of unacceptable safety compliance, 1 Noor Trucking, Inc.’s operation

¹ Under 49 CFR § 390.5T, a commercial motor vehicle includes “any self-propelled or towed motor vehicle used on a highway in interstate commerce to transport passengers or property when the vehicle—(1) [h]as a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight, of 4,536 kg (10,001 pounds) or more, whichever is greater; or (2) [i]s designed or used to transport more than 8 passengers (including the driver) for compensation; or (3) [i]s designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation.”

of any CMV substantially increases the likelihood of serious injury or death if not discontinued immediately.

**EFFECTIVE IMMEDIATELY 1 NOOR TRUCKING, INC. MUST CEASE ALL
COMMERCIAL MOTOR VEHICLE OPERATIONS IN INTERSTATE AND INTRASTATE
TRANSPORTATION.**

1 Noor Trucking, Inc.’s vehicles and drivers now in interstate or intrastate commerce may proceed to the next scheduled stop where the cargo on board can be safety secured.

**1 NOOR TRUCKING, INC. MAY NOT LOAD OR TRANSPORT ANY ADDITIONAL
CARGO OR OPERATE ANY COMMERCIAL MOTOR VEHICLE IN INTERSTATE OR
INTRASTATE COMMERCE WHILE THIS ORDER IS IN EFFECT.**

“Operate” or “operating” includes, without limitation, all interstate and intrastate transportation by 1 Noor Trucking Inc.’s drivers from all dispatching locations or terminals.

1 Noor Trucking, Inc. cannot avoid this ORDER by continuing operations under the name of another person or company. See 49 U.S.C. § 31135(b); 49 CFR §§ 385.1005 and 386.73.

I. JURISDICTION

1 Noor Trucking, Inc. conducts motor vehicle operations in interstate commerce using CMVs and is subject to Federal motor carrier safety statutes and regulations, including the Federal Motor Carrier Safety Regulations (“FMCSRs”), 49 CFR Parts 350-399, and the alcohol and controlled substances regulations at 49 CFR Part 40, as well as Orders of the USDOT and FMCSA. See 49 U.S.C. §§ 506, 507, 13501, 31133, 31136, 31144 and 31306. 1 Noor Trucking, Inc. is required to comply, and to ensure its drivers comply, with the FMCSRs, alcohol and controlled substances regulations, and Orders of the USDOT and FMCSA. See 49 U.S.C. § 31135(a); 49 CFR § 390.11.

This ORDER has the force and effect of any other Order issued by FMCSA and is binding on 1 Noor Trucking, Inc. and all owners, 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 1 Noor Trucking, Inc.

II. BACKGROUND AND BASIS FOR ORDER

The basis for determining that 1 Noor Trucking, Inc.’s motor vehicle operations pose an imminent hazard to the public is 1 Noor Trucking Inc.’s continued widespread noncompliance with Federal safety regulations, including regulations in 49 CFR Part 382 (Controlled Substances and Alcohol Use and Testing), 49 CFR Part 383 (Commercial Driver’s License Standards; Requirements and Penalties), 49 CFR Part 392 (Driving of CMVs) and 49 CFR Part 395 (Hours of Service of Drivers).

FMCSA’s investigation and inspection by FMCSA’s state partners revealed that 1 Noor Trucking, Inc. lacks effective safety management controls to ensure its drivers operate CMVs safely. The cumulative violations of the FMCSRs significantly increase the likelihood of death or serious injury to 1 Noor Trucking, Inc.’s drivers and the motoring public and establishes an imminent hazard if not discontinued immediately.

The specific deficiencies that substantially increase the likelihood of serious injury or death if not discontinued immediately are as follows:

A. Egregious Safety Violations Discovered During Investigation

During a Compliance Investigation (“CI”) that began on April 23, 2024, New Jersey State Trooper Kenneth Simkovich (“Trooper Simkovich”) discovered extensive acute and/or critical violations in almost every part of the FMCSRs that he reviewed, including 49 CFR Parts 382, 383, 392, and 395. Cumulatively, these violations demonstrate 1 Noor Trucking, Inc.’s lack of effective safety management controls. The proposed safety rating based on the CI is Conditional.

1. Controlled Substances and Alcohol Use and Testing

The April 2024 CI revealed that 1 Noor Trucking, Inc. disregarded numerous requirements in 49 CFR Part 382, the controlled substances and alcohol use testing program regulations, leading to dangerously unsafe driving behavior by its driver. While 1 Noor Trucking, Inc. is registered with the Drug and Alcohol Clearinghouse, it failed to conduct random alcohol testing at an annual of rate not less than the applicable annual rate of the average number of driver positions in violation of 49 CFR § 382.305(b)(1). Moreover, Gurpreet Singh (“Singh”), owner/operator, sole driver and President of 1 Noor Trucking, Inc., was selected for a random alcohol test on December 20, 2023 and refused the test. Subsequently, 1 Noor Trucking, Inc. allowed its driver Singh to operate a CMV in interstate commerce on numerous occasions in violation of 49 CFR § 382.211. Specifically, 1 Noor Trucking, Inc.’s disregard for the controlled substances and alcohol use testing regulations allowed for the following unsafe driving incidents:

1. On March 22, 2024, a 1 Noor Trucking, Inc. CMV being operated by Singh was stopped on Interstate 78 in New Jersey by New Jersey State Trooper J.A. Garcia (“Trooper Garcia”) while failing to maintain its lane. After observing visible signs of impairment, including blood shot and watery eyes and slow movement of the hands, Trooper Garcia conducted a Field Sobriety Test which Singh failed. A probable cause search of 1 Noor Trucking, Inc.’s CMV being operated by Singh revealed four open vodka bottles. Singh admitted to Trooper Garcia that he had a couple of shots of vodka that day. Singh was placed under arrest and, pursuant to New Jersey state law, was charged with use of alcohol, a prohibited controlled substance (N.J.S. § 39:3-10.13), driving while intoxicated (N.J.S. § 39:4-50) and prohibition of an open, unsealed alcoholic beverage container or cannabis item in a motor vehicle (N.J.S. § 39:4-51B).

2. On March 28, 2024, Deputy James Rue with the Washington County, Oregon Sheriff's Office performed a Level II inspection of 1 Noor Trucking, Inc.'s CMV being operated by Singh and found a bottle marked "vodka" in the cab of the truck tractor. Singh confirmed that he was the owner/operator of 1 Noor Trucking, Inc. Deputy Rue cited Singh with possession of alcohol while on-duty, or operating, or in physical control of a CMV, a violation of 49 CFR § 392.5(a)(3) and placed him out-of-service for 24 hours for the violation.
3. Later in the afternoon on March 28, 2024, Deputy Tyler Van Wormer with the Clackamas County, Oregon Sheriff's Office stopped 1 Noor Trucking Inc.'s CMV while being operated by Singh when he committed a traffic violation. Deputy Van Wormer observed that Singh's eyes were glassy and red/blood shot and he detected an odor of alcohol about Singh's person. Field sobriety tests administered to Singh by Deputy Van Wormer confirmed his belief that Singh was impaired to a noticeable and perceptible degree. A breath test administered to Singh by Deputy Van Wormer revealed a Blood Alcohol Content ("BAC") of 0.07%. Deputy Van Wormer cited Singh for using alcohol, or being under the influence of alcohol, within 4 hours before going on duty or operating, or having physical control of, a commercial motor vehicle, a violation of 49 CFR § 392.5(a)(1) and using alcohol, being under the influence of alcohol, or having any measured alcohol concentration or detected presence of alcohol, while on duty, or operating, or in physical control of a commercial motor vehicle, a violation of 49 CFR § 392.5(a)(2).
4. The alcohol-related violations occurring on March 22 and 28, 2024 were not Singh's first or second alcohol-related violation while operating a CMV for 1 Noor Trucking, Inc. Records maintained by the FMCSA show that on August 31, 2023, Singh was operating a

CMV for 1 Noor Trucking, Inc. when he became subject to a roadside inspection on State Route 347 in Pinal, Arizona. During the August 31, 2023 roadside inspection, Singh underwent a Preliminary Breath Test ("PBT") that revealed a quick capture of .111 %. Singh was cited for driving a CMV while using alcohol, being under the influence of alcohol, or having any measured alcohol concentration or detected presence of alcohol, while on duty, or operating, or in physical control of a commercial motor vehicle, a violation of 49 CFR § 392.5(a)(2). Pursuant to Arizona state law, Singh was arrested for driving under the influence while in physical control of a vehicle, (ARS 28-138l(A)(l)) and operating a CMV with a BAC of .04 or more (ARS 28-138l(A)(4)).

Additionally, as part of the April 2024 CI, Trooper Simkovich cited 1 Noor Trucking, Inc. with permitting its driver to use alcohol, or be under the influence of alcohol within four hours before going on duty or operating, or having physical control of, a commercial motor vehicle, an acute violation of 49 CFR § 392.5(b)(1).

2. Hours of Service

1 Noor Trucking, Inc. failed to have a system in place to monitor its drivers' hours of service compliance as required by 49 CFR Part 395. During the April 2024 CI, owner/operator Singh provided Trooper Simkovich with a .pdf version of 1 Noor Trucking, Inc.'s electronic logging devices ("ELD") for March 2024 as it was discovered that the ELDs failed to display engine hours or odometer readings. Singh conducted 15 trips in March 2024 but only supplied Trooper Simkovich with bills of lading for nine of the 15 trips which would require a bill of lading. In reviewing 1 Noor Trucking, Inc.'s records of duty status ("RODS"), Trooper Simkovich discovered that, in an attempt to conceal hours of service violations, 1 Noor Trucking, Inc. submitted eight false RODS for March 2024:

1. On March 9, 2024, Singh did not identify any driving time on his ELD, but drove approximately 11 hours and 39 minutes (776 miles).
2. On March 10, 2024, Singh did not identify any driving time, but drove approximately 14 hours and 32 minutes (1,042 miles).
3. On March 11, 2024, Singh identified on his ELD that he was off duty in Centennial, Wyoming from 12:40 a.m. until 12:00 a.m. on March 12, 2024; however, bill of lading #MO0079691999 from that date indicated Singh made a delivery in Salt Lake City, Utah on March 11, 2024. Centennial, Wyoming and Salt Lake City, Utah are approximately 5 hours and 36 minutes apart (391 miles).
4. On March 12, 2024, Singh identified on his ELD that he was off duty in Centennial, Wyoming from 12:00 a.m. until 8:52 p.m. The ELD displays no driving time; however, when Singh logged into his ELD at 8:52 p.m., the GPS identified his location as Aberdeen, Idaho. Centennial, Wyoming and Aberdeen, Idaho are approximately 7 hours and 17 minutes apart (495 miles).
5. On March 13, 2024, Singh did not identify any driving time, but drove approximately 10 hours and 51 minutes (762 miles).
6. On March 14, 2024, Singh did not identify any driving time, but drove approximately 11 hours and 29 minutes (830 miles).
7. On March 15, 2024, Singh identified on his ELD that he was on duty, not driving in Granger, Indiana from 12:00 a.m. to 4:25 a.m. The ELD displayed no driving time; however, when Singh logged into his ELD at 4:25 a.m., the GPS identified his location as Elkton, Maryland. Granger, Indiana and Elkton, Maryland are approximately 9 hours and 31 minutes apart (640 miles).

8. On March 28, 2024, Singh identified on his ELD that he was off duty in Elkton, Maryland all day. The ELD displayed no driving time. Singh was the subject of a roadside inspection in Washington County, Oregon from 8:40 a.m. until 9:20 a.m. Elkton, Maryland and Washington County, Oregon are approximately 40 hours and 50 minutes apart (2,851 miles).

As a result of the above findings, Trooper Simkovich cited the following critical violations in the CI: failing to preserve driver's records of duty status supporting documents for six months in violation of 49 CFR § 395.8(k)(1); failing to require a driver to prepare a record of duty status using the appropriate method in violation of 49 CFR § 395.8(a)(1) and making, or permitting a driver to make, a false report regarding duty status in violation of 49 CFR § 395.8(e)(1).

Additionally, as part of the April 2024 CI, Trooper Simkovich cited 1 Noor Trucking, Inc. with permitting or authorizing its driver to operate a CMV in the United States if the employer knows or should reasonably know that the driver, or the CMV the driver is operating, or the motor carrier operation is subject to an out-of-service order, a violation of 49 CFR § 383.37(d).

Further, during a Level II truck inspection on March 28, 2024 in Hillsboro, Oregon, Singh was cited for having no ELD or RODS of any kind, a violation of 49 CFR § 395.8(a)(1). Later in the day on March 28, 2024 in Clackamas Oregon, Singh was again cited for having no ELD or RODS of any kind, a violation of 49 CFR § 395.8(a)(1) as well as cited for: (1) violating an out-of-service order pursuant to 49 CFR § 392.5(a), a violation of 49 CFR § 392.5(c)(2) and (2) driving a CMV after being declared out-of-service, a violation of 49 CFR § 395.13(d)(1).

3. Unsafe Driving

1 Noor Trucking, Inc.'s safety management practices do not ensure that its drivers safely operate CMVs, including operating in accordance with the laws, ordinances and regulations of the jurisdiction in which the CMVs are operated, as required by 49 CFR Part 392.

On March 22, 2024, Singh, owner/operator, sole driver and President of 1 Noor Trucking, Inc. was operating a CMV in New Jersey and was cited with reckless driving (N.J.S. § 39:4-96), unsafe lane change (N.J.S. 39:4-88B) and following too close (N.J.S. § 39:89).

On March 28, 2024, Singh, owner/operator, sole driver and President of 1 Noor Trucking, Inc. was operating a CMV on Highway 10 in Hillsboro, Oregon when he rear-ended a passenger vehicle and left the scene of the accident. As a result, he was cited for following too close, a violation of 49 CFR § 392.2.

On August 31, 2023, Singh, owner/operator, sole driver and President of 1 Noor Trucking, Inc. was operating a CMV in Pinal, Arizona when he was cited for improper passing/passing on the right-hand shoulder, a violation of 49 CFR § 392.2.

B. Effect of Violations

1 Noor Trucking, Inc.'s complete and utter disregard for the FMCSRs substantially increases the likelihood of serious injury or death for its drivers and the motoring public if its operations are not discontinued immediately. 1 Noor Trucking, Inc.'s entire operations constitute an imminent hazard to safety which may only be abated by the cessation of its entire operations.

III. REMEDIAL ACTION

To eliminate this imminent hazard, and before 1 Noor Trucking, Inc. will be permitted to resume its motor carrier operations placed out of service by this Order, 1 Noor Trucking, Inc. must take specific steps to ensure and demonstrate compliance with the FMCSRs including the following:

1. 1 Noor Trucking, Inc. must establish safety management controls and procedures that ensure compliance with the Controlled Substances and Alcohol Use and Testing requirements in 49

CFR Parts 40 (Procedures for Transportation Workplace Drug and Alcohol Testing Programs) and 382 (Controlled Substances and Alcohol Use and Testing).

2. 1 Noor Trucking, Inc. must establish safety management controls and procedures to ensure that drivers that operate commercial motor vehicles, as defined in 49 CFR § 382.107, in interstate and intrastate commerce comply with the prohibitions and limitations on the use of alcohol and controlled substances in accordance with 49 CFR Part 382.
3. 1 Noor Trucking, Inc. must establish safety management controls and procedures to ensure that its drivers comply with the hours of service requirements as set forth in 49 CFR Part 395 including ensuring its drivers (1) prepare and submit records of duty status using the appropriate method, (2) retain and submit supporting documents, (3) do not exceed maximum driving times, and (4) do not falsify records of duty status. 1 Noor Trucking, Inc.'s safety management controls must also ensure that it maintain drivers' records of duty status and supporting documents for 6 months in accordance with 49 CFR § 395.8(k)(1).
4. 1 Noor Trucking, Inc. must establish safety management controls and procedures to ensure that it does not require or permit a driver who has been declared out-of-service to continue to operate its CMVs until the out-of-service violation has been resolved.
5. 1 Noor Trucking, Inc. must establish safety management controls and procedures to ensure that its drivers will operate, and are capable of operating, CMVs in accordance with the laws, ordinances, and regulations of the jurisdiction(s) in which the CMV is operated.
6. In accordance with 49 CFR § 390.3T(e), 1 Noor Trucking, Inc. must ensure that all drivers are adequately trained in the requirements of the FMCSRs and that they can conduct motor carrier operations consistent with those regulations.
7. 1 Noor Trucking, Inc. must comply with all Orders issued by FMCSA.

IV. RESCISSION OF ORDER

1 Noor Trucking, Inc. is subject to this ORDER unless and until this ORDER is rescinded in writing by FMCSA. Until this ORDER is rescinded and 1 Noor Trucking, Inc. has a valid and active USDOT number and, as applicable, operating authority registration, 1 Noor Trucking, Inc. is prohibited from operating any CMV, as defined by 49 CFR § 390.5, 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 III of this ORDER, have been fully satisfied and acceptable documentation submitted.

Before this ORDER may be rescinded, 1 Noor Trucking, Inc. must comply with the provisions of this ORDER, eliminate the deficiencies constituting the imminent hazard that its CMV operations pose, and provide evidence satisfactory to the Regional Field Administrator for FMCSA's Eastern Service Center of the actions taken to eliminate safety problems.

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, New Jersey Division, at the following addresses:

Regional Field Administrator, Eastern Service Center
Federal Motor Carrier Safety Administration
31 Hopkins Plaza, Suite 800
Baltimore, MD 21201
Email: ESCEnforcement@dot.gov

Division Administrator, New Jersey Division
Federal Motor Carrier Safety Administration
5 Independence Way, Suite 250
Princeton, NJ 08540
Email: mnnjoff@dot.gov

In order for 1 Noor Trucking, Inc. to resume for-hire motor carrier operations in interstate or intrastate commerce, 1 Noor Trucking, Inc. will be required to apply for any required operating authority registration and demonstrate that it 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 31139.

To be eligible for registration, 1 Noor Trucking, Inc. must not be subject to any other order prohibiting it from operating in interstate commerce.

V. ENFORCEMENT OF ORDER

This ORDER, issued pursuant to 49 U.S.C. §§ 521(b)(5)(A), 13905(f), 31144(c)(1) and (5), 31132(3), 31133, and 31134 and 49 CFR § 386.72(b)(1), is an Order of, and enforceable by, the Secretary. Violations of this ORDER may subject 1 Noor Trucking, Inc. to civil penalties and may also result in an action in the United States District Court for equitable relief and punitive damages. 1 Noor Trucking, Inc. may be assessed civil penalties of up to \$33,252 for each violation of this ORDER. *See* 49 U.S.C. §§ 507, 521(b)(2)(F) and 521(b)(4) and 49 CFR Part 386 App. A. § IV(g)). 1 Noor Trucking, Inc. may also be assessed civil penalties of not less than \$13,300 for providing transportation requiring registration, including operating a CMV in interstate commerce, without operating authority registration and up to \$18,758 for operating a CMV in interstate commerce without USDOT number registration. *See* 49 U.S.C. §§ 14901, 14702-03, 507, 521(b)(2)(F) and 31134. 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).

VI. PENALTIES FOR VIOLATIONS OF FEDERAL REQUIREMENTS

Any person, including any CMV operator, employer, and/or 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 statute 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.

VII. RIGHT TO REVIEW

1 Noor Trucking, Inc. has the right to administrative review under 5 U.S.C. § 554 and 49 CFR § 386.72(b)(4). If requested, administrative review must commence within ten days after the petition for review is filed and must be concluded as expeditiously as practicable but may run longer than ten days from the date of issuance of such Order or the filing of the petition for review. *See* 49 U.S.C. § 521(b)(5) and 49 CFR § 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 Adjudications Counsel and the Regional Field Administrator, Eastern Service Center, via electronic mail or at the following addresses:

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

Adjudications Counsel (MC-CCA)
Federal Motor Carrier Safety Administration
Office of the Chief Counsel
1200 New Jersey Avenue, S.E.
Washington, DC 20590
Email: FMCSA.Adjudication@dot.gov

Regional Field Administrator, Eastern Service Center
Federal Motor Carrier Safety Administration
31 Hopkins Plaza, Suite 800
Baltimore, MD 21201
Email: ESCEnforcement@dot.gov

The request must state the material facts at issue which 1 Noor Trucking, Inc. believes disputes or contradicts the finding that its CMV operations in interstate or intrastate commerce constitute an imminent hazard to the public.

A REQUEST FOR ADMINISTRATIVE REVIEW DOES NOT SUSPEND OR DELAY 1 NOOR TRUCKING, INC.'S DUTY TO COMPLY WITH THIS ORDER IMMEDIATELY. *See* 49

CFR § 386.72(b)(4). This ORDER is separate and independent from all other orders or actions that may be issued by FMCSA or other jurisdiction and does not amend or modify any other orders or actions. Any request for administrative review of this ORDER does not attach to or apply to any other order or action.

**TAFT DARRYL
KELLY**

Digitally signed by TAFT DARRYL
KELLY
Date: 2024.05.24 10:16:03 -04'00'

Date: May 24, 2024

Taft Kelly, Regional Field Administrator
United States Department of Transportation
Federal Motor Carrier Safety Administration
Eastern Service Center

UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

1 Noor Trucking, Inc.

USDOT No. 3724751

MC No. 1593753

)
) Order No.: NJ-2024-5001-IMH
)
) Service Date: 5-24-2024
)
) Service Time: 12:03 PM
)

CERTIFICATE OF SERVICE

This is to certify that on the 24 day of May, 2024 at _____ m., the undersigned hand-delivered one copy of the above-styled IMMINENT HAZARD OPERATIONS OUT-OF-SERVICE ORDER by serving in hand the individual listed below at the address shown below:

Individual Served _____

Address:

9 Herman Street
Cartenet, NJ

Gurpreet Singh
Signature

Gurpreet Singh
Printed Name

2019
Freightliner
AY795D

Indrajit Singh
Speedy Haul Tr.
22782 7th St
Hayward CA. 94541

5/25/2024

AK 150355

NJ-2024-5001-IMH

PAGE 15 OF 15