

UNITED STATES DEPARTMENT OF TRANSPORTATION



Legal: IMPORTACIONES Y DISTRIBUCIONES LATINA AMERICA GAMI SA DE CV
Operating (DBA):

MC/MX #: **RFC #:** IDL090806K27 **Federal Tax ID:** **Application Tracking #:** 12075

Review Type: Safety Audit - Pre-Authority (OP1)

Scope: Entire Operation **Location of Review/Audit:** Company facility in another country **Territory:**

Operation Types **Interstate** **Intrastate**

Carrier: Non-HM N/A
Shipper: N/A N/A
Cargo Tank: N/A

Business: Corporation
Gross Revenue: \$38,461.00 **for year ending:** 4/1/2013

Company Physical Address:

Calle Segunda Numero 1457-3
Tijuana, BN 22000 MEXICO Zona Centro

Contact Name: Francisco Serrano Artalejo
Phone numbers: (1) 6641265415 (2) **Fax**
E-Mail Address: fra_mx@yahoo.com

Company Mailing Address:

PO Box 2493 Roll Drive 210-445
San Diego, CA 92154

Process Agent Address:

8601 W Cross Dr F5-305
Littleton, CO 80123

Contact Name: Penni Royston
Phone numbers: (1) 303-482-2965 (2) **Fax**
E-Mail Address:

Carrier Classification

Authorized for Hire

Cargo Classification

Other: Computer Equipment

Equipment

	Owned	Term Leased	Trip Leased	Owned	Term Leased	Trip Leased
Truck	1	0	0			

Truck 1 0 0

Power units used in the U.S.: 1

Percentage of time used in the U.S.: 95

Does carrier transport placardable quantities of HM? No
Is an HM Permit required? N/A

Driver Information

	Inter	Intra	Average trip leased drivers/month:
< 100 Miles:			0
>= 100 Miles:	1		Total Drivers: 1
			CDL Drivers: 0





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:

1778 Carr Road, Suite 3 A
Calexico, CA 92231
Phone: (760)768-7300 Fax:(760)768-6423

This SAFETY AUDIT will be used to assess your safety compliance.

Person(s) Interviewed

Name: Hector Francisco Serrano Artalejo

Title: Administrator

Name: Miguel Angel Serrano Artalejo

Title: Driver



**Part B - Questions and Answers**

Question General # 1 - Section # 387.7(a) Acute **Answer**

Does the carrier have the required minimum level of financial responsibility in effect?

Yes

Comments

Question General # 2 - Section # 387.7(d) Critical **Answer**

Does the carrier have required proof of financial responsibility?

N/A

Comments

Question General # 3 - Section # 390.15(b)(1) **Answer**

Can the carrier provide a complete accident register of recordable accidents?

N/A

Comments

Question General # 4 - Section # 390.15(b)(2) Critical **Answer**

Does the carrier have copies of all accident reports required by States or other government entities or insurers?

N/A

Comments

Question General # 5 - Section # 390.3(e) **Answer**

Is the carrier knowledgeable of the FMCSRs/HMRs?

Yes

Comments

Question General # 6 - Section # 390.21 **Answer**

Does the carrier know the commercial motor vehicles marking requirements?

Yes

Comments

Question Driver # 1 - Section # 391.51(a) Critical **Answer**

Does the carrier maintain complete driver qualification files?

Yes

Comments

Question Driver # 2 - Section # 391.11(b)(4) Acute **Answer**

Is the carrier using physically qualified drivers?

N/A

Comments

Question Driver # 3 - Section # 391.45(a), 391.45(b) Critical **Answer**

Does available evidence indicate the motor carrier has used a driver without a medical certificate or with an expired medical certificate?

N/A

Comments

Question Driver # 4 - Section # 391.15(a) Acute **Answer**

Is the carrier using any disqualified drivers?

N/A

Comments



**Part B - Questions and Answers****Question** Driver # 5 - Section # 391.51(b)(2) Critical

Does the carrier maintain driving and employment history inquiry data in driver qualification files?

Answer

N/A

Comments**Question** Driver # 6 - Section # 382.115(a) Acute

Has the carrier implemented an alcohol and/or controlled substances testing program?

Answer

N/A

Comments**Question** Driver # 7 - Section # 382.213(b) Acute

Has the carrier used drivers who have used controlled substances?

Answer

N/A

Comments**Question** Driver # 8 - Section # 382.215 Acute

Has the carrier used a driver who has tested positive for a controlled substance?

Answer

N/A

Comments**Question** Driver # 9 - Section # 382.201 Acute

Has the carrier used a driver known to have an alcohol concentration of 0.04 or greater?

Answer

N/A

Comments**Question** Driver # 10 - Section # 382.505(a) Acute

Has the carrier used a driver found to have an alcohol concentration of .02 or greater but less than .04 within 24 hours of being tested?

Answer

N/A

Comments**Question** Driver # 11 - Section # 382.301(a) Critical

Has the carrier ensured that drivers have undergone testing for controlled substances prior to performing a safety sensitive function?

Answer

N/A

Comments**Question** Driver # 12 - Section # 382.303(a) Critical

Has the carrier conducted post accident testing on drivers for alcohol and/or controlled substances?

Answer

N/A

Comments**Question** Driver # 13 - Section # 382.305 Acute

Has the carrier implemented random testing program?

Answer

N/A

Comments**Question** Driver # 14 - Section # 382.305(b)(1) Critical

Has the carrier conducted random alcohol testing at an annual rate of not less than the applicable annual rate of the average number of driver positions?

Answer

N/A

Comments

**Part B - Questions and Answers****Question** Driver # 15 - Section # 382.305(b)(2) Critical**Answer**

Has the carrier conducted controlled substance testing at an annual rate of not less than the applicable annual rate of the average number of driver positions?

N/A

Comments**Question** Driver # 16 - Section # 40.305(a)**Answer**

Has the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive functions?

N/A

Comments**Question** Driver # 17 - Section # 40.309(a)**Answer**

Is the carrier conducting follow-up testing as directed by the Substance Abuse Professional?

N/A

Comments**Question** Driver # 18 - Section # 382.211 Acute**Answer**

Has the carrier used a driver who has refused to submit to an alcohol or controlled substances test required under Part 382?

N/A

Comments**Question** Driver # 19 - Section # 382.503 Critical**Answer**

Has the carrier used a Substance Abuse Professional as required by 49 CFR Part 40 Subpart O?

N/A

Comments**Question** Driver # 20 - Section # 383.23(a) Critical**Answer**

Has a driver operated a commercial motor vehicle without a current operating license, or a license, which hasn't been properly classed and endorsed?

N/A

Comments**Question** Driver # 21 - Section # 383.37(a) Acute**Answer**

Has the motor carrier allowed it's drivers who's CDLs have been suspended, revoked or canceled by a state, have lost the right to operate a CMV in a State, or have been disqualified from operating a CMV to operate a commercial motor vehicle?

N/A

Comments**Question** Driver # 22 - Section # 383.51(a) Acute**Answer**

Has the motor carrier knowingly allowed, required, permitted, or authorized a driver to drive who is disqualified to drive a commercial motor vehicle?

N/A

Comments**Question** Operation #1 - Section # 395.8(a) Critical**Answer**

Does the carrier require drivers to make a record of duty status?

Yes

Comments

**Part B - Questions and Answers**

Question Operation #2 - Section # 395.8(i) Critical **Answer**

Does the carrier require drivers to submit records of duty status within 13 days?

N/A

Comments

Question Operation #3 - Section # 395.8(k)(1) Critical **Answer**

Can the carrier produce records of duty status and supporting documents for selected drivers?

N/A

Comments

Question Operation #4 - Section # 395.3(a)(1) Critical **Answer**

Has the carrier allowed driver(s) to exceed the 11-hour rule? (Property)

N/A

Comments

Question Operation #5 - Section # 395.3(a)(2) Critical **Answer**

Has the carrier allowed driver(s) to exceed the 14-hour rule? (Property)

N/A

Comments

Question Operation #6 - Section # 395.3(b)(1) Critical **Answer**

Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days?
(Property)

N/A

Comments

Question Operation #7 - Section # 395.3(b)(2) Critical **Answer**

Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days?
(Property)

N/A

Comments

Question Operation #8 - Section # 395.5(a)(1) Critical **Answer**

Has the carrier allowed driver(s) to exceed the 10 hour rule? (Passenger)

N/A

Comments

Question Operation #9 - Section # 395.5(a)(2) Critical **Answer**

Has the carrier allowed driver(s) to exceed the 15 hour rule? (Passenger)

N/A

Comments

Question Operation #10 - Section # 395.5(b)(1) Critical **Answer**

Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days?
(Passenger)

N/A

Comments

Question Operation #11 - Section # 395.5(b)(2) Critical **Answer**

Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days?
(Passenger)

N/A

Comments



**Part B - Questions and Answers****Question** Operation #12 - Section # 395.8(e) Critical

Does available evidence indicate a selected driver has prepared a false record of duty status?

Answer

N/A

Comments**Question** Operation #13 - Section #

Does the carrier adhere to a disciplinary policy for noncompliance with Part 395?

Answer

No

Comments**Question** Operation #14 - Section # 395.1(e)

Does the carrier have a system for recording hours of duty status on 100- mile radius drivers, and are they properly utilizing the 100 air-mile radius exemption?

Answer

Yes

Comments**Question** Operation #15 - Section # 392.2 Critical

Does the motor carrier ensure that drivers operate commercial motor vehicles in accordance with the laws, ordinances, and regulations of the jurisdictions in which they are operating?

Answer

N/A

Comments**Question** Operation #16 - Section # 392.9(a)(1) Critical

Does the carrier ensure that drivers are not permitted to drive a vehicle without the cargo properly distributed and adequately secured?

Answer

N/A

Comments**Question** Operation #17 - Section # 392.4(b) Acute

Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, narcotic drugs, amphetamines, or any other substances capable of rendering the drivers incapable of safely operating motor vehicles?

Answer

N/A

Comments**Question** Operation #18 - Section # 392.5(b)(1) Acute

Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, intoxicating beverages?

Answer

N/A

Comments**Question** Operation #19 - Section # 392.5(b)(2) Acute

Have any drivers operated a commercial motor vehicle within 4 hours of having consumed intoxicating beverages?

Answer

N/A

Comments**Question** Maintenance # 1 - Section # 396.3(b) Critical

Can the carrier produce maintenance files for requested vehicle(s)?

Answer

Yes

Comments

**Part B - Questions and Answers****Question** Maintenance # 2 - Section # 396.17(a) Critical

Can the motor carrier produce evidence of periodic (annual) inspections for selected vehicles?

Comments**Answer**

Yes

Question Maintenance # 3 - Section # 396.11(a) Critical

Does the motor carrier require drivers to complete vehicle inspection reports daily?

Comments**Answer**

N/A

Question Maintenance # 4 - Section # 396.11(c) Acute

Does the carrier ensure that out-of-service defects listed by the driver in the driver vehicle inspection reports are corrected before the vehicle is operated again?

Comments**Answer**

N/A

Question Maintenance # 5 - Section # 396.9(c)(2) Acute

Does the carrier ensure vehicles that have been declared "out-of-service" do not operate before repairs have been made?

Comments**Answer**

N/A

Question Maintenance # 6 - Section # 396.19

Is the carrier using qualified inspectors (mechanic) and maintaining evidence of the inspector's qualifications?

Comments**Answer**

Yes

Question Maintenance # 7 - Section # 396.3

Can the carrier explain its systematic, periodic maintenance program?

Comments**Answer**

Yes

Question Other # 1 - Section # 375.211

Does the carrier participate in an Arbitration Program?

Comments**Answer**

N/A

Question Other # 2 - Section # 13702

Does the carrier assess shipper freight charges based upon published tariffs?

Comments**Answer**

N/A

Question Other # 3 - Section # 375.401(c)

Does the carrier provide reasonably accurate estimates of moving charges?

Comments**Answer**

N/A

Question Other # 4 - Section # 375.407(a), 375.703(b)

Has the carrier avoided "hostage freight" or other predatory practices?

Comments**Answer**

N/A





Part B - Questions and Answers

Question Other # 5 - Section # 387.301(a), 387.301(b)

Does the HHG carrier have sufficient levels of public liability and cargo insurance?

Answer

N/A

Comments

Question Other # 6 - Section # 13901

Is the motor carrier authorized to conduct interstate operations in the United States?

Answer

N/A

Comments

Note: No Hazardous Materials questions were asked because the carrier does not carry Hazardous Materials in Interstate Commerce.





Part B

Your Proposed Safety Audit Result is: **PASS**

Explanation of Scoring Methodology

Factor	Failed Questions		Performance Test Status	Total Points	Factor Status
	Critical	Acute			
1. General	0	0	-	0	PASS
2. Driver	0	0	-	0	PASS
3. Operations	0	0	-	0	PASS
4. Maintenance	0	0	PASS	0	PASS
5. Hazardous Materials	-	-	-	-	-
6. Accidents	-	-	PASS - 0.00	-	PASS
SUM	0	0		0	PASS

Result: Carrier has adequate basic safety management controls in place.

NOTE: Carrier has the right to request a review of this determination if there are factual or procedural disputes.

HOW THE SA IS SCORED

FACTORS - The Federal Motor Carrier Safety and Federal Hazardous Material Regulations are categorized into six factors. Multiple questions address the various factors. The Part B Question & Answer Report lists the CFR section numbers related to each question.

CRITICAL/ACUTE - Questions are also defined as CRITICAL, ACUTE or neither depending on the significance of the underlying regulation. Questions are assigned a point value if they are incorrectly answered. Critical = 1 and Acute = 1.5. The point values are summed for each factor. Any factor with a point value of 3 or more is marked "FAILED".

OUT OF SERVICE (OOS) RATE - The Driver/Vehicle OOS rate is used in factor #4 as another question. If there have been more than three level 1, 2, or 5 North American Standard Inspections conducted over the past year, they will be summarized. If the summed OOS rate is over 34%, one additional point is assigned to that factor.

CRASH FACTOR - Carriers are defined as urban or non-urban in order to compensate for the higher crash risk of urban operations. Urban carriers are defined as those that operate within a 100 air-mile radius. The crash rate for a carrier is calculated as accidents per million miles traveled. Factor #6 is "FAILED" if the urban carrier crash rate exceeds 1.7 or the non-urban carrier crash rate exceeds 1.5.

OVERALL STATUS DETERMINATION - Any carrier with 3 or more "FAILED" factors is deemed to have failed the Safety Audit by having inadequate safety management controls in place to operate in the U.S.



**Part B Requirements and/or Recommendations**

1. Contramedidas de Accidentes es un grupo de estrategias defensiva designadas para reducir accidentes prevenibles. Estas estrategias y formas son necesarias, para aplicarlas pueden ser encontradas en la página de: FMCSA (Administración Federal de Seguridad de Auto transporte).
<http://www.fmcsa.dot.gov/forms/print/accident.htm>
2. Copias de las regulaciones, formas de necesidades, interpretaciones y manuales están disponibles por diferentes fuentes. Ud. puede chequear en la página de FMCSA (Administración Federal de Seguridad de Auto transporte) para una lista actual de proveedores.
www.fmcsa.dot.gov/safety-security/eta/index.htm
3. Una copia de el portafolio de su documento del Auto transportista puede ser obtenida por \$ 20.00 dólares en la siguiente página de seguridad de el Internet (<http://safer.fmcsa.dot.gov>) o por teléfono llamando al 1-800-832-5660 o 703-280-4001. Ud. también puede escribir a: Computing Technologies, Inc
P O Box 3248
Merrifield, VA 22116-3248.
El costo del documento si es ordenado por teléfono o correo es de \$27.50 dólares.
4. Revisiones Internas periódicas son conducidas de sus calificaciones del conductor, horas de control de servicio, mantenimiento, análisis de accidentes/ reporte, entrenamientos y otros sistemas de seguridad para asegurar el continuo cumplimiento con la FMCSR (Administración Federal de Seguridad de Regulaciones).
5. Cesar "alto" de todos las transportaciones interestatales por contrato de compra-venta reguladas hasta tener evidencia de responsabilidad publicas las cuales son archivadas con la Federal Motor Carrier Safety Administration (Administración Federal de Seguridad de Auto transporte).
6. Mantener en archivo una copia completa y actualizada de su forma de responsabilidad de endoso financiero MCS-90 (Administración Federal de Seguridad-90).
7. Dentro de 10 días laborables, presente a la Administración Federal de Seguridad de Auto transportista una forma de responsabilidad de endoso financiero MCS-90 apropiadamente ejecutada.
8. Asegurarse que todos los conductores esten total y apropiadamente cualificado antes de operar en el mercado Interestatal. Mantener un archivo completo por cada conductor, en el proceso de documentación.
9. No permitir que los conductores manejen Interestatalmente al menos que ellos tengan el examen físico cada 24 meses.
10. Conductores diabéticos que usan insulina inyectada para su condición no son cualificado para manejar en el mercado interestatal.
11. No permitir a conductores que no califican físicamente manejar Interestatal.
12. El uso de detectores de radar o otros mecanismos en vehículos comerciales es ilegal. No requerir o permitir a los conductores el uso de ellos. Tomar medidas disciplinarias apropiadas contra los conductores que usen estos aparatos.
13. No programar o exigir a los conductores hacer viajes exigiéndoles que ellos excedan la velocidad limite en orden para completar el recorrido, dentro de las horas de servicio limitado.
14. Requerir a todos los conductores preparar un completo y exacto registro de las horas de trabajo por cada día y presentarlo dentro de 13 días. Mantener los registros de los días de trabajo en archivo con todos los documentos de



**Part B Requirements and/or Recommendations**

soporte por los menos 6 meses.

15. Asegúrese que todos los registros de documentos de soporte de días de trabajo (tales como: Peaje, combustible, reparación y otros recibos de gastos como facturas, cobros registros de despacho, etc.) Sean mantenidos en archivo por lo menos 6 meses.
16. Recibos de peaje y otros recibos de gastos en el camino, facturas, conocimientos de embarque, despacho de documentos y otros "documentos de apoyo" tienen que mantenerlos archivados por seis (6) meses. Este requisito también aplica a los documentos generados por el uso del dueño-operador. Puede guardar fotocopias legibles en lugar de las originales.
17. Asegurar que todos los registros de asignaciones de trabajo de todos los conductores de trabajo de todos los conductores sean correctas. Cheque estos contra los "documentos de soportes" para verificar su exactitud. Prohibir falsificaciones de las asignaciones de trabajo por los conductores. Revisar las reglas de los documentos de soporte. Tomar acciones apropiadas contra los conductores que falsifiquen el plan diario.
18. Establecer un programa de registro sistemático de mantenimiento para todos los vehículos. Mantener un completo registro por cada vehículo, anotando todas las reparaciones, operaciones de inspección y mantenimientos realizados.
19. Asegurar que las personas o entidades que llevan acabo las inspecciones de mantenimientos preventivos a su equipo sean registradas por tiempo acordado o por intervalos de millajes. Asegúrese que estos registros sean inspeccionados periódicamente. Tomar acciones correctivas si los horarios no fueron agregados.
20. Un paquete completo de Asistencia Técnicas y Educacional titulado "Guía de el Auto transportista para mejorar la seguridad en la autopista," es disponible gratis en la página FMCSA (Administración Federal de Seguridad de Auto transporte) para asistirlo a Ud. con el cumplimiento de las regulaciones de seguridad. La guía contiene muchas formas y documentos útiles para mejorar la seguridad de sus operaciones cheque en:
www.fmcsa.dot.gov/factsfigs/eta/index.html
21. Para preguntas de números del DOT o actualizar información cada dos años: 800-832-5560 o 703-280-4001
Para preguntas de licencias, autoridad o números de MC: 202-366-9805
Para preguntas de seguro: 202-385-2423
Para quejas de enseres domésticos: 888-DOT-SAFT (888-368-7238)

