

National Press Kit

U.S. Department of Transportation Shuts Down 26 Bus Operations in Unprecedented Sweep

Federal Motor Carrier Safety Administration's Year-Long Investigation Finds Network of Curbside Operators Poses "Imminent Hazard" to Public Safety

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News

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U.S. Department of Transportation Shuts Down 26 Bus Operations in Unprecedented Sweep

Federal Motor Carrier Safety Administration's Year-Long Investigation Finds Network of Curbside Operators Poses "Imminent Hazard" to Public Safety

WASHINGTON – The U.S. Department of Transportation's (DOT) Federal Motor Carrier Safety Administration (FMCSA) announced today it has shut down 26 bus operations, declaring them imminent hazards to public safety. This action is the largest single safety crackdown in the agency's history. Additionally, FMCSA ordered 10 individual bus company owners, managers and employees to cease all passenger transportation operations, which includes selling bus tickets to passengers. The bus companies transported over 1,800 passengers a day along Interstate-95, from New York to Florida.

Following a year-long investigation, FMCSA shut down three primary companies - [Apex Bus, Inc.](#), [I-95 Coach, Inc.](#) and [New Century Travel, Inc.](#) – that oversaw a [broad network of other bus companies](#). The 26 shutdown orders apply to one ticket seller, nine active bus companies, 13 companies already ordered out of service that were continuing to operate, and three companies attempting to apply for operating authority. The various companies are based out of Georgia, Indiana, Maryland, New York, North Carolina and Pennsylvania.

Federal safety investigators found all of the carriers had multiple safety violations, including a continuous pattern of using drivers without valid commercial driver's licenses (CDLs) and failure to have alcohol and drug testing programs. In addition, the companies operated vehicles that had not been regularly inspected and repaired. The companies' drivers also had serious [hours-of-service](#) and driver qualification violations.

These many safety deficiencies, individually and in combination, posed a serious safety threat to passengers and motorists on our roadways.

“These aggressive enforcement actions against unsafe bus companies send a clear signal: If you put passengers' safety at risk, we will shut you down,” said U.S.

Transportation Secretary Ray LaHood. “Safety is and will always be our highest priority.”

“The egregious acts of these carriers put the unsuspecting public at risk, and they must be removed from our highways immediately,” said FMCSA Administrator Anne S. Ferro. “With the help of multiple state law enforcement partners, we are putting every unsafe bus and truck company on notice to follow the safety laws or be shut down.”

In addition to the Imminent Hazard Orders, FMCSA is taking further steps to ensure the bus companies they shut down today cannot continue to operate under other names. Under a new FMCSA rule, FMCSA has revoked the carriers’ operating authority and linked the active companies to other companies previously placed out of service. This new rule, published in April, expands FMCSA’s authority to take action against unsafe motor carriers that attempt to evade enforcement by “reincarnating” into other forms or by illegally continuing their operations through affiliate companies. FMCSA will continue to work closely with local, state and federal law enforcement officials to ensure these companies remain out of service.

FMCSA began investigating the network of carriers operating along I-95 following a series of deadly bus crashes last spring. FMCSA ordered several bus companies to shut down last summer after a comprehensive compliance review of their operations. The investigation of those operators uncovered additional problems and serious safety violations with other I-95 carriers, and FMCSA investigators have been working diligently ever since to establish the links between the bus networks.

Over the last several years, the [DOT has taken aggressive efforts to strengthen motorcoach safety and enforcement](#). The DOT has doubled the number of bus inspections of the nation's estimated 4,000 passenger bus companies -- from 12,991 in 2005 to 28,982 in 2011. Staying committed to the [Motorcoach Safety Action Plan](#), in January 2010 FMCSA banned texting by commercial drivers, and in November 2011 the agency prohibited commercial drivers from reaching for, holding or dialing a cell phone while operating a commercial motor vehicle (CMV). Earlier this year, FMCSA also released the [SaferBus mobile app](#) to give travelers a quick way to view a bus company's safety record before buying an interstate ticket or booking group travel.

Earlier this month, FMCSA and its state and local law enforcement partners conducted safety inspections of motorcoaches, tour buses, school buses and other commercial passenger buses in 13 states and the District of Columbia. This effort resulted in over 2,200 safety inspections and the successful removal of 116 CMV drivers and 169 buses from the roadway for substantial safety violations.

Congress is also currently considering surface transportation legislation which, if passed, would adopt several new safety policy proposals to further protect bus customers, including:

- Granting FMCSA greater authority to pursue enforcement action against unsafe “reincarnated” companies by establishing a single national standard for successor liability that eliminates the loophole allowing bus and truck companies that have been shut down for unsafe operations to recreate themselves;

- Eliminating the jurisdictional gap that prevents FMCSA from directly regulating passenger carrier *brokers*, including ticket sellers that are not also motor carriers;
- Enhancing FMCSA and its state partners' authority to inspect buses at locations with adequate food, shelter and sanitation facilities for passengers;
- Requiring new passenger carriers to undergo a full safety audit before receiving operating authority; and
- Raising the penalty from \$2,200 to \$25,000 a day against passenger carriers that attempt to operate without valid USDOT operating authority.

Consumers are also encouraged to report any unsafe bus company, vehicle or driver to the FMCSA through a toll-free hotline 1-888-DOT-SAFT (1-888-368-7238) or FMCSA's online [National Consumer Complaint Database](#).

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I-95 Motorcoach Company Fact Sheet

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THE NETWORK OF INTERSTATE-95 CARRIERS

APEX BUS, INC. (Based in New York, NY)

- APEX BUS NY INC (Based in New York, NY) – DOT Number: 1648076
- NEW EGG BUS INC (Based in State College, PA) – DOT Number: 1782669
- ASIA TOURS INC (Based in State College, PA) – DOT Number: 1981036
- UNIVERSE BUS INC (Based in Philadelphia, PA) – DOT Number: 1301467
- A ONE BUS INC (Based in Rochester, NY) – DOT Number: 2042137
- ALL STATE TRAVEL BUS INC (Based in Windgap, PA) – DOT Number: 1504113

I-95 COACH, INC. (Based in New York, NY)

- I-95 COACH INC
- GO TO TRAVEL INC (Based in Rocky Mountain, NC) – DOT Number: 2151433

- TWINS JIANG CORP (Based in East Meadow, NY) – DOT Number: 1786076
- UNITED TOURS INC (Based in Greensboro, NC) – DOT Number: 1964240
- HU MEI EXPRESS INC (Based in Chamblee, GA) – DOT Number: 1072668
- TONY BUS LINE INC (Based in Chamblee, GA) – DOT Number: 1479668
- TONY BUS EXPRESS LINE INC (Based in Chamblee, GA) – DOT Number: 1490687
- COACH 88 INC (Based in Rocky Mountain, NC) – DOT Number: 1785178
- TONY BUS EXPRESS LINE INC (Based in Bowie, MD) – DOT Number: 1628136
- RA TRANSPORTATION INC (Based in Lancaster, PA) – DOT Number: 1856875

NEW CENTURY TRAVEL, INC. (Based in Philadelphia, PA)

- ANTAI TOURS INC (Based in Wilkes Barre, PA) – DOT Number: 1922290
- SUPER LUXURY TOURS INC (Based in Wilkes Barre, PA) – DOT Number: 1669914
- RED EAGLE TOURS INC (Based in Mishawaka, IN) – DOT Number: 2163652
- 2003 COACH INC (Based in Wilkes Barre, PA) – DOT Number: 1305152
- EAGLE BUS INC (Based in Indianapolis, IN) – DOT Number: 1889752
- FUJIAN TOURISM COMPANY LTD (Based in Springfield, PA) – DOT Number: 1858916
- SAMMY'S TOURS INC (Based in Indianapolis, PA) – DOT Number: 1471745
- BLACK LEOPARD TRAVEL INC (Based in Brooklyn, NY) – DOT Number: 2046152
- NEW CENTURY TRAVEL INC (Based in Philadelphia, PA) – DOT Number: 911125
- WAHOO TOUR AND CHARTER INC (Based in Philadelphia, PA) – DOT Number: 2163686

ATTENTION MOTOR CARRIERS

THE FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION, U.S. DEPARTMENT OF TRANSPORTATION, HAS SERVED THREE ORDERS ON YOU AND/OR YOUR COMPANY TODAY. EACH ORDER OPERATES INDEPENDENT OF THE OTHERS – EACH HAS ITS OWN AUTHORITY, LEGAL EFFECT, AND DEADLINES. **PLEASE READ THE COMPLETE ORDERS.**

For your convenience only, the orders are summarized below, and directions for where to submit all appeals are provided in the orders.

1. **Imminent Hazard Out-of-Service Order:** This Order is effective immediately. All companies and persons listed on this order must *immediately* cease all interstate or intrastate transportation. Vehicles already in transit may not continue past their next scheduled stop and may not be leased onto another company without approval of the Federal Motor Carrier Safety Administration (FMCSA). The Order also revokes the interstate operating authority registration of all listed companies. Opportunity for review of this Order shall be provided and must occur within 10 days.
2. **Operations Out-Of-Service and Record Consolidation Order:** This Order provides notice that FMCSA intends to make the companies listed subject to out-of-service Orders previously issued. The Order is based on FMCSA's finding that, under the applicable legal standard, the companies still operating are reincarnated or affiliated entities of companies previously placed out of service. The Order also provides notice that FMCSA is combining the records of all the listed companies into a single record, for all purposes, including safety history. You have 15 days to file a response indicating you are challenging this Order. Otherwise, the Order goes into effect 21 days from today.
3. **Order to Show Cause:** This order begins a process for revocation of the listed motor carriers' operating authority registration. The Order details the reasons that FMCSA has concluded these companies are not willing and able to comply with applicable Federal statutes and regulations. You have 30 days to respond to FMCSA and explain why the operating authority registration should not be revoked.

THE KEY POINT: YOU MUST IMMEDIATELY STOP ALL TRANSPORTATION SERVICES, UNLESS DIRECTED OTHERWISE BY AN OFFICIAL OF THE FMCSA OR STATE LAW ENFORCEMENT.

機動車輛運輸公司請注意

美國交通部聯邦運輸安全管理局今天向您和/或您的公司下達了三項命令。每項命令單獨執行，具有各自的職權、法律效應和截止日期。[請閱讀命令全文。](#)

爲了您的便利，以下是命令內容總結，如需瞭解提交所有上訴申請地點的說明，請閱讀命令內容：

1. **因迫在眉睫的危險停止運營命令：**本命令立即生效。本命令中所列的所有公司和個人必須立即停止所有的州際或州內交通運營服務。已經在運營的車輛不得繼續運行超過下一個預定的停車站，未獲得聯邦運輸安全管理局（FMCSA）的批准不得將車輛租賃給另一家公司。本命令還撤銷所有列入名單的公司的州際運營授權註冊證。您可以就本項命令向FMCSA提出上訴，如果您希望提出上訴，FMCSA必須在10天內召開聽證會。
2. **停止運營與記錄合併命令：**本命令發出FMCSA要求列入名單的公司受以前頒佈的停止運營命令制約的通知。本命令系根據FMCSA的調查結果發出，根據相關法律標準，目前仍在運營的公司是以前被禁止運營公司的轉型或附屬實體。本命令還發出FMCSA因所有目的（包括安全記錄）將所有列入名單的公司記錄合併成一份記錄的通知。您有15天時間提交對本命令提出挑戰的應答。否則，本命令將從今天起21天後開始生效。
3. **陳述理由命令：**本命令開始撤回列入名單的機動車輛運輸公司的運營授權註冊程序。本命令詳細說明FMCSA認爲此等公司不願意和不能夠遵守相關聯邦法令和規章的理由。您有30天時間可對FMCSA作出應答，並解釋不應撤銷運營授權註冊證的理由。

要點：除非由FMCSA或州執法部門官員發出其他指示，否則您必須立即停止所有的交通服務。

机□□□运□公司□注意

美国交通部□邦运□安全管理局今天向您和/或您的公司下达了三□命令。每□命令□独□行，具有各自的□□、法律效□和截止日期。□□□命令全文。

□了您的便利，以下是命令内容□□，如需了解提交所有上□申□地点的□明，□□□命令内容：

1. 因迫在眉睫的危□停止运□命令：本命令立即生效。本命令中所列的所有公司和个人必□立即停止所有的州□或州内交通运□服□。已□在运□的□□不得□□运行超□下一个□定的停□站，未□得□邦运□安全管理局（FMCSA）的批准不得将□□租□□另一家公司。本命令□撤□所有列入名□的公司的州□运□授□注册□。您可以就本□命令向FMCSA提出上□，如果您提出上□，FMCSA必□在10天内召开听□会。
2. 停止运□与□□合并命令：本命令□出FMCSA要求列入名□的公司受以前□布的停止运□命令制□的通知。本命令系根据FMCSA的□□□果□出，根据相关法律□准，目前仍在运□的公司是以前被禁止运□公司的□型或附属□体。本命令□□出FMCSA因所有目的（包括安全□□）将所有列入名□的公司□□合并成一份□□的通知。您有15天□□提交□本命令提出挑□的□答。否□，本命令将从今天起21天后开始生效。
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要点：除非由FMCSA或州□法部□官□□出其他指示，否□您必□立即停止所有的交通服□。

Carrier Group	Departure Location	Dep. Time	Dep. City	Dep. State	Arrival Location	Arrival Time	Arr. City	Arr. State
Apex	13 Allen St	9:50 AM	Chinatown	NY	809 E Parham Rd	3:30 PM	Richmond	VA
Apex	13 Allen St	9:50 AM	Chinatown	NY	3400 Westgate Dr.	6:50 PM	Durham	NC
Apex	13 Allen St	9:50 AM	Chinatown	NY	3210 S Wilmington St	6:50 PM	Raleigh	NC
Apex	13 Allen St	9:50 AM	Chinatown	NY	623 East Atlantic St	5:50 PM	South Hill	VA
Apex	28 Allen St	10:00 AM	Chinatown	NY	715 H St. NW	2:30 PM	Washington	DC
Apex	28 Allen St	10:00 AM	Chinatown	NY	5400 O'Donnell St. Cutoff	1:30 PM	Baltimore	MD
Apex	13 Allen St	10:00 AM	Chinatown	NY	2812 Cottman Ave	11:45 AM	Philadelphia	PA
Apex	13 Allen St	10:00 AM	Chinatown	NY	710 Adams Ave	12:05 PM	Philadelphia	PA
Apex	13 Allen St	10:00 AM	Chinatown	NY	5601 N Broad St	12:15 PM	Philadelphia	PA
Apex	13 Allen St	11:50 AM	Chinatown	NY	649 Newton Rd.	7:00 PM	Norfolk	VA
Apex	13 Allen St	11:50 AM	Chinatown	NY	649 Newton Rd. #101	7:00 PM	VA Beach	VA
Apex	13 Allen St	11:50 AM	Chinatown	NY	12775 Jefferson Ave	7:50 PM	Newport News	VA
Apex	13 Allen St	11:50 AM	Chinatown	NY	1650 South Governors Ave	3:00 PM	Dover	DE
Apex	13 Allen St	11:59 AM	Chinatown	NY	2812 Cottman Ave	1:45 PM	Philadelphia	PA
Apex	13 Allen St	11:59 AM	Chinatown	NY	710 Adams Ave	2:05 PM	Philadelphia	PA
Apex	13 Allen St	11:59 AM	Chinatown	NY	5601 N Broad St	2:15 PM	Philadelphia	PA
Apex	28 Allen St	12:00 PM	Chinatown	NY	715 H St. NW	4:30 PM	Washington	DC
Apex	28 Allen St	12:00 PM	Chinatown	NY	5400 O'Donnell St. Cutoff	3:30 PM	Baltimore	MD
Apex	28 Allen St	1:00 PM	Chinatown	NY	715 H St. NW	5:30 PM	Washington	DC
Apex	28 Allen St	1:00 PM	Chinatown	NY	5400 O'Donnell St. Cutoff	4:30 PM	Baltimore	MD
Apex	13 Allen St	1:30 PM	Chinatown	NY	2812 Cottman Ave	3:15 PM	Philadelphia	PA
Apex	13 Allen St	1:30 PM	Chinatown	NY	710 Adams Ave	3:35 PM	Philadelphia	PA
Apex	13 Allen St	1:30 PM	Chinatown	NY	5601 N Broad St	3:45 PM	Philadelphia	PA
Apex	28 Allen St	3:00 PM	Chinatown	NY	715 H St. NW	7:30 PM	Washington	DC
Apex	28 Allen St	3:00 PM	Chinatown	NY	5400 O'Donnell St. Cutoff	6:30 PM	Baltimore	MD
Apex	13 Allen St	3:00 PM	Chinatown	NY	649 Newton Rd.	10:30 PM	Norfolk	VA
Apex	13 Allen St	3:00 PM	Chinatown	NY	649 Newton Rd. #101	9:30 PM	VA Beach	VA
Apex	13 Allen St	3:00 PM	Chinatown	NY	12775 Jefferson Ave	10:30 PM	Newport News	VA
Apex	13 Allen St	3:00 PM	Chinatown	NY	1650 South Governors Ave	6:00 PM	Dover	DE
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Apex	13 Allen St	3:30 PM	Chinatown	NY	710 Adams Ave	5:35 PM	Philadelphia	PA
Apex	13 Allen St	3:30 PM	Chinatown	NY	5601 N Broad St	5:45 PM	Philadelphia	PA

Apex	13 Allen St	3:30 PM	Chinatown NY	809 E Parham Rd	9:30 PM	Richmond VA
Apex	28 Allen St	4:00 PM	Chinatown NY	715 H St. NW	8:30 PM	Washington DC
Apex	28 Allen St	4:00 PM	Chinatown NY	5400 O'Donnell St. Cutoff	7:30 PM	Baltimore MD
Apex	28 Allen St	4:00 PM	Chinatown NY	910 N Blvd	11:00 PM	Richmond VA
Apex	28 Allen St	5:00 PM	Chinatown NY	715 H St. NW	9:30 PM	Washington DC
Apex	28 Allen St	5:00 PM	Chinatown NY	5400 O'Donnell St. Cutoff	8:30 PM	Baltimore MD
Apex	28 Allen St	5:00 PM	Chinatown NY	700 Hungerford Dr	10:45 PM	Rockville MD
Apex	13 Allen St	5:00 PM	Chinatown NY	809 E Parham Rd	11:00 PM	Richmond VA
Apex	13 Allen St	5:00 PM	Chinatown NY	649 Newton Rd.	1:00 AM	Norfolk VA
Apex	13 Allen St	5:00 PM	Chinatown NY	649 Newton Rd. #101	11:59 PM	VA Beach VA
Apex	13 Allen St	5:00 PM	Chinatown NY	1650 South Governors Ave	8:00 PM	Dover DE
Apex	13 Allen St	6:00 PM	Chinatown NY	2812 Cottman Ave	7:45 PM	Philadelphia PA
Apex	13 Allen St	6:00 PM	Chinatown NY	710 Adams Ave	8:05 PM	Philadelphia PA
Apex	13 Allen St	6:00 PM	Chinatown NY	5601 N Broad St	8:15 PM	Philadelphia PA
Apex	28 Allen St	7:00 PM	Chinatown NY	715 H St. NW	11:30 PM	Washington DC
Apex	28 Allen St	7:00 PM	Chinatown NY	5400 O'Donnell St. Cutoff	10:30 PM	Baltimore MD
Apex	87 Chrystie St	8:00 PM	Chinatown NY	2174 Pleasant Hill Rd.	10:30 AM	Atlanta GA
Apex	87 Chrystie St	8:00 PM	Chinatown NY	4115 Glenwood Dr	7:30 AM	Charlotte NC
Apex	87 Chrystie St	8:00 PM	Chinatown NY	2000 Avondale Dr.	5:00 AM	Durham NC
Apex	87 Chrystie St	8:00 PM	Chinatown NY	2708 South Saunder St	5:00 AM	Raleigh NC
Apex	87 Chrystie St	8:00 PM	Chinatown NY	3703C Highpoint Rd.	6:00AM	Greensboro NC
Apex	13 Allen St	8:30 PM	Chinatown NY	2812 Cottman Ave	10:15 PM	Philadelphia PA
Apex	13 Allen St	8:30 PM	Chinatown NY	710 Adams Ave	10:35 PM	Philadelphia PA
Apex	13 Allen St	8:30 PM	Chinatown NY	5601 N Broad St	10:45 PM	Philadelphia PA
Apex	87 Chrystie St	9:00 PM	Chinatown NY	4115 Glenwood Dr	8:30 AM	Charlotte NC
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Apex	87 Chrystie St	9:00 PM	Chinatown NY	3703C Highpoint Rd.	7:00AM	Greensboro NC
Apex	87 Chrystie St	9:30 PM	Chinatown NY	234 S 4 St.	7:00AM	Columbus OH
Apex	87 Chrystie St	9:30 PM	Chinatown NY	2300A Miamisburg Centerville Rd.	9:00AM	Dayton OH
Apex	87 Chrystie St	9:30 PM	Chinatown NY	11375 Princeton Pike	9:30AM	Cincinnati OH
Apex	87 Chrystie St	10:00 PM	Chinatown NY	2174 Pleasant Hill Rd.	12:30 PM	Atlanta GA
Apex	13 Allen St	10:00 PM	Chinatown NY	5600 Buford Hwy NE	11:50 AM	Atlanta GA
Apex	87 Chrystie St	10:00 PM	Chinatown NY	2345 Broad River Rd.	11:00 AM	Columbia SC

Apex	87 Chrystie St	10:00 PM	Chinatown	NY	4115 Glenwood Dr	9:30 AM	Charlotte	NC
Apex	87 Chrystie St	10:00 PM	Chinatown	NY	2000 Avondale Dr.	7:00 AM	Durham	NC
Apex	87 Chrystie St	10:00 PM	Chinatown	NY	2708 South Saunder St	7:00 AM	Raleigh	NC
Apex	13 Allen St	10:00 PM	Chinatown	NY	106 Sha Lane	9:00 AM	Spartanburg	SC
Apex	13 Allen St	10:00 PM	Chinatown	NY	1111 Woodruff Rd.	9:30 AM	Greenville	SC
Apex	13 Allen St	10:00 PM	Chinatown	NY	4606 Clemson Blvd	10:00 AM	Anderson	SC
Apex	87 Chrystie St	10:00 PM	Chinatown	NY	3703C Highpoint Rd.	8:00AM	Greensboro	NC
Apex	87 Chrystie St	10:00 PM	Chinatown	NY	333 Person St.	8:00AM	Fayetteville	NC
Apex	13 Allen St	10:30 PM	Chinatown	NY	710 Adams Ave	12:05 AM	Philadelphia	PA
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Apex	430 7th Ave	1:30 PM	Penn Station	NY	715 H St. NW	5:30 PM	Washington	DC
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Apex	430 7th Ave	4:30 PM	Penn Station	NY	715 H St. NW	8:30 PM	Washington	DC
Apex	430 7th Ave	5:30 PM	Penn Station	NY	715 H St. NW	9:30 PM	Washington	DC
Apex	430 7th Ave	7:30 PM	Penn Station	NY	715 H St. NW	11:30 PM	Washington	DC
Apex	809 E Parham Rd	4:00 AM	Richmond	VA	4606 Clemson Blvd	11:30 AM	Anderson	SC
Apex	810 E Parham Rd	4:00 AM	Richmond	VA	5600 Buford Hwy NE	1:00 PM	Atlanta	GA
Apex	809 E Parham Rd	4:00 AM	Richmond	VA	1111 Woodruff Rd.	10:00 AM	Greenville	SC
195 Coach	10584-13 Old St Aug	7:30 PM	Jacksonville	FL	87 Chrystie St.	11:30AM	New York	NY
195 Coach	5176 W Colonial Dr.	16:30	Orlando	FL	87 Chrystie St.	11:30AM	New York	NY
195 Coach	1635 N Tampa St.	2:00 PM	Tampa	FL	87 Chrystie St.	12:00PM	New York	NY
195 Coach	2174 Pleasant Hill Rd	7:00 PM	Atlanta	GA	4115 Glenwood Dr.	11:00PM	Charlotte	NC
195 Coach	2174 Pleasant Hill Rd	7:00 PM	Atlanta	GA	3703C High Point Rd.	12:30AM	Greensboro	NC
195 Coach	2174 Pleasant Hill Rd	7:00 PM	Duluth	GA	4115 Glenwood Dr.	11:00PM	Charlotte	NC
195 Coach	2174 Pleasant Hill Rd	7:00 PM	Duluth	GA	3703C High Point Rd.	12:30AM	Greensboro	NC
195 Coach	1 Gateway Blvd E #A	9:00 PM	Savannah	GA	87 Chrystie St.	11:30AM	New York	NY
195 Coach	2174 Pleasant Hill Rd	7:00 PM	Atlanta	GA	87 Chrystie St.	9:30AM	New York	NY
195 Coach	2174 Pleasant Hill Rd	7:00 PM	Duluth	GA	87 Chrystie St.	9:30AM	New York	NY
195 Coach	4115 Glenwood Dr.	8:30 AM	Charlotte	NC	2174 Pleasant Hill Rd.	1:30PM	Duluth	GA

I95 Coach	4115 Glenwood Dr.	8:30 AM	Charlotte	NC	2174 Pleasant Hill Rd.	1:30PM	Atlanta	GA
I95 Coach	4115 Glenwood Dr.	6:00 PM	Charlotte	NC	87 Chrystie St.	7:00AM	New York	NY
I95 Coach	4115 Glenwood Dr.	10:30 PM	Charlotte	NC	87 Chrystie St.	11:30AM	New York	NY
I95 Coach	2000 Avondale Dr.	9:30 PM	Durham	NC	87 Chrystie St.	7:00AM	New York	NY
I95 Coach	2000 Avondale Dr.	11:59 PM	Durham	NC	87 Chrystie St.	10:30AM	New York	NY
I95 Coach	333 Person St.	11:25 PM	Fayetteville	NC	87 Chrystie St.	10:00AM	New York	NY
I95 Coach	3703C High Point Rd	7:30 PM	Greensboro	NC	87 Chrystie St.	7:00AM	New York	NY
I95 Coach	3703C High Point Rd	11:55 PM	Greensboro	NC	87 Chrystie St.	11:25AM	New York	NY
I95 Coach	2708 S Saunders St.	9:00 PM	Raleigh	NC	87 Chrystie St.	7:00AM	New York	NY
I95 Coach	2708 S Saunders St.	11:59 PM	Raleigh	NC	87 Chrystie St.	10:00AM	New York	NY
I95 Coach	87 Chrystie St.	4:30 PM	New York	NY	2159 #A Cunningham Dr.	11:59PM	Norfolk	VA
I95 Coach	87 Chrystie St.	4:30 PM	New York	NY	415 N Military Hwy	11:30PM	Hampton	VA
I95 Coach	87 Chrystie St.	7:00 PM	New York	NY	5176 W Colonial Dr.	2:00PM	Orlando	FL
I95 Coach	87 Chrystie St.	7:00 PM	New York	NY	1635 N Tampa St.	2:00PM	Tampa	FL
I95 Coach	87 Chrystie St.	7:00 PM	New York	NY	10584-13 Old St Augustine Rd.	11:00AM	Jacksonville	FL
I95 Coach	87 Chrystie St.	7:00 PM	New York	NY	1 Gateway Blvd E #A	8:00AM	Savannah	GA
I95 Coach	87 Chrystie St.	7:00 PM	New York	NY	7400 River Ave.	8:00AM	Charleston	SC
I95 Coach	87 Chrystie St.	7:00 PM	New York	NY	1908 W Lucas St.	7:00AM	Florence	SC
I95 Coach	87 Chrystie St.	7:00 PM	New York	NY	4100 Sunset Ave.	3:00AM	Rocky Mount	NC
I95 Coach	87 Chrystie St.	7:00 PM	New York	NY	1521 North Main St.	8:30AM	Summerville	SC
I95 Coach	87 Chrystie St.	8:00 PM	New York	NY	2174 Pleasant Hill Rd.	10:30AM	Duluth	GA
I95 Coach	87 Chrystie St.	8:00 PM	New York	NY	2174 Pleasant Hill Rd.	10:30AM	Atlanta	GA
I95 Coach	87 Chrystie St.	8:00 PM	New York	NY	2708 S Saunders St.	5:00AM	Raleigh	NC
I95 Coach	87 Chrystie St.	8:00 PM	New York	NY	2000 Avondale Dr.	4:30AM	Durham	NC
I95 Coach	87 Chrystie St.	8:00 PM	New York	NY	3703C High Point Rd.	6:00AM	Greensboro	NC
I95 Coach	87 Chrystie St.	8:00 PM	New York	NY	4115 Glenwood Dr.	7:30AM	Charlotte	NC
I95 Coach	87 Chrystie St.	9:00 PM	New York	NY	2708 S Saunders St.	6:00AM	Raleigh	NC
I95 Coach	87 Chrystie St.	9:00 PM	New York	NY	2000 Avondale Dr.	5:30AM	Durham	NC
I95 Coach	87 Chrystie St.	9:00 PM	New York	NY	3703C High Point Rd.	7:00AM	Greensboro	NC
I95 Coach	87 Chrystie St.	9:00 PM	New York	NY	4115 Glenwood Dr.	8:30AM	Charlotte	NC
I95 Coach	87 Chrystie St.	9:30 PM	New York	NY	11375A Princeton Pike Rd.	9:30AM	Cincinnati	OH
I95 Coach	87 Chrystie St.	9:30 PM	New York	NY	S 4 St. x E Rich St.	7:00AM	Columbus	OH
I95 Coach	87 Chrystie St.	9:30 PM	New York	NY	2300A Miamisburg Centerville Rd.	9:00AM	Dayton	OH
I95 Coach	87 Chrystie St.	9:30 PM	New York	NY	22A Ranchview Dr.	9:00AM	Vandalia	OH

I95 Coach	87 Chrystie St.	10:00 PM	New York	NY	2174 Pleasant Hill Rd.	12:30PM	Duluth	GA
I95 Coach	87 Chrystie St.	10:00 PM	New York	NY	2174 Pleasant Hill Rd.	12:30PM	Atlanta	GA
I95 Coach	87 Chrystie St.	10:00 PM	New York	NY	333 Person St.	8:00AM	Fayetteville	NC
I95 Coach	87 Chrystie St.	10:00 PM	New York	NY	2708 S Saunders St.	7:00AM	Raleigh	NC
I95 Coach	87 Chrystie St.	10:00 PM	New York	NY	2000 Avondale Dr.	7:00AM	Durham	NC
I95 Coach	87 Chrystie St.	10:00 PM	New York	NY	3703C High Point Rd.	8:00AM	Greensboro	NC
I95 Coach	87 Chrystie St.	10:00 PM	New York	NY	4115 Glenwood Dr.	9:30AM	Charlotte	NC
I95 Coach	87 Chrystie St.	10:00 PM	New York	NY	2345 Broad River Rd.	11:00AM	Columbia	SC
I95 Coach	87 Chrystie St.	10:00 PM	New York	NY	1908 W Lucas St.	10:00AM	Florence	SC
I95 Coach	11375A Princeton Pi	9:40 PM	Cincinnati	OH	87 Chrystie St.	9:40AM	New York	NY
I95 Coach	S 4 St. x E Rich St.	11:59 PM	Columbus	OH	87 Chrystie St.	9:00AM	New York	NY
I95 Coach	2300A Miamisburg C	10:15 PM	Dayton	OH	87 Chrystie St.	9:45AM	New York	NY
I95 Coach	22A Ranchview Dr.	10:40 AM	Vandalia	OH	87 Chrystie St.	9:40AM	New York	NY
I95 Coach	7400 River Ave	10:00 PM	Charleston	SC	87 Chrystie St.	10:00AM	New York	NY
I95 Coach	2345 Broad River Rd	8:30 PM	Columbia	SC	87 Chrystie St.	10:00AM	New York	NY
I95 Coach	1908 W Lucas St.	12:30 AM	Florence	SC	87 Chrystie St.	10:30AM	New York	NY
I95 Coach	1908 W Lucas St.	9:45 PM	Florence	SC	87 Chrystie St.	10:00AM	New York	NY
I95 Coach	1521 North Main St.	10:30 PM	Summerville	SC	87 Chrystie St.	10:00AM	New York	NY
I95 Coach	415 N Military Hwy	12:30 AM	Hampton	VA	87 Chrystie St.	7:20AM	New York	NY
I95 Coach	2159 #A Cunningha	11:45 PM	Norfolk	VA	87 Chrystie St.	7:20AM	New York	NY
New Century	513 H St. NW	2:00 AM	Washington	DC	120 E Broadway (Chinatown)	6:15AM	New York	NY
New Century	513 H St. NW	3:30 AM	Washington	DC	120 E Broadway (Chinatown)	7:45AM	New York	NY
New Century	513 H St. NW	8:00 AM	Washington	DC	120 E Broadway (Chinatown)	12:15PM	New York	NY
New Century	513 H St. NW	8:00 AM	Washington	DC	55-57 N 11th St.	10:45AM	Philadelphia	PA
New Century	513 H St. NW	10:00 AM	Washington	DC	120 E Broadway (Chinatown)	2:15PM	New York	NY
New Century	513 H St. NW	10:00 AM	Washington	DC	55-57 N 11th St.	12:45PM	Philadelphia	PA
New Century	513 H St. NW	12:00 PM	Washington	DC	120 E Broadway (Chinatown)	4:15PM	New York	NY
New Century	513 H St. NW	12:00 PM	Washington	DC	55-57 N 11th St.	2:45PM	Philadelphia	PA
New Century	513 H St. NW	4:00 PM	Washington	DC	120 E Broadway (Chinatown)	8:15PM	New York	NY
New Century	513 H St. NW	4:00 PM	Washington	DC	55-57 N 11th St.	6:45PM	Philadelphia	PA
New Century	513 H St. NW	6:00 PM	Washington	DC	120 E Broadway (Chinatown)	10:15PM	New York	NY
New Century	513 H St. NW	6:00 PM	Washington	DC	55-57 N 11th St.	8:45PM	Philadelphia	PA
New Century	513 H St. NW	8:00 PM	Washington	DC	120 E Broadway (Chinatown)	12:15AM	New York	NY

New Century	513 H St. NW	8:00 PM	Washington	DC	55-57 N 11th St.	10:45PM	Philadelphia	PA
New Century	513 H St. NW	9:30 PM	Washington	DC	2828 W Broad St.	11:30PM	Richmond	VA
New Century	513 H St. NW	11:45 PM	Washington	DC	120 E Broadway (Chinatown)	4:00AM	New York	NY
New Century	5501 O'Donnell St. C	12:20 AM	Baltimore	MD	120 E Broadway (Chinatown)	4:00AM	New York	NY
New Century	5501 O'Donnell St. C	2:40 AM	Baltimore	MD	120 E Broadway (Chinatown)	6:15AM	New York	NY
New Century	5501 O'Donnell St. C	4:10 AM	Baltimore	MD	120 E Broadway (Chinatown)	7:45AM	New York	NY
New Century	5501 O'Donnell St. C	8:40 AM	Baltimore	MD	120 E Broadway (Chinatown)	12:15PM	New York	NY
New Century	5501 O'Donnell St. C	10:40 AM	Baltimore	MD	120 E Broadway (Chinatown)	2:15PM	New York	NY
New Century	5501 O'Donnell St. C	12:40 PM	Baltimore	MD	120 E Broadway (Chinatown)	4:15PM	New York	NY
New Century	5501 O'Donnell St. C	4:40 PM	Baltimore	MD	120 E Broadway (Chinatown)	8:15PM	New York	NY
New Century	5501 O'Donnell St. C	6:40 PM	Baltimore	MD	120 E Broadway (Chinatown)	10:15PM	New York	NY
New Century	5501 O'Donnell St. C	8:40 PM	Baltimore	MD	120 E Broadway (Chinatown)	12:15AM	New York	NY
New Century	120 E Broadway (Ch	7:00 AM	New York	NY	55-57 N 11th St.	9:00AM	Philadelphia	PA
New Century	120 E Broadway (Ch	7:00 AM	New York	NY	513 H St NW	11:15AM	Washington	DC
New Century	120 E Broadway (Ch	7:00 AM	New York	NY	5501 O'Donnell St. Cutoff	10:30AM	Baltimore	MD
New Century	120 E Broadway (Ch	7:30 AM	New York	NY	55-57 N 11th St.	9:30AM	Philadelphia	PA
New Century	120 E Broadway (Ch	8:00 AM	New York	NY	55-57 N 11th St.	10:00AM	Philadelphia	PA
New Century	120 E Broadway (Ch	8:30 AM	New York	NY	55-57 N 11th St.	10:30AM	Philadelphia	PA
New Century	120 E Broadway (Ch	9:00 AM	New York	NY	55-57 N 11th St.	11:00AM	Philadelphia	PA
New Century	120 E Broadway (Ch	9:30 AM	New York	NY	55-57 N 11th St.	11:30AM	Philadelphia	PA
New Century	120 E Broadway (Ch	10:00 AM	New York	NY	55-57 N 11th St.	12:00PM	Philadelphia	PA
New Century	120 E Broadway (Ch	10:00 AM	New York	NY	513 H St NW	2:15PM	Washington	DC
New Century	120 E Broadway (Ch	10:00 AM	New York	NY	5501 O'Donnell St. Cutoff	1:30PM	Baltimore	MD
New Century	120 E Broadway (Ch	11:00 AM	New York	NY	55-57 N 11th St.	1:00PM	Philadelphia	PA
New Century	120 E Broadway (Ch	11:30 AM	New York	NY	55-57 N 11th St.	1:30PM	Philadelphia	PA
New Century	120 E Broadway (Ch	12:00 PM	New York	NY	55-57 N 11th St.	2:00PM	Philadelphia	PA
New Century	120 E Broadway (Ch	12:30 PM	New York	NY	55-57 N 11th St.	2:30PM	Philadelphia	PA
New Century	120 E Broadway (Ch	1:00 PM	New York	NY	55-57 N 11th St.	3:00PM	Philadelphia	PA
New Century	120 E Broadway (Ch	1:30 PM	New York	NY	55-57 N 11th St.	3:30PM	Philadelphia	PA
New Century	120 E Broadway (Ch	1:30 PM	New York	NY	513 H St NW	5:45PM	Washington	DC
New Century	120 E Broadway (Ch	1:30 PM	New York	NY	5501 O'Donnell St. Cutoff	5:00PM	Baltimore	MD
New Century	120 E Broadway (Ch	3:00 PM	New York	NY	513 H St NW	7:15PM	Washington	DC
New Century	120 E Broadway (Ch	3:00 PM	New York	NY	5501 O'Donnell St. Cutoff	6:30PM	Baltimore	MD
New Century	120 E Broadway (Ch	5:00 PM	New York	NY	513 H St NW	9:15PM	Washington	DC

New Century	120 E Broadway (Ch	5:00 PM	New York	NY	2828 W Broad St.	11:00PM	Richmond	VA
New Century	120 E Broadway (Ch	5:00 PM	New York	NY	5501 O'Donnell St. Cutoff	8:30PM	Baltimore	MD
New Century	120 E Broadway (Ch	6:00 PM	New York	NY	513 H St NW	10:15PM	Washington	DC
New Century	120 E Broadway (Ch	6:00 PM	New York	NY	5501 O'Donnell St. Cutoff	9:30PM	Baltimore	MD
New Century	120 E Broadway (Ch	7:30 PM	New York	NY	513 H St NW	11:45PM	Washington	DC
New Century	120 E Broadway (Ch	7:30 PM	New York	NY	5501 O'Donnell St. Cutoff	11:00PM	Baltimore	MD
New Century	120 E Broadway (Ch	11:00 PM	New York	NY	513 H St NW	3:15AM	Washington	DC
New Century	120 E Broadway (Ch	11:00 PM	New York	NY	2828 W Broad St.	5:00AM	Richmond	VA
New Century	120 E Broadway (Ch	11:00 PM	New York	NY	5501 O'Donnell St. Cutoff	2:30AM	Baltimore	MD
New Century	55-57 N 11th St.	6:00 AM	Philadelphia	PA	120 E Broadway (Chinatown)	8:00AM	New York	NY
New Century	55-57 N 11th St.	6:30 AM	Philadelphia	PA	120 E Broadway (Chinatown)	8:30AM	New York	NY
New Century	55-57 N 11th St.	7:00 AM	Philadelphia	PA	120 E Broadway (Chinatown)	9:00AM	New York	NY
New Century	55-57 N 11th St.	7:30 AM	Philadelphia	PA	120 E Broadway (Chinatown)	9:30AM	New York	NY
New Century	55-57 N 11th St.	8:00 AM	Philadelphia	PA	120 E Broadway (Chinatown)	10:00AM	New York	NY
New Century	55-57 N 11th St.	8:30 AM	Philadelphia	PA	120 E Broadway (Chinatown)	10:30AM	New York	NY
New Century	55-57 N 11th St.	9:00 AM	Philadelphia	PA	120 E Broadway (Chinatown)	11:00AM	New York	NY
New Century	55-57 N 11th St.	9:00 AM	Philadelphia	PA	513 H St NW	11:40AM	Washington	DC
New Century	55-57 N 11th St.	9:30 AM	Philadelphia	PA	120 E Broadway (Chinatown)	11:30AM	New York	NY
New Century	55-57 N 11th St.	10:00 AM	Philadelphia	PA	120 E Broadway (Chinatown)	12:00PM	New York	NY
New Century	55-57 N 11th St.	10:30 AM	Philadelphia	PA	120 E Broadway (Chinatown)	12:30PM	New York	NY
New Century	55-57 N 11th St.	11:00 AM	Philadelphia	PA	120 E Broadway (Chinatown)	1:00PM	New York	NY
New Century	55-57 N 11th St.	11:30 AM	Philadelphia	PA	120 E Broadway (Chinatown)	1:30PM	New York	NY
New Century	55-57 N 11th St.	12:00 PM	Philadelphia	PA	120 E Broadway (Chinatown)	2:00PM	New York	NY
New Century	55-57 N 11th St.	12:00 PM	Philadelphia	PA	513 H St NW	2:40PM	Washington	DC
New Century	55-57 N 11th St.	5:00 PM	Philadelphia	PA	513 H St NW	7:40PM	Washington	DC
New Century	55-57 N 11th St.	5:00 PM	Philadelphia	PA	2828 W Broad St.	11:00PM	Richmond	VA
New Century	2828 W Broad St.	1:00 AM	Richmond	VA	120 E Broadway (Chinatown)	7:00AM	New York	NY
New Century	2828 W Broad St.	7:30 AM	Richmond	VA	120 E Broadway (Chinatown)	1:30PM	New York	NY
New Century	2828 W Broad St.	7:30 AM	Richmond	VA	55-57 N 11th St.	1:30PM	Philadelphia	PA
New Century	2828 W Broad St.	7:30 AM	Richmond	VA	513 H St NW	9:30AM	Washington	DC

ATTENTION TRAVELERS

FOR YOUR SAFETY...

The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) is placing this bus out of service because of serious safety concerns relating to the bus company's operations. We understand this is an inconvenience, but your safety is our top priority.

Please follow any instructions you may receive from law enforcement officers at the scene.

If you need alternative transportation, some publicly available information is on the reverse side.

Important information for credit card users is also available at the following

link: <http://www.fmcsa.dot.gov/bus-credit-refund>.

爲了您的安全...

美國交通部聯邦運輸安全管理局 (FMCSA) 因與公交車公司運營相關的嚴重安全問題暫停本公交車的運營服務。我們理解這會給您帶來不便，但確保您的安全是我們的首要任務。

請遵守現場執法機構官員發出的任何指示。

如果您需要瞭解替代交通服務的資訊，背面印有一些向公眾提供的資訊。信用卡使用者亦可從以下鏈結查詢重要資訊：<http://www.fmcsa.dot.gov/bus-credit-refund>。

□了您的安全...

美国交通部□邦运□安全管理局 (FMCSA) 因与公交□公司运□相关的□重安全□□□停本公交□的运□服□。我□理解□会□您□来不便，但确保您的安全是我□的首要任□。

□遵守□□□法机构官□□出的任何指示。

如果您需要了解替代交通服□的信息，背面印有一些向公众提供的信息。信用卡使用者亦可从以下□接□□重要信息：<http://www.fmcsa.dot.gov/bus-credit-refund>。

여러분의 안전을 위해서...

연방 교통부 산하의 연방 상업용차량 안전관리국(FMCSA)은 이 버스 회사의 운영과 관련된 심각한 안전 문제 때문에 이 버스의 운영을 중지시킵니다. 불편을 끼쳐 죄송하지만, 저희는 여러분의 안전을 가장 중요하게 생각합니다.

현장에서 법집행관이 내리는 지시를 따르십시오.

대체 교통수단이 필요하시면 뒷면에 기재된 공개 정보를 참조하십시오. 신용카드 사용자에 대한 중요 정보는 다음의 링크에 게시되어 있습니다: <http://www.fmcsa.dot.gov/bus-credit-refund>.

VÌ SỰ AN TOÀN CỦA QUÝ VỊ ...

Cơ Quan Điều Hành Phương Tiện Vận Chuyển An Toàn thuộc Bộ Giao Thông Hoa-Kỳ (FMCSA) ra lệnh xe buýt này ngừng chở khách vì cách điều hành hãng xe vi phạm trầm trọng sự an toàn của khách. Chúng tôi biết như vậy sẽ gây bất tiện cho quý khách, nhưng sự an toàn của quý khách là tối ưu tiên của chúng tôi.

Xin hãy tuân theo sự hướng dẫn của cảnh sát viên tại hiện trường.

Nếu quý khách cần phương tiện di chuyển khác, xin xem thông tin mặt sau của thông cáo này để tìm những phương tiện công cộng khác. Quý khách dùng thẻ tín dụng xin vào mạng:

<http://www.fmcsa.dot.gov/bus-credit-refund>.

PARA SU SEGURIDAD...

La Administración Federal de Seguridad de Autotransportes (FMCSA) del Departamento de Transporte de los EE.UU. ha puesto a este autobús fuera de servicio a causa de preocupaciones graves de seguridad que relacionan a las operaciones de la compañía del autobús. Comprendemos que esto es un inconveniente, pero su seguridad es nuestra prioridad absoluta.

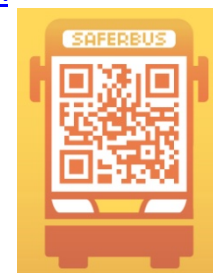
Por favor siga todas las instrucciones que reciba de las autoridades en el lugar del incidente.

Si requiere transporte alternativo, consulte la información disponible en el dorso. Los usuarios de tarjetas de crédito también pueden obtener información importante en el enlace

siguiente: <http://www.fmcsa.dot.gov/bus-credit-refund>.

FMCSA MOTORCOACH RESOURCES

1. FMCSA: Safety record information: <http://www.fmcsa.dot.gov/safety-security/pcs/Index.aspx>
2. FMCSA SaferBus App - <http://www.fmcsa.dot.gov/safety-security/saferbus/saferbus.aspx>



PUBLIC TRANSPORTATION - TRANSIT PROVIDERS

State	Transit Options	State	Transit Options
Delaware	Delaware Transit Corporation (800) 652-3278	Florida	Jacksonville Transit Authority (904) 630-3100
Georgia	Metropolitan Atlanta Rapid Transit Authority: (404) 848-5000	Maryland/DC	MTA: (410)-539-5000 or WMATA: 202-637-7000
Pennsylvania	SEPTA (215) 580-7800	New York	NYC MTA, Dial "511", say mode requested: bus, commuter rail, subway
North Carolina	Charlotte Area Transit; (704) 336-7433 Fast-Fayetteville Area; (910) 433-1743 Capital Area Transit (Raleigh) 919-485-RIDE (7433) Tar River Transit (Rocky Mount) 252-972-1174	South Carolina	Pee Dee Regional Transportation Authority: (843)665-2227 Greenville Transit Authority 864-467-5001 TriCounty Link Rural Bus System (800) 966-6631
Ohio	Sorta/Metro: (513) 632-7575 Central Ohio Transit Authority (614) 228-1776	Virginia	Hampton Roads Transit: (757) 222-6100 Greater Richmond Transit Company: (804) 358-GRTC (4782)

AMTRAK: 1-800-USARAIL (1-800-872-7245) or TDD/TTY (1-800-523- 6590)

TAXIS: 1-800-TAXI-USA or 1-800-TAXICAB; ADA: <http://www.accesstravelcenter.com/wctaxi.html>

Credit and Debit Card Refunds

Customers who paid for their bus ticket by credit card may be entitled to a credit from their credit card company under the Fair Credit Billing Act. Write to your credit card issuer, being sure to state your account number. Enclose a photocopy of your credit card statement, if you have received one, and a photocopy of your ticket, itinerary or receipt if possible, or indicate the price of the transportation and the date it was purchased. State that the bus company has ceased operations, that you will not receive the transportation that you charged to your account and that you are requesting a credit pursuant to the Fair Credit Billing Act.

The credit card issuer must receive this notice no later than 60 days after the date that you received the first monthly statement that listed the bus company charge, although credit card companies sometimes waive this deadline for future transportation. If you have a paper ticket or other evidence of your transportation, some credit card issuers may ask for the original unused ticket or other documentation. If this is requested, keep a photocopy and send the original by certified mail. Do not send the original documentation unless it is requested. However, it would be a good idea to enclose a copy of any confirmation or itinerary sheet that you may have received.

There are no federal protections for debit card purchases of the type described above for credit cards. However, some debit card issuers voluntarily provide some or all of those protections. If you paid by debit card, consult your debit card issuer regarding your refund rights.

<http://www.fmcsa.dot.gov/bus-credit-refund>



U.S. Department
of Transportation

Federal Motor Carrier
Safety Administration

1200 New Jersey Ave., S.E.
Washington, D.C. 20590

MOTORCOACH FACTS

The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) is committed to protecting the traveling public and saving lives. In service to this commitment, FMCSA is implementing strong safety measures that make motorcoach travel safer for passengers and everyone on our roadways.

Stronger Safety Enforcement

- The FMCSA has significantly stepped-up its safety enforcement of motorcoaches and other commercial passenger carriers. For example, under the current Administration, FMCSA's out-of-service orders to remove unsafe passenger carriers from the road have increased from 36 in 2008 to 54 in 2011.
- Roadside safety enforcement of passenger carriers has also steadily increased. During FMCSA's 2011 National Passenger Carrier Safety Strike Force in September, Federal, State and local police carried out over 8,300 safety inspections of motorcoaches, tour buses, school buses and other passenger carriers nationwide. The two-week inspection sweep removed 902 unsafe vehicles or drivers from our roadways. FMCSA will carry out its 2012 National Passenger Carrier Safety Strike Force later this year.
- Over the past six years, motorcoach inspections have more than doubled, from 12,991 in 2005 to 28,982 in 2011.
- In FY 2011 there were 28,982 motorcoach inspections, resulting in 914 motorcoach drivers and 1,642 motorcoach vehicles being placed out of service.
- On-site safety compliance reviews of motorcoach companies are up 131 percent, from 457 in 2005 to 1,055 in 2011.
- Since 2008, FMCSA's passenger carrier vetting program continues to reject approximately 23 percent of all motorcoach companies applying for operating authority.
- Since 2009, FMCSA has conducted 171 American with Disabilities Act (ADA) reviews on motorcoaches and issued two consent decrees that required the companies to upgrade their fleets.

Tougher Safety Standards

- Under FMCSA's new, data-driven Compliance, Safety, Accountability (CSA) enforcement program, motorcoach and other commercial passenger carriers with safety problems in even one of seven performance areas are immediately targeted for safety interventions—ranging from warning letters, on-site safety compliance reviews, federal fines and out-of-service orders.
- In May 2011, FMCSA established tougher national standards that require anyone applying for a commercial driver's license (CDL) to first obtain a commercial learner's permit.
- To end the dangerous practice of distracted driving, FMCSA banned texting and the use of hand-held cell phones by drivers of commercial vehicles, including motorcoach and other passenger carrier drivers.

Source: Based on safety enforcement data entered into FMCSA's Motor Carrier Management Information System and other FMCSA data systems as of April 27, 2012.

- FMCSA is taking action using a new rule, which took effect May 29, 2012, to link active companies to other companies previously placed out of service. This new out-of-service (OOS) order action expands FMCSA’s authority to take action against unsafe motor carriers that attempt to evade enforcement by “reincarnating” into other forms or by illegally continuing their operations through affiliate companies.

Requests to Congress

- To protect the traveling public and save lives, the Agency has asked Congress to adopt several safety provisions that it is considering in the surface transportation bill that would further protect bus customers by:
 - Granting FMCSA greater authority to pursue enforcement action against unsafe “reincarnated” companies by establishing a single national standard for successor liability that eliminates the loophole allowing bus and truck companies that have been shut down for unsafe operations to recreate themselves;
 - Eliminating the jurisdictional gap that prevents FMCSA from directly regulating passenger carrier *brokers*, including ticket sellers that are not also motor carriers;
 - Requiring new passenger carriers to undergo a full safety audit before receiving operating authority; and
 - Raising the penalty from \$2,200 to \$25,000 a day against passenger carriers that attempt to operate without valid USDOT operating authority.

Consumer Outreach and Bus Safety Tools

- In March 2012, FMCSA unveiled its SaferBus iPhone/iPad application – a first-of-its-kind app that gives consumers a quick and free way to “*Look Before You Book*” at a bus company’s safety record and make smart safety decisions before buying a ticket, booking a trip or boarding a bus. SaferBus enables consumers to determine how much information they want to make travel decisions based on a bus company’s overall safety record.
- As of May 29, 2012, the SaferBus App has been downloaded 4,069 times across 40 countries with 19,344 searches conducted.
- In September 2011, FMCSA held a National Motorcoach Safety Summit that attracted over 200 safety advocates, motorcoach company owners, bus drivers, tour operators, brokers, law enforcement leaders, government officials and concerned citizens to discuss solutions to strengthen motorcoach safety. To view the summit, go to <http://www.fmcsa.dot.gov/safety-security/PCS/motorcoach-safety.aspx>.
- FMCSA offers other free, user-friendly, online tools to select the safest bus company including:
 - FMCSA’s “Think Safety: Every Trip, Every Time” safety checklist available online at www.fmcsa.dot.gov. This safety checklist helps consumers review a bus company's safety record, safety rating and USDOT operating authority status before buying a ticket or hiring a bus company for group travel. The checklist is available for download in Simplified Chinese, Traditional Chinese, French, German, Japanese, Korean, Spanish, and Vietnamese.
 - FMCSA’s Consumer Safety Hotline (1-888-DOT-SAFT) that enables the public to immediately report any unsafe bus company or driver.

###



SaferBus Mobile App



Planning a bus trip? Look before you book.

First, use the SaferBus app to check the safety record of the carrier you are choosing.

There's more to consider than just price and convenience. If you are purchasing a bus ticket or hiring a bus company for your group's travel, safety should be the top priority. Don't risk your life or the lives of others by making an uninformed decision. Now, with the free SaferBus app, users can easily access a bus company's safety performance record, file a complaint and more from a mobile device. The Federal Motor Carrier Safety Administration (FMCSA) has developed the SaferBus mobile application to provide 24/7 access to important safety information that you should verify before you select a U.S. DOT registered bus company to transport you or members of your group. Don't take a chance. Look before you book!

SaferBus provides easy access to bus companies' safety information.

Bus Company Operating Authority and Insurance Status - The app protects consumers from illegal interstate bus companies that should not be operating. Passengers should not use interstate bus companies that do not have valid U.S. DOT operating authority or that do not comply with Federal insurance requirements. This app alerts consumers to those illegal bus companies.

View Bus Safety Performance Records - Check the safety performance record of the bus companies you are considering and use this information to make an informed, safety-based decision. The app gives easy and user-friendly access to up to 24 months of a bus company's safety performance data. This data provides insight into a carrier's performance in a number of important safety categories: unsafe driving, fatigued driving, driver fitness, controlled substances/alcohol, and vehicle maintenance. The higher the percentage in any category, the higher the potential safety risk. The app gives an easily-accessible snapshot of the data that FMCSA also makes publicly available online at its [Compliance, Safety, Accountability \(CSA\) Web site](#).

Bus Company Safety Results - The app alerts consumers to bus companies with an unsatisfactory safety rating. FMCSA issues three types of safety ratings. The top rating is Satisfactory. Bus companies with a Conditional rating may pose a higher safety risk, and companies with a final Unsatisfactory rating should **NOT** be operating.

Report a Complaint - The SaferBus app links to the [FMCSA National Consumer Complaint Database](#). In using this feature you can also connect to the FMCSA hotline number 1-888-DOT-SAFT (1-888-368-7238). Call 911 in the case of a safety emergency.



Helping You Select a Safer Bus

- [Frequently Asked Questions](#)
- [Search Tips](#)
- Select a passenger carrier for your trip with our [search tool](#).
- Planning a bus trip? Use our [safety checklist \(PDF\)](#).
- Chartering a bus for your group? Find helpful tips in our [safety brochure \(PDF\)](#).
- Passenger carriers, explore [regulatory information](#) for your vehicle(s).
- Having difficulty with technical aspects of the SaferBus app? Email saferbus@dot.gov.

Stay Connected with U.S. DOT Secretary Ray LaHood ...



The Official Blog of the
U.S. Secretary of Transportation

✓ Safety

Checklist

Are you planning a bus trip?

There is more to consider than just price and convenience!

If you are purchasing a personal ticket or hiring a bus company for your group's travel, SAFETY should be a top priority. Don't risk your life or the lives of others by making an uninformed decision. Select a bus company that complies with Federal requirements enforced by the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA). Listed below are some important facts you should verify before you select a bus company to transport you or members of your group.

✓ Safety Performance History

- Check the bus company's safety performance results.

✓ Safety Rating

- FMCSA rates bus companies' safety performance. The top rating is satisfactory. Bus companies with a conditional safety rating may pose a higher risk, and companies with a final unsatisfactory safety rating should not be operating.

✓ Operating Authority and Insurance Requirements

- Bus companies charging a fee to provide interstate transportation must obtain operating authority from FMCSA.
- If the company operates a bus that is designed to transport 16 or more passengers, it must have a minimum of \$5 million in insurance coverage.

✓ Consumer Complaints

- If you want to make a safety violation complaint, call FMCSA's toll free hotline **1-888-DOT-SAFT (1-888-368-7238)** from 9:00 AM to 7:00 PM, Monday through Friday Eastern Time or visit FMCSA's consumer complaint site (<http://nccdb.fmcsa.dot.gov/HomePage.asp>).
- If you observe a safety emergency, please call 911.

You can check out the safety information and more at FMCSA's Web site:

<http://www.fmcsa.dot.gov/safety-security/pcs/Index.aspx>

**Make the choice to put safety first!
Every trip, every time.**

**Think Safety:
Every Trip, Every Time.**



安全

核查清单

您是否在计划乘公交车旅行？

您不仅需要考虑票价和方便程度，还需要考虑其他问题！

如果您是购买个人车票或为您的团体旅行雇用一家公交车公司，安全应当是首要考虑因素。不要因为不了解情况作出的一项决定而让您自己或其他人承受失去生命的风险。选择一家遵守美国交通部联邦汽车运输安全管理局（**FMCSA**）强制执行的联邦规定的公交车公司。以下是您在选择您或您的团队成员搭乘的公交车公司时需要核实的一些重要的事项。

✓ 安全性能史

- 查看公交车公司的安全性能结果。

✓ 安全评级

- **FMCSA**评估公交车公司的安全性能。最高评级是“满意”（**Satisfactory**）。获得“有条件安全性能”（**Conditional Safety**）评级的公交车公司可能具有较高的风险，获得“最终不满意安全性能”（**Final Unsatisfactory Safety**）评级的公司不应当继续运营。

✓ 运营许可和保险要求

- 提供州际交通服务的收费公交车公司必须获得**FMCSA**的运营许可。
- 如果公司运营的公交车可搭乘**16名或以上**乘客，则必须至少有**五百万美元**的保险赔付额。

✓ 消费者申诉

- 如果您希望提出违反安全规定的申诉，请在星期一至星期五美东时间上午九点至下午七点拨打**FMCSA**的免费热线电话 **1-888-DOT-SAFT (1-888-368-7238)**，或请查阅**FMCSA**的消费者申诉网站 (<http://nccdb.fmcsa.dot.gov/HomePage.asp>)。
- 如果您遇到安全方面的紧急情况，请拨打 **911** 电话。

您可以在以下**FMCSA**网站查阅安全信息及其他信息：

<http://www.fmcsa.dot.gov/safety-security/pcs/Index.aspx>

请作出安全第一的选择！

每次旅行都不例外

考虑安全问题：
每次旅行都不例外



安全

核査清單

您是否在計劃乘公交車旅行？

您不僅需要考慮票價和方便程度，還需要考慮其他問題！

如果您是購買個人車票或為您的團體旅行雇用一家公交車公司，安全應當是首要考慮因素。不要因為不瞭解情況作出的一項決定而讓您自己或其他人承受失去生命的風險。選擇一家遵守美國交通部聯邦汽車運輸安全管理局（**FMCSA**）強制執行的聯邦規定的公交車公司。以下是您在選擇您或您的團隊成員搭乘的公交車公司時需要核實的一些重要的事項。

✓ 安全性能史

- 查看公交車公司的安全性能結果。

✓ 安全評級

- **FMCSA**評估公交車公司的安全性能。最高評級是「滿意」（**Satisfactory**）。獲得「有條件安全性能」（**Conditional Safety**）評級的公交車公司可能具有較高的風險，具有「最終不滿意安全性能」（**Final Unsatisfactory Safety**）評級的公司不應當繼續運營。

✓ 營運許可和保險要求

- 提供州際交通服務的收費公交車公司必須獲得**FMCSA**的營運許可。
- 如果公司營運的公交車可搭乘**16**名或以上乘客，則必須至少有五百萬美元的保險賠付額。

✓ 消費者申訴

- 如果您希望提出違反安全規定的申訴，請在星期一至星期五美東時間上午九點至下午七點撥打**FMCSA**的免費熱線電話 **1-888-DOT-SAFT (1-888-368-7238)**，或請查閱**FMCSA**的消費者申訴網站 (<http://nccdb.fmcsa.dot.gov/HomePage.asp>)。
- 如果您遇到安全緊急情況，請撥打 **911** 電話。

您可以在以下**FMCSA**網站查閱安全資訊及其他資訊：

<http://www.fmcsa.dot.gov/safety-security/pcs/Index.aspx>

請作出安全第一的選擇！

每次旅行都不例外

考慮安全問題：
每次旅行都不例外



Liste des contrôles de sécurité

Prévoyez-vous de faire un voyage en autocar ?

Dans ce cas, tenez compte de facteurs autres que le prix et l'aspect pratique !

Si vous achetez votre propre billet ou utilisez les services d'une société d'autocars pour le transport de votre groupe, la SECURITÉ doit être votre priorité numéro 1. Ne mettez pas la vie des autres en danger en prenant une décision à la hâte. Choisissez une société d'autocars qui respecte les exigences fédérales imposées par la Federal Motor Carrier Safety Administration (l'Administration fédérale de la sécurité des motoristes, FMCSA) du Département américain des transports. Ci-dessous figurent quelques faits importants à vérifier avant de sélectionner une société d'autocars pour assurer votre transport ou celui des membres de votre groupe.

✓ Profil de sécurité de la société

- Contrôlez la performance en matière de sécurité de la société d'autocars.

✓ Classement sécurité

- La FMCSA évalue la sécurité des sociétés d'autocars. Le classement de tête est satisfaisant. Les sociétés d'autocars avec un classement de sécurité conditionnel peuvent poser un plus grand risque ; les sociétés avec un classement de sécurité insatisfaisant ne devraient pas être autorisées à opérer.

✓ Autorisation de circuler et conditions d'assurance

- Les sociétés d'autocars qui assurent les trajets entre États doivent obtenir une autorisation de circuler de la FMCSA.
- Si la société utilise un autocar conçu pour transporter plus de 16 passagers, elle doit être couverte par une assurance de 5 millions de dollars minimum.

✓ Plaintes

- Si vous voulez signaler une violation des règles de sécurité, appelez la FMCSA en utilisant le numéro d'appel gratuit **1-888-DOT-SAFT (1-888-368-7238)** de 9:00 à 19:00, du lundi au vendredi heure normale de l'est, ou visitez le site réservé aux plaintes des consommateurs de la FMCSA (<http://nccdb.fmcsa.dot.gov/HomePage.asp>).
- En cas d'urgence liée à la sécurité, veuillez appeler le 911.

Vous pouvez examiner les informations relatives à la sécurité, etc., sur le site Web de la FMCSA :

<http://www.fmcsa.dot.gov/safety-security/pcs/Index.aspx>

**Donnez priorité à la sécurité !
À chaque voyage, à chaque fois.**

**Pensez à la sécurité :
À chaque voyage, à
chaque fois**



✓ Sicherheit Checkliste

Planen Sie eine Busreise?

Es gibt mehr zu bedenken als nur Preis und Komfort!

Wenn Sie eine Fahrkarte für sich kaufen oder ein Busunternehmen für Ihre Reisegruppe beauftragen, sollte SICHERHEIT an oberster Stelle stehen. Riskieren Sie nicht Ihr Leben oder das Leben anderer, indem Sie eine uninformierte Entscheidung treffen. Wählen Sie ein Busunternehmen, das den Bundesvorschriften entspricht, die von der Federal Motor Carrier Safety Administration (FMCSA) des US-Verkehrsministeriums durchgesetzt werden. Nachfolgend finden Sie einige wichtige Fakten, die Sie überprüfen sollten, bevor Sie ein Busunternehmen für sich selbst oder für Mitglieder Ihrer Gruppe wählen.

✓ Sicherheitsvorgeschichte

- Überprüfen Sie den Verlauf der Sicherheitsvorgeschichte des Busunternehmens.

✓ Sicherheitsbewertung

- Die FMCSA bewertet die Sicherheitsleistung von Busunternehmen. Die Bestnote ist zufriedenstellend. Busunternehmen mit einer bedingten Sicherheitsnote können ein höheres Risiko darstellen; Unternehmen mit einer unbefriedigenden Sicherheitsnote sollten nicht in Betrieb sein.

✓ Betriebserlaubnis und Versicherung

- Busunternehmen, die eine Gebühr für bundesstaatübergreifende Beförderung verlangen, müssen über eine Betriebserlaubnis von der FMCSA verfügen.
- Unternehmen, die einen Bus betreiben, der für die Beförderung von 16 oder mehr Personen ausgelegt ist, müssen für mindestens 5 Millionen US-Dollar versichert sein.

✓ Verbraucherreklamationen

- Melden Sie Sicherheitsverletzungen unter der gebührenfreien Hotline-Telefonnummer der FMCSA **1-888-DOT-SAFT (1-888-368-7238)**, montags bis freitags von 9.00 Uhr bis 19.00 Uhr EST, oder auf der Verbraucherreklamations-Website der FMCSA (<http://nccdb.fmcsa.dot.gov/HomePage.asp>).
- Wenn Sie einen Sicherheits-Notfall bemerken, rufen Sie bitte 911 an.

Sie finden die Sicherheitshinweise und mehr auf der Website der FMCSA:

<http://www.fmcsa.dot.gov/safety-security/pcs/Index.aspx>

Entscheiden Sie sich für Sicherheit!

Bei jeder Fahrt, zu jeder Zeit.

Denken Sie an Sicherheit:

Bei jeder Fahrt, zu jeder Zeit.



安全

チェックリスト

バス旅行をご計画ですか？

値段と利便性だけでなく、もっと大切なことがあります！

個人でチケットを購入する場合や、グループ旅行でバス会社を雇う場合、安全が最優先事項です。情報不足のまま決定を下して、ご自分や他の人たちの命を危険にさらさないでください。米国運輸省の連邦自動車運輸安全局（FMCSA）が義務付けている連邦要件を満たすバス会社を選んでください。ご自分またはグループメンバーのためにバス会社を選ぶ前に、以下の重要事項を確認する必要があります。

✓ 安全実績史

- バス会社の安全実績を確認してください。

✓ 安全格付け

- FMCSAはバス会社の安全実績の格付けを行っています。最高の格付けは「十分安全」です。格付けが「条件付き安全」のバス会社は危険度がより高い恐れがあり、最下位の格付けである「安全が不十分」なバス会社は運営を停止すべきです。

✓ 運転認可および保険要件

- 料金を徴収して州間輸送を行うバス会社は、FMCSAの運転認可取得が義務付けられています。
- 輸送乗員16人以上のバスを運行する場合、会社には補償額最低500万ドルの保険加入が義務付けられています。

✓ 消費者の苦情

- 安全違反に関する苦情は、月曜から金曜の午前9時から午後7時（東部標準時）の間に、FMCSAのフリーダイヤルホットライン 1-888-DOT-SAFT（1-888-368-7238）にお電話ください。または、FMCSAの消費者苦情サイト（<http://nccdb.fmcsa.dot.gov/HomePage.asp>）をご利用ください。
- 安全緊急事態が発生したときは、911にお電話ください。

FMCSA ウェブサイトで安全情報やその他の情報をご覧ください：

<http://www.fmcsa.dot.gov/safety-security/pcs/Index.aspx>

安全第一で選択！

どこに行くときも、いつでも。

安全第一

どこに行くときも、いつでも。



✓ 안전

체크리스트

버스 여행을 계획하고 계십니까?

가격과 편리함 이외에도 고려해야 할 것이 더 있습니다!

개인 승차권을 구입하거나 버스 회사를 통하여 단체 여행을 하는 경우에는 안전을 가장 먼저 고려해야 합니다. 안전 정보를 검토하지 않은 결정을 함으로써 자신과 다른 사람들의 생명을 위태롭게 하지 마십시오. 연방 교통부 산하의 연방운송회사안전청(FMCSA)이 시행하는 연방 요건을 준수하는 버스 회사를 선택하십시오. 아래의 리스트는 여러분과 단체 여행객들이 이용할 버스 회사를 선정하기 전에 확인해야 할 몇 가지 중요한 정보들입니다.

✓ 안전 운행 기록

- 버스 회사의 안전 운행 기록을 확인하십시오.

✓ 안전 등급

- **FMCSA**는 버스 회사의 안전 운영을 평가합니다. 최고 등급은 “안전”입니다. 조건부 안전 등급을 받은 버스 회사는 사고의 위험이 높고, 최종적으로 “불안전” 안전 등급을 받은 버스 회사는 버스를 운행할 수 없습니다.

✓ 운행 허가 및 보험 요건

- 주와 주 사이를 운행하는 버스 회사들은 **FMCSA**로부터 운행 허가를 받아야 합니다.
- 16명 이상의 승객을 수송하는 버스 회사는 최소한 500만 달러의 보험에 가입해야 합니다.

✓ 소비자 불만

- 안전 위반을 신고하시려면 월요일부터 금요일, 오전 9시부터 오후 7시(동부 시간)까지 **FMCSA**의 무료 긴급전화 **1-888-DOT-SAFT(1-888-368-7238)**로 전화하거나 **FMCSA**의 소비자 불만 웹사이트 (<http://nccdb.fmcsa.dot.gov/HomePage.asp>)를 방문하십시오.
- 안전 사고를 목격하는 경우에는 **911**로 전화하십시오.

안전 및 기타 정보는 다음의 **FMCSA**의 웹사이트에서 찾아볼 수 있습니다:

<http://www.fmcsa.dot.gov/safety-security/pcs/Index.aspx>

안전을 가장 먼저 생각하는 선택을 하십시오!
항상 안전한 여행을 하시기 바랍니다.

안전은 항상 생각하는 여행의 핵심입니다.



Lista de

Seguridad

¿Está usted planeando un viaje en autobús?

¡Hay que considerar algo más que el precio y la conveniencia!

Si va usted a comprar un boleto personal o a contratar a una compañía de autobuses para el viaje de su grupo, la SEGURIDAD debe ser una de las principales prioridades. No arriesgue su vida o la de otras personas por tomar decisiones sin suficiente información. Escoja una compañía de autobuses que cumpla los requisitos federales impuestos por la Administración Federal de Seguridad de Vehículos de Transporte del Departamento de Transporte (FMCSA por sus siglas en inglés) de los Estados Unidos. A continuación se indican algunos datos importantes que usted debe verificar antes de escoger una compañía de autobuses para transportarle a usted o a su grupo.

✓ Historial de seguridad del servicio

- Compruebe los datos relacionados con la seguridad de la compañía de autobuses.

✓ Clasificación de seguridad

- FMCSA clasifica la seguridad de las compañías de autobuses. La clasificación máxima es satisfactoria. Las compañías de autobuses con una clasificación de seguridad condicional podrían suponer un mayor riesgo y las compañías con una clasificación final de seguridad insatisfactoria no deberían estar en operación.

✓ Autoridad de operaciones y requisitos de seguros

- Las compañías de autobuses que cobran una tarifa por proporcionar transportación interestatal tienen que obtener de FMCSA la autorización para sus operaciones.
- Si la compañía utiliza un autobús diseñado para transportar 16 pasajeros o más, tiene que tener una cobertura de seguros de \$5 millones como mínimo.

✓ Reclamaciones de los clientes

- Si desea hacer una reclamación por una violación de la seguridad, llame a la línea gratuita de FMCSA al número **1-888-DOT-SAFT (1-888-368-7238)** de 9:00 AM a 7:00 PM, lunes a viernes, hora de la costa Este; o visite el sitio web de reclamaciones del cliente de FMCSA (<http://nccdb.fmcsa.dot.gov/HomePage.asp>).
- Si observa una emergencia de seguridad, le rogamos que llame al 911.

Usted puede ver la información de seguridad y otra información en el sitio web de FMCSA:

<http://www.fmcsa.dot.gov/safety-security/pcs/Index.aspx>

**¡Elija poner la seguridad en primer lugar!
Cada viaje, cada vez.**

Piense en la seguridad:

En cada viaje, cada vez.



✓ Bản Kiểm Tra An Toàn

Quý vị đang hoạch định một chuyến đi bằng xe buýt?

Có nhiều điều cần quan tâm hơn là giá cả và điều tiện lợi!

Nếu quý vị mua vé riêng hay thuê một hãng xe buýt cho hành trình của nhóm mình, thì AN TOÀN là ưu tiên hàng đầu. Đừng liều mạng sống của chính mình hay những người khác bằng cách quyết định thiếu sáng suốt. Chọn một hãng xe buýt nào theo đúng đòi hỏi của Liên Bang cũng như tuân theo Ban Quản Lý An Toàn Vận Tải của Bộ Giao Thông Hoa Kỳ (U.S. Department of Transportation's Federal Motor Carrier Safety Administration, hay FMCSA). Có vài yếu tố quan trọng dưới đây cho quý vị xem lại trước khi chọn hãng xe buýt để chuyên chở cho quý vị hay các thành viên trong nhóm mình.

✓ Tiền Sử Hoạt Động An Toàn

- Kiểm tra các kết quả hoạt động an toàn của hãng xe buýt.

✓ Đánh Giá An Toàn

- FMCSA đánh giá thành quả an toàn của hãng xe buýt. Đánh giá cao nhất là đạt yêu cầu. Các hãng xe buýt nào được đánh giá an toàn có điều kiện thì có thể có mức nguy cơ cao hơn, và các hãng nào có mức đánh giá an toàn không đạt yêu cầu thì không nên hoạt động.

✓ Đòi Hỏi Bảo Hiểm và Giấy Phép Hoạt Động

- Các hãng xe buýt nào tính lệ phí để chuyển chở xuyên bang phải có giấy phép hoạt động từ FMCSA.
- Nếu hãng xe buýt nào được thiết kế để chuyên chở 16 hành khách trở lên, thì ít nhất phải có \$5 triệu trong bảo hiểm.

✓ Khiếu Nại từ Khách Hàng

- Nếu quý vị muốn lập khiếu nại vi phạm an toàn, thì gọi cho đường dây nóng miễn phí của FMCSA theo số **1-888-DOT-SAFT (1-888-368-7238)** từ 9:00 sáng đến 7:00 tối, từ thứ Hai đến thứ Sáu theo Giờ Miền Đông hoặc viếng mạng lưới khách hàng khiếu nại của FMCSA (<http://nccdb.fmcsa.dot.gov/HomePage.asp>).
- Nếu quý vị thấy có trường hợp khẩn cấp về an toàn, xin gọi 911.

Quý vị có thể kiểm tra thông tin về an toàn và nhiều thứ khác tại mạng lưới của FMCSA:

<http://www.fmcsa.dot.gov/safety-security/pcs/Index.aspx>

Hãy luôn đặt an toàn lên trên hết!
Cho mọi chuyến đi, và vào mọi lúc.

Hãy Luôn Nghĩ Đến An Toàn:
Cho Mọi Chuyến Đi, và Vào Mọi Lúc.



We're here to help you protect your travelers.

As it is for you, the safety of your group's travelers is of utmost importance to us. We're the Federal Motor Carrier Safety Administration (FMCSA), the Federal government agency responsible for the enforcement of laws relating to commercial motor vehicles in the United States. We're dedicated to increasing highway safety through improvements to equipment, better driver practices, and regulation enforcement.

Please read the checklist inside so you will know how to comply with the Federal Motor Carrier Safety Regulations.

And visit our Web site for additional information regarding:

- The difference between "interstate" and "intrastate" transportation.
- State rules and regulations governing intrastate transportation.
- More ways to make sure your vehicles and drivers are in compliance, and your travelers are safe.



Learn more about Federal Motor Carrier Safety Regulations by visiting <http://www.fmcsa.dot.gov/safety-security/pcs/Index.aspx>



Every trip. Every time.

Learn more about Federal Motor Carrier Safety Regulations by visiting <http://www.fmcsa.dot.gov/safety-security/pcs/Index.aspx>

1-800-832-5660
TTY: 1-800-877-8339
1200 New Jersey Ave., SE
Washington, DC 20590



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

BUS TRIPS CARRY PRECIOUS CARGO.

Motorcoach safety regulations keep travelers safe.



Make sure all your groups' trips are safe trips.

If you're responsible for group travel for your organization, safety is, of course, your primary concern. Knowing the Federal requirements for motorcoach safety can help lower risk for your travelers, whether you're hiring a commercial motorcoach or operating your own commercial motor vehicle.

Specific regulations apply to commercial motorcoaches you may charter, and others apply to vehicles you may own. The checklist inside makes it easy to understand the safety guidelines for either situation.



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Whether you charter or own your vehicle, follow these tips and rules. Make sure your travelers arrive and return safely.



What to know if you hire or charter a commercial motor vehicle for group travel.

If your organization hires or charters commercial motor vehicles for group outings, these suggestions will help ensure your group's safety.

- ❑ Select a bus company and check safety performance results at www.fmcsa.dot.gov/safety-security/PCS/Consumers.aspx.
- ❑ A recent safety rating is a more timely indicator than a rating that is several years old.
- ❑ Passenger carriers with a final "Unsatisfactory" safety rating are considered a high safety risk and are prohibited from operating.
- ❑ Interstate drivers (generally drivers who cross State lines) are subject to qualification standards.
- ❑ For-hire bus companies must obtain operating authority from the Federal Motor Carrier Safety Administration to provide interstate passenger transportation.
- ❑ If the company operates a bus that is designed to transport 16 or more passengers, it must have \$5 million in insurance coverage.

What to know if you own and operate your own commercial motor vehicle for group travel.

If your organization owns its own vehicle and a member of your organization is the driver for group outings, you are considered an Owner/Operator by the Federal Motor Carrier Safety Administration. You must, therefore, follow all Owner/Operator regulations and laws.

- ❑ If your vehicle is designed to transport 16 or more passengers (including the driver), your driver must possess a Commercial Drivers License (CDL) with a passenger endorsement.
- ❑ Your organization must have a drug and alcohol testing program for its CDL drivers.
- ❑ Your interstate drivers (generally drivers who cross State lines) are subject to qualification standards.
- ❑ Your drivers are subject to limitations on the number of consecutive hours they can drive at a time.
- ❑ Your buses must be systematically inspected, repaired, and maintained to be in safe and proper operating condition.

Know the rules. Follow the rules. Keep your group safe.

For your travelers' sake, it's critically important that you know all the guidelines and Federal regulations for motorcoach safety, and that you comply with them.

Get even more information by visiting www.fmcsa.dot.gov/safety-security/pcs/Index.aspx. There's a lot riding on it.



For more information, visit
<http://www.fmcsa.dot.gov/safety-security/pcs/Index.aspx>

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

	)	Order No.: NY-2012-5000-IMH
)	
)	
APEX BUS INC., USDOT 1648076	)	Service
	)	Date: _____
)	
NEW EGG, USDOT 1782669	)	Service
	)	Date: _____
)	
ASIA TOURS INC., USDOT 1981036	)	Service
	)	Date: _____
)	
A-ONE BUS INC., USDOT 2042137	)	Service
	)	Date: _____
)	
ALL STATE TRAVEL BUS, USDOT 1504113	)	Service
	)	Date: _____
)	
UNIVERSE BUS INC., USDOT 1301467	)	Service
	)	Date: _____
)	
PAO HUA YU,	)	Service
	)	Date: _____
)	
TO LEE a/k/a LEO LEE,	)	Service
	)	Date: _____
)	
TOM CHEN.	)	Service
	)	Date: _____
)	

IMMINENT HAZARD
OPERATIONS OUT-OF-SERVICE ORDER

This is an Imminent Hazard Operations Out-of-Service Order ("ORDER") issued by the Secretary of Transportation (the "Secretary") pursuant to 49 U.S.C. § 521(b)(5)(A), 49 U.S.C. § 13102, 49 U.S.C. § 13905(f), 49 U.S.C. § 31144(c)(1) and (2), 49 U.S.C. § 31144(c)(5), 49 C.F.R. § 386.2, 49 C.F.R. § 386.72(b)(1), 49 C.F.R. § 386.73, and 49 C.F.R. § 390.5 and pursuant

to a delegation of authority to the Field Administrator, Eastern Service Center, Federal Motor Carrier Safety Administration (FMCSA), United States Department of Transportation (USDOT), Glen Burnie, Maryland. This ORDER applies to Pao Hua Yu, To Lee a/k/a Leo Lee, Tom Chen, Apex Bus, Inc., USDOT # 1648076, MC 606826, New Egg, USDOT # 1782669, MC 649950, Asia Tours, Inc., USDOT # 1981036, MC 701758, A-One Bus, Inc., USDOT # 2042137, MC 716165, All State Travel Bus, USDOT # 1504113, MC 564604, and Universe Bus Inc., USDOT#1301467, MC 506409, each in their individual capacity and collectively as one commercial motor vehicle operation (referred to collectively herein as “you”, “your”, and /or “APEX”) and to any motor vehicles owned, leased, or operated by APEX, and used in the APEX motor carrier operation.

The Secretary and FMCSA find your operations constitute an **imminent hazard**. This finding means that based upon your present state of unacceptable safety compliance, your operation of any commercial motor vehicles poses an **imminent hazard** to public safety.

EFFECTIVE IMMEDIATELY, YOU MUST CEASE ALL COMMERCIAL MOTOR VEHICLE OPERATIONS, INCLUDING ALL INTERSTATE OR INTRASTATE TRANSPORTATION OF PASSENGERS BY DRIVERS FROM ALL DISPATCHING LOCATIONS OR TERMINALS.

THE PROHIBITIONS ON OPERATION IN THIS ORDER APPLY TO APEX, AS WELL AS ANY AND ALL OF ITS OFFICERS, DIRECTORS, AND MANAGERS, SUCCESSORS, ASSIGNS AND AFFILIATED COMPANIES. EXCEPT AS PROVIDED BELOW, APEX MAY NOT USE OWNED, LEASED, RENTED OR CHARTERED VANS, SHUTTLES, BUSES, OR OTHER MOTOR VEHICLES TO SUPPLEMENT ANY CONTINUED COMMERCIAL MOTOR VEHICLE OPERATIONS. FURTHER, APEX

MAY NOT CONTINUE ANY COMMERCIAL MOTOR VEHICLE OPERATIONS THROUGH INTERLINE AGREEMENTS, SERVICE AGREEMENTS OR CHARTER AGREEMENTS.

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)).

NO ADDITIONAL PASSENGERS MAY BE LOADED OR TRANSPORTED, NOR MAY THE COMMERCIAL MOTOR VEHICLES BE OPERATED IN INTERSTATE OR INTRASTATE COMMERCE WHILE THIS ORDER IS IN EFFECT. A COMMERCIAL MOTOR VEHICLE MAY BE MOVED TO A LOCATION TO BE REPAIRED ONLY UPON APPROVAL FROM THE FIELD ADMINISTRATOR, FMCSA EASTERN SERVICE CENTER.

YOU ARE FURTHER NOTIFIED THAT, AS A RESULT OF THE ISSUANCE OF THIS ORDER, AND PURSUANT TO 49 U.S.C. § 13905(f)(2), YOUR FEDERAL OPERATING AUTHORITY REGISTRATION IS HEREBY REVOKED.

I. JURISDICTION

APEX is a motor carrier engaged in interstate commerce and is therefore subject to the Federal Motor Carrier Safety Regulations ("FMCSRs"), 49 C.F.R. Parts 350-399, as well as the Orders of the USDOT and FMCSA. (*See* 49 U.S.C. §§ 506, 507, 13501, 31133 and 31136.) APEX is required to comply and to ensure its drivers and employees comply with the FMCSRs. 49 C.F.R. § 390.11.

II. BASIS FOR ORDER

The basis for determining that APEX's motor carrier operations and the continued operation of the vehicles identified in this ORDER pose an imminent hazard to the public is that APEX's operational structure and deficient safety management controls substantially increase the likelihood of serious injury or death if not discontinued immediately, thereby posing a continuing imminent hazard. APEX does not have adequate safety management controls in place to ensure acceptable compliance with applicable safety requirements. 49 C.F.R. § 385.5. APEX does not, among other things, ensure that its drivers comply with hours of service and records of duty status requirements (49 C.F.R. Part 395), administer a drug and alcohol testing program (49 C.F.R. Parts 40 and 382), ensure its commercial motor vehicles are properly and regularly inspected, repaired and maintained (49 C.F.R. Part 396), nor does it have adequate means of determining whether drivers are qualified to operate a commercial motor vehicle (49 C.F.R. Parts 383 and 391). Moreover, APEX has not designated a qualifying principal place of business (49 C.F.R. Part 390). Individually and cumulatively, these violations and conditions of operation substantially increase the likelihood of serious injury or death to APEX drivers, passengers and the motoring public.

III. BACKGROUND

On or about June 20, 2011, FMCSA initiated an investigation, which remains open, concerning the operations of APEX, to determine the scope of the motor carrier operations and safety management controls. The investigation revealed widespread violations of the FMCSRs demonstrating a continuing and flagrant disregard for compliance with the FMCSRs and an organizational and safety management structure indifferent to motor carrier safety.

During the course of the investigation, FMCSA discovered anomalies in the management structure of Apex Bus, Inc., USDOT # 1648076, New Egg, USDOT # 1782669, Asia Tours, Inc., USDOT # 1981036, A-One Bus, Inc., USDOT # 2042137, All State Travel Bus, USDOT # 1504113, and Universe Bus Inc., USDOT#1301467, tending to show affiliation amongst the entities. Upon closer inspection, FMCSA determined that the several entities are in fact under the common control and management of Apex Bus, Inc., USDOT #1648076, Pao Hua Yu, To Lee a/k/a Leo Lee and Tom Chen, acting in both an individual and collective motor carrier capacity. For example, at various times material to this Order, the collective motor carrier operation shared financial responsibilities by engaging in activities such as paying employee salaries, fuel expenses, maintenance expenses, and/or toll receipts among and between all of the affiliated carriers.

At various times, FMCSA placed segments of the collective motor carrier operation, APEX, out-of-service. On September 30, 2011, FMCSA served All State Travel Bus, Inc., USDOT # 1504113, MC 564604, with a final UNSATISFACTORY safety rating, Order to Cease Operations and Revocation of Operating Authority. On November 22, 2011, FMCSA served Asia Tours, Inc., USDOT # 1981036, MC 701758, with a final UNSATISFACTORY safety rating, Order to Cease Operations and Revocation of Operating Authority. All of these orders remain in effect today.

FMCSA issued these Orders to individual components of the collective motor carrier operation because APEX used its organizational and management structure, including obtaining multiple motor carrier registrations, to mask the true nature of its identity and operational scope. As a consequence, APEX was able to continue motor carrier operations through reincarnated or affiliated carriers in flagrant violation of the Orders, unknown to

FMCSA until FMCSA discovered the motor carrier's true identity, organizational structure and operational scope through the ongoing investigation initiated in June 2011.

Results of the investigation revealed that APEX does not monitor its drivers' hours of service (HOS) to ensure that they do not violate the hours-of-service regulations. APEX does not require its drivers to prepare and submit records of duty status. APEX's negligent oversight of its drivers results in violations of the HOS regulations. For example, APEX'S practice of permitting drivers to operate more than one bus in a given duty period and failure to adequately document which buses drivers operate results in drivers transporting passengers at a time when they may be fatigued because of driving in excess of the maximum driving time, driving after the maximum on-duty time, and/or violation of other HOS regulations.

The results of the investigation also disclosed that APEX has not properly implemented an alcohol or controlled substances testing program. APEX fails to consistently require pre-employment or random testing of employees to ensure that its drivers are able to safely operate commercial motor vehicles. APEX fails to adequately maintain records of its alcohol misuse and controlled substances use prevention programs thereby thwarting FMCSA's ability to determine APEX's compliance.

In addition, APEX does not follow FMCSA driver qualification requirements. APEX does not consistently maintain driver qualification files for all drivers operating commercial motor vehicles in APEX'S operation. APEX does not consistently require that employees operating commercial motor vehicles possess a valid commercial driver's license. As a consequence, APEX is unable to ensure that its drivers are qualified to transport passengers in commercial motor vehicles thereby substantially increasing the likelihood of injury or death to passengers and the motoring public.

APEX does not have an adequate vehicle maintenance monitoring program. In fact, APEX does not routinely require its drivers to complete driver vehicle inspection reports on its commercial motor vehicles. Such actions permit the operation of unsafe commercial motor vehicles and establish an imminently hazardous and potentially deadly situation for the driver, APEX's passengers, and the motoring public.

APEX has attempted to shield the true nature of its operations by failing to designate a qualifying principal place of business. In fact, APEX has designated multiple locations as its place of business, but no motor carrier operations are conducted at those locations. Further, APEX does not maintain records required by the FMCSRs at a properly designated principal place of business. APEX's failure to designate a qualifying principal place of business has prevented FMCSA from monitoring APEX's commercial motor vehicle operations and ensuring compliance with the FMCSRs.

APEX's operational structure, continuing operations through reincarnated or affiliated carriers, and inadequate safety management controls do not function to effectively ensure acceptable compliance with applicable safety requirements to reduce associated risks. By continuing to operate in this manner and in violation of previous FMCSA orders APEX has acted to evade safety regulation and accountability. The deficiencies resulted in violations which substantially increase the likelihood of serious injury or death to APEX'S commercial motor vehicle drivers, passengers and the motoring public. FMCSA has therefore determined that APEX's continued operations constitute an imminent hazard under 49 U.S.C. § 521(b)(5)(A) and 49 C.F.R. § 386.72(b)(1). Accordingly, APEX must cease all motor carrier operations immediately.

IV. REMEDIAL ACTION

To eliminate this imminent hazard and before this ORDER will be rescinded APEX must take specific steps to ensure and demonstrate compliance with the FMCSRs.

YOU MUST COMPLY WITH ALL PROVISIONS OF THIS ORDER

- 1. APEX must comply with all Orders FMCSA issued to any segment of the motor carrier operation.**
- 2. APEX must consent to FMCSA permanently revoking all certificates of registration previously issued to APEX pursuant to 49 U.S.C. § 13902, and must operate under one certificate of registration once all hazards are abated and the Secretary grants new operating authority registration.**
- 3. APEX must consent to conduct all motor carrier operations under one USDOT Number once all hazards are abated, the Secretary consolidates the records of all USDOT numbers currently held by APEX and grants new registration pursuant to 49 U.S.C. § 13902.**
- 4. APEX must identify management officials responsible for safety oversight and compliance with the Federal Motor Carrier Safety Regulations.**
- 5. APEX 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 procedures so that reported safety defects and/or deficiencies are repaired before the commercial motor vehicle is operated again.**
- 6. APEX must ensure its drivers accurately and fully complete their daily records of duty status and submit them to the carrier within 13 days of their completion. APEX must maintain drivers' records of duty status and all supporting documents for a minimum period**

of 6 months. Further, APEX must ensure that all records of duty status are accurate by using all means available to it and by comparing each with all supporting documents.

7. APEX must submit to the Field Administrator a plan detailing how APEX will: (i) train all drivers used by APEX or its successors or assigns, on compliance with the HOS regulations; (ii) monitor the compliance of all drivers used by APEX or its successors or assigns with the HOS regulations; and (iii) ensure that all drivers used by APEX or its successors or assigns are dispatched in such a way that scheduled routes may be completed within the maximum driving and on-duty hours, as provided in 49 CFR § 395.5.

8. APEX 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 Field Administrator.

9. APEX must ensure that it maintains driver qualification files, as required by 49 C.F.R. Part 391.

10. APEX must ensure that a three-year previous employment check is performed on its drivers prior to their operating a commercial motor vehicle, in accordance with 49 C.F.R. § 391.23.

11. APEX 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.

12. APEX must ensure that an annual list of traffic violations is obtained from each driver, an annual Motor Vehicle Record is obtained, and that an annual review is performed on each driver's driving record.

13. APEX must mark, in accordance with 49 CFR § 390.21, any vans or other commercial motor vehicles owned by APEX or transporting passengers as part of a transportation initiated or continued by APEX. This requirement applies to vehicles designed to carry 9 or more passengers, including passenger vans owned, operated, or affiliated with APEX. APEX must ensure that drivers operating such vans or other commercial motor vehicles comply with the FMCSRs, including the HOS regulations.

14. APEX must identify a qualifying principal place of business and provide that location in writing to the FMCSA Field Administrator, Eastern Service Center.

V. RESCISSION OF ORDER

Before this ORDER will be rescinded APEX must comply with the provisions of this ORDER, eliminate the problems constituting the imminent hazard that its operations and vehicles pose, and adequately demonstrate to the Field Administrator, Eastern Service Center, Federal Motor Carrier Safety Administration, United States Department of Transportation, the actions taken to eliminate the safety problems. APEX cannot avoid this Operations Out-of-Service Order by continuing operations under the name of another person or company. Any sale, lease or other transfer of equipment and/or direct assignment of contracts or other agreements for service by APEX requires the written approval of the Eastern Service Center Field Administrator. Any such action taken in anticipation of this Operations Out-of-Service Order must cease immediately. In addition, any interline agreement, service agreement or charter agreement entered into in anticipation of this Operations Out-of-Service Order must cease immediately. APEX must have the ORDER rescinded by the Eastern Service Center Field Administrator before it may continue interstate or intrastate operations.

Prior to rescission of the Order, APEX will be required to:

1. IDENTIFY THE CAUSE FOR ITS NONCOMPLIANCE.

2. DEVELOP A DETAILED 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 (THE SAFETY MANAGEMENT PLAN).

3. DEVELOP AND CERTIFY THE COMMITMENT OF APEX TO COMPLY WITH THE FMCSRs.

4. EXECUTE THE SAFETY MANAGEMENT PLAN AND PROVIDE CERTIFICATION BY ALL OWNERS AND COMPANY OFFICIALS.

Any request to rescind this ORDER, and documentation demonstrating satisfaction of the Remedial Action requirements must be directed to the Field Administrator, Eastern Service Center with a copy to the Division Administrator, New York Division, at the following addresses:

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

Division Administrator, New York Division
Federal Motor Carrier Safety Administration
Leo W. O'Brien Federal Building
Room 815
Clinton Ave. & Pearl Street
Albany, NY 12207

VI. FAILURE TO COMPLY

Failure to comply with the provisions of this Operations Out-of-Service Order may subject APEX to an action by the United States Attorney in the United States District Court for equitable relief and punitive damages. APEX may be assessed civil penalties of up to \$16,000

per day for each day it continues the proscribed interstate or intrastate operations after the effective date and time of this ORDER. (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 or imprisonment for a term not to exceed one year, or both. (49 U.S.C. § 521 (b)(6)(A)).

VII. ADDITIONAL PENALTIES FOR OTHER 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, previously discovered, discovered after the service of this ORDER, and/or discovered during subsequent investigations.

VIII. RIGHT TO REVIEW

You have the right to an administrative review in accordance with 5 U.S.C. § 554 pursuant to 49 C.F.R. § 386.72(b)(4). If requested, administrative review shall occur within 10 working 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 the Field Administrator, Eastern Service Center at the following addresses:

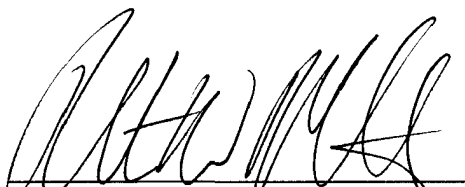
Assistant Administrator
Federal Motor Carrier Safety Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

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 APEX's operations constitute an "imminent hazard" to the public.

A REQUEST FOR REVIEW DOES NOT IN ANY WAY DELAY YOUR DUTY TO COMPLY WITH THIS ORDER IMMEDIATELY. APEX'S RESPONSE TO THIS OPERATIONS OUT-OF-SERVICE ORDER WILL NOT ALTER ANY PROPOSED OR FINAL SAFETY FITNESS RATINGS.

Issued this 30th day of May, 2012.



Robert W. Miller, Field Administrator
United States Department of Transportation
Federal Motor Carrier Safety Administration

UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

) Order No.: NC-2012-5003-IMH
)
)
I95 COACH INC.,) Service
) Date: _____
)
COACH 88, INC.,) Service
USDOT 785178) Date: _____
)
RA TRANSPORTATION,) Service
USDOT 1856875) Date: _____
)
UNITED TOURS,) Service
USDOT 1964240) Date: _____
)
TWINS JIANG CORP.,) Service
USDOT 1786076) Date: _____
)
TONY BUS LINE, INC.,) Service
USDOT 1479668) Date: _____
)
TONY BUS EXPRESS LINE, INC.,) Service
USDOT 1490687) Date: _____
)
TONY BUS EXPRESS LINE, INC.,) Service
USDOT 1628136) Date: _____
)
HU MEI EXPRESS, INC. d/b/a HUA) Service
MEI EXPRESS,) Date: _____
USDOT 1072668)
) Service
GO TO TRAVEL, INC.,) Date: _____
USDOT 2151433)
) Service
HUA MEI LIN a/k/a LINDA LIN,) Date: _____
)
) Service
JING SUN a/k/a TONY,) Date: _____
)
) Service
SHENG TAN GAO a/k/a ANDY GAO,) Date: _____
)
)

ZUN HAO LIN a/k/a JOHN LIN,

) Service
) Date: : _____

IMMINENT HAZARD
OPERATIONS OUT-OF-SERVICE ORDER

This is an Imminent Hazard Operations Out-of-Service Order ("ORDER") by the Secretary of Transportation (the "Secretary") pursuant to 49 U.S.C. § 521(b)(5)(A), 49 U.S.C. § 13102, 49 U.S.C. § 13905(f), 49 U.S.C. § 31144(c)(1) and (2), 49 U.S.C. § 31144(c)(5), 49 C.F.R. § 386.2, 49 C.F.R. § 386.72(b)(1), 49 C.F.R. § 386.73, and 49 C.F.R. § 390.5 and pursuant to a delegation of authority to the Field Administrator, Eastern Service Center, Federal Motor Carrier Safety Administration (FMCSA), United States Department of Transportation (USDOT), Glen Burnie, Maryland. This ORDER applies to Hua Mei Lin a/k/a Linda Lin; Jing Sun a/k/a Tony; Sheng Tan Gao a/k/a Andy Gao; Zun Hao Lin a/k/a John Lin; I95 Coach, Inc.; Coach 88, Inc., USDOT # 1785178; RA Transportation, USDOT # 1856875, MC 672106; United Tours, USDOT #1964240, MC 696105; Twins Jiang Corp., USDOT #1786076, MC 650835; Tony Bus Line, Inc., USDOT # 1479668, MC 558229; Tony Bus Express Line, Inc., USDOT # 1490687, MC 561007; Tony Bus Express Line, Inc., USDOT # 1628136, MC 602442; Hu Mei Express, Inc. d/b/a Hua Mei Express, USDOT # 1072668, MC 463147; and, Go To Travel, Inc., USDOT #2151433, MC 748081, each in their individual capacity and collectively as one commercial motor vehicle operation (referred to collectively herein as "you", "your", and /or "I95 COACH") and to any motor vehicles owned, leased, or operated by I95 COACH, and used in the I95 COACH motor carrier operation.

The Secretary and the FMCSA find your operations constitute an **imminent hazard**. This finding means that based upon your present state of unacceptable safety compliance, your

operation of any commercial motor vehicles poses an **imminent hazard** to public safety.

EFFECTIVE IMMEDIATELY, YOU MUST CEASE ALL COMMERCIAL MOTOR VEHICLE OPERATIONS, INCLUDING ALL INTERSTATE OR INTRASTATE TRANSPORTATION OF PASSENGERS BY DRIVERS FROM ALL DISPATCHING LOCATIONS OR TERMINALS.

THE PROHIBITIONS ON OPERATION IN THIS ORDER APPLY TO I95 COACH, AS WELL AS ANY AND ALL OF ITS OFFICERS, DIRECTORS, AND MANAGERS, SUCCESSORS, ASSIGNS AND AFFILIATED COMPANIES. EXCEPT AS PROVIDED BELOW, I95 COACH MAY NOT USE OWNED, LEASED, RENTED OR CHARTERED VANS, SHUTTLES, BUSES, OR OTHER MOTOR VEHICLES TO CONTINUE ANY COMMERCIAL MOTOR VEHICLE OPERATIONS. FURTHER, I95 COACH MAY NOT CONTINUE ANY COMMERCIAL MOTOR VEHICLE OPERATIONS THROUGH INTERLINE AGREEMENTS, SERVICE AGREEMENTS OR CHARTER AGREEMENTS.

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)).

NO ADDITIONAL PASSENGERS MAY BE LOADED OR TRANSPORTED, NOR MAY THE COMMERCIAL MOTOR VEHICLES BE OPERATED IN INTERSTATE OR INTRASTATE COMMERCE WHILE THIS ORDER IS IN EFFECT. AN EMPTY COMMERCIAL MOTOR VEHICLE MAY BE MOVED TO A LOCATION TO BE STORED OR REPAIRED ONLY UPON APPROVAL FROM THE FIELD

ADMINISTRATOR, FMCSA EASTERN SERVICE CENTER.

YOU ARE FURTHER NOTIFIED THAT, AS A RESULT OF THE ISSUANCE OF THIS ORDER, AND PURSUANT TO 49 U.S.C. § 13905(f)(2), YOUR FEDERAL OPERATING AUTHORITY REGISTRATION IS HEREBY REVOKED.

I. JURISDICTION

I95 COACH is a motor carrier engaged in interstate commerce and is therefore subject to the Federal Motor Carrier Safety Regulations ("FMCSRs"), 49 C.F.R. Parts 350-399, as well as the Orders of the USDOT and FMCSA. (*See* 49 U.S.C. §§ 506, 507, 13501, 31133 and 31136.) I95 COACH is required to comply, and to ensure its drivers and employees comply, with the FMCSRs. 49 C.F.R. § 390.11.

II. BASIS FOR ORDER

The basis for determining that I95 COACH's motor carrier operations and the continued operation of commercial motor vehicles under I95 COACH's ownership or control pose an imminent hazard to the public is that I95 COACH's operational structure and deficient safety management controls substantially increase the likelihood of serious injury or death if not discontinued immediately. I95 COACH does not have adequate safety management controls in place to ensure acceptable compliance with applicable safety requirements. 49 C.F.R. § 385.5. I95 COACH does not, among other things, ensure that its drivers comply with hours of service and records of duty status requirements (49 C.F.R. Part 395), administer a drug and alcohol testing program (49 C.F.R. Parts 40 and 382), ensure its commercial motor vehicles are properly and regularly inspected, repaired and maintained (49 C.F.R. Part 396), nor does it have adequate means of determining whether drivers are qualified to operate a commercial motor vehicle (49 C.F.R. Parts 383 and 391). Moreover, I95 COACH has not designated a qualifying principal

place of business (49 C.F.R. Part 390). Individually and cumulatively, these violations and conditions of operation substantially increase the likelihood of serious injury or death to I95 COACH drivers, passengers and the motoring public.

III. BACKGROUND

On or about June 20, 2011, FMCSA initiated an investigation, which remains open, concerning the operations of I95 COACH, to determine the scope of the motor carrier operations and safety management controls. The investigation revealed widespread violations of the FMCSRs demonstrating a continuing and flagrant disregard for compliance with the FMCSRs and an organizational and safety management structure indifferent to motor carrier safety.

During the course of the investigation, FMCSA discovered anomalies in the management structure of I95 Coach, Inc., Coach 88, Inc., USDOT # 1785178, RA Transportation, USDOT # 1856875, United Tours, USDOT #1964240, Twins Jiang Corp., USDOT #1786076, Tony Bus Line, Inc., USDOT # 1479668, Tony Bus Express Line, Inc., USDOT # 1490687, Tony Bus Express Line, Inc., USDOT # 1628136, Hu Mei Express, Inc. d/b/a Hua Mei Express, USDOT # 1072668, and, Go To Travel, Inc., USDOT #2151433, tending to show affiliation among the entities. Upon closer inspection, FMCSA determined that the several entities are in fact under the common control and management of I95 Coach, Inc., Hui Mei Lin a/k/a Linda Lin, Jing Sun a/k/a Tony, Andy Gao and Zun Hao Lin a/k/a John Lin, acting in both an individual and collective motor carrier capacity. For example, at various times material to this Order, the collective motor carrier operation shared financial responsibilities by engaging in activities such as paying employee salaries, fuel expenses, maintenance expenses, and/or toll receipts among and between all of the affiliated carriers.

At various times, FMCSA placed segments of the collective motor carrier operation, I95 COACH, out-of-service. On April 10, 2006, FMCSA revoked Hu Mei Express, Inc.'s operating authority registration. Based on a determination that Tony Bus Express Line, Inc., USDOT # 1490687 and Tony Bus Express Line, Inc., USDOT # 1628136, were in fact the same operation, FMCSA consolidated the safety records of the two entities under USDOT # 1628136. Following consolidation, on November 8, 2008, FMCSA served Tony Bus Express, Inc., with a final UNSATISFACTORY safety rating and Order to Cease Operations. Subsequently, FMCSA issued an Order to Cease Operations and Revocation of Operating authority to Tony Bus Express, Inc., for failure to pay a civil penalty, pursuant to 49 U.S.C. 521(b)(8), 49 C.F.R. 386.83(a)(1) and 49 C.F.R. 386.84(a)(1) on August 6, 2009. On October 2, 2008, FMCSA revoked Coach 88 Inc.'s New Entrant registration and ordered the carrier to cease all interstate transportation. On July 22, 2009, FMCSA issued an Order to Cease Operations and Revocation of Operating authority to Twins Jiang Corp., for failure to pay a civil penalty, pursuant to 49 U.S.C. 521(b)(8), 49 C.F.R. 386.83(a)(1) and 49 C.F.R. 386.84(a)(1). The order was effective on July 27, 2009. Finally, on June 11, 2011, FMCSA served an Imminent Hazard Out-of-Service Order and Revocation of Authority on United Tours. All of these orders remain in effect today.

FMCSA issued these Orders only to individual components of the collective motor carrier operation because I95 COACH used its organizational and management structure, including obtaining multiple motor carrier registrations, to mask the true nature of its identity and operational scope. As a consequence, I95 COACH was able to continue motor carrier operations through reincarnated or affiliated carriers in flagrant violation of the Orders, unknown to FMCSA until FMCSA discovered the motor carrier's true identity, organizational

structure and operational scope through the ongoing investigation initiated in June 2011.

Results of the investigation revealed that I95 COACH does not monitor its drivers' hours of service (HOS) to ensure that they do not violate the hours-of-service regulations. I95 COACH does not require its drivers to prepare and submit records of duty status. I95 COACH's negligent oversight of its drivers results in violations of the HOS regulations. For example, I95 COACH's practice of permitting drivers to operate more than one bus in a given duty period and its failure to adequately document which buses drivers operate results in drivers transporting passengers at a time when they may be fatigued because of driving in excess of the maximum driving time, driving after the maximum on-duty time, and/or violation of other HOS regulations.

The results of the investigation also disclosed that I95 COACH has not properly implemented an alcohol or controlled substances testing program. I95 COACH fails to consistently require pre-employment or random testing of employees to ensure that its drivers are able to safely operate commercial motor vehicles. I95 COACH fails to adequately maintain records of its alcohol misuse and controlled substances use prevention programs, thereby thwarting FMCSA's ability to determine I95 COACH's regulatory compliance.

In addition, I95 COACH does not follow FMCSA driver qualification requirements. I95 COACH does not consistently maintain driver qualification files for all drivers operating commercial motor vehicles in I95 COACH's operation. I95 COACH does not consistently require that employees operating commercial motor vehicles possess a valid commercial driver's license. As a consequence, I95 COACH is unable to ensure that its drivers are qualified to transport passengers in commercial motor vehicles, thereby substantially increasing the likelihood of injury or death to passengers and the motoring public.

I95 COACH does not have an adequate vehicle maintenance monitoring program. In fact, I95 COACH does not routinely require its drivers to complete driver vehicle inspection reports on its commercial motor vehicles. Such actions permit the operation of unsafe commercial motor vehicles and establish an imminently hazardous and potentially deadly situation for the driver, I95 COACH's passengers, and the motoring public.

I95 COACH has attempted to shield the true nature of its operations by failing to designate a qualifying principal place of business. I95 COACH instead has designated *multiple* locations as its place of business, even though no motor carrier operations are conducted at those locations. Further, I95 COACH does not maintain records required by the FMCSRs at a properly designated principal place of business. I95 COACH's failure to designate a qualifying principal place of business and maintain records at that location has prevented FMCSA from monitoring I95 COACH's commercial motor vehicle operations and ensuring compliance with the FMCSRs.

I95 COACH's operational structure, continuing operations through reincarnated or affiliated carriers, and inadequate safety management controls do not function to effectively ensure acceptable compliance with applicable safety requirements to reduce associated risks. By continuing to operate in this manner and in violation of previous FMCSA orders I95 COACH has evaded safety regulation and accountability. These safety management deficiencies resulted violations which substantially increase the likelihood of serious injury or death to I95 COACH'S commercial motor vehicle drivers, passengers and the motoring public. FMCSA has therefore determined that I95 COACH's continued operations constitute an imminent hazard under 49 U.S.C. § 521(b)(5)(A) and 49 C.F.R. § 386.72(b)(1). Accordingly, I95 COACH must cease all motor carrier operations immediately.

IV. REMEDIAL ACTION

To eliminate this imminent hazard, and before this ORDER will be rescinded, I95 COACH must take specific steps to ensure and demonstrate compliance with the FMCSRs.

YOU MUST COMPLY WITH ALL PROVISIONS OF THIS ORDER

- 1. I95 COACH must comply with all Orders FMCSA issued to any segment of the motor carrier operation.**
- 2. I95 COACH must consent to FMCSA permanently revoking all certificates of registration previously issued to I95 COACH pursuant to 49 U.S.C. § 13902, and must agree to operate under one certificate of registration once all hazards are abated and the Secretary grants new operating authority registration.**
- 3. I95 COACH must consent to conduct all motor carrier operations under one USDOT Number once all hazards are abated and once FMCSA consolidates the records of all USDOT numbers currently held by I95 COACH and grants new registration pursuant to 49 U.S.C. § 13902.**
- 4. I95 COACH must identify management officials responsible for safety oversight and compliance with the Federal Motor Carrier Safety Regulations.**
- 5. I95 COACH 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 procedures so that reported safety defects and/or deficiencies are repaired before the commercial motor vehicle is operated again.**
- 6. I95 COACH must ensure its drivers accurately and fully complete their daily records of duty status and submit them to the carrier within 13 days of their completion. I95 COACH must maintain drivers' records of duty status and all supporting documents for a minimum**

period of 6 months. Further, I95 COACH must ensure that all records of duty status are accurate by using all means available to it and by comparing each with all supporting documents.

7. I95 COACH must submit to the Field Administrator a plan detailing how I95 COACH will: (i) train all drivers used by I95 COACH or its successors, affiliates, or assigns, on compliance with the HOS regulations; (ii) monitor the compliance of all drivers used by I95 COACH or its successors, affiliates, or assigns with the HOS regulations; and (iii) ensure that all drivers used by I95 COACH or its successors, affiliates, or assigns are dispatched in such a way that scheduled routes may be completed within the maximum driving and on-duty hours, as provided in 49 CFR § 395.5.

8. I95 COACH 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 Field Administrator.

9. I95 COACH must ensure that it maintains driver qualification files, as required by 49 C.F.R. Part 391.

10. I95 COACH must ensure that a three-year previous employment check is performed on its drivers prior to their operating a commercial motor vehicle, in accordance with 49 C.F.R. § 391.23.

11. I95 COACH 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.

12. I95 COACH must ensure that an annual list of traffic violations is obtained from each driver, an annual Motor Vehicle Record is obtained, and that an annual review is performed on each driver's driving record.

13. I95 COACH must mark, in accordance with 49 CFR § 390.21, any vans or other commercial motor vehicles owned by I95 COACH or transporting passengers as part of a transportation initiated or continued by I95 COACH. This requirement applies to vehicles designed to carry 9 or more passengers, including passenger vans owned, operated, or affiliated with I95 COACH. I95 COACH must ensure that drivers operating such vans or other commercial motor vehicles comply with the FMCSRs, including the HOS regulations.

14. I95 COACH must identify a qualifying principal place of business and provide that location in writing to the FMCSA Field Administrator, Eastern Service Center.

V. RESCISSION OF ORDER

Before this ORDER will be rescinded I95 COACH must comply with the provisions of this ORDER, eliminate the problems constituting the imminent hazard that its operations and vehicles pose, and adequately demonstrate to the Field Administrator, Eastern Service Center, Federal Motor Carrier Safety Administration, United States Department of Transportation, the actions taken to eliminate the safety problems. I95 COACH cannot avoid this Operations Out-of-Service Order by continuing operations under the name of another person or company. Any sale, lease or other transfer of equipment and/or direct assignment of contracts or other agreements for service by I95 COACH requires the written approval of the Eastern Service Center Field Administrator. Any such action taken in anticipation of this Operations Out-of-Service Order must cease immediately. In addition, any interline agreement, service agreement or charter agreement entered into in anticipation of this Operations Out-of-Service Order must

cease immediately. I95 COACH must have the ORDER rescinded by the Eastern Service Center Field Administrator before it may continue interstate or intrastate operations.

Prior to rescission of the Order, I95 COACH will be required to:

- 1. IDENTIFY THE CAUSE FOR ITS NONCOMPLIANCE.**
- 2. DEVELOP A DETAILED 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 (THE SAFETY MANAGEMENT PLAN).**
- 3. DEVELOP AND CERTIFY THE COMMITMENT OF I95 COACH TO COMPLY WITH THE FMCSRs.**
- 4. EXECUTE THE SAFETY MANAGEMENT PLAN AND PROVIDE CERTIFICATION BY ALL OWNERS AND COMPANY OFFICIALS.**

Any request to rescind this ORDER, and documentation demonstrating satisfaction of the Remedial Action requirements must be directed to the Field Administrator, Eastern Service Center with a copy to the Division Administrator, New York Division, at the following addresses:

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

Division Administrator, New York Division
Federal Motor Carrier Safety Administration
Leo W. O'Brien Federal Building
Room 815
Clinton Ave. & Pearl Street
Albany, NY 12207

VI. FAILURE TO COMPLY

Failure to comply with the provisions of this Operations Out-of-Service Order may subject I95 COACH to an action by the United States Attorney in United States District Court for equitable relief and punitive damages. I95 COACH may be assessed civil penalties of up to \$16,000 per day for each day it continues the proscribed interstate or intrastate operations after the effective date and time of this ORDER. (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 or imprisonment for a term not to exceed one year, or both. (49 U.S.C. § 521 (b)(6)(A)).

VII. ADDITIONAL PENALTIES FOR OTHER 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, previously discovered, discovered after the service of this ORDER, and/or discovered during subsequent investigations.

VIII. RIGHT TO REVIEW

You have the right to an administrative review in accordance with 5 U.S.C. § 554, pursuant to 49 C.F.R. § 386.72(b)(4). If requested, administrative review shall occur within 10 working 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 the Field Administrator, Eastern Service Center at the following addresses:

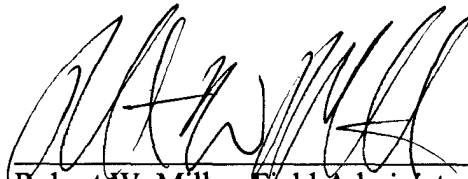
Assistant Administrator
Federal Motor Carrier Safety Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

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 I95 COACH's operations constitute an "imminent hazard" to the public.

A REQUEST FOR REVIEW DOES NOT IN ANY WAY DELAY YOUR DUTY TO COMPLY WITH THIS ORDER IMMEDIATELY. I95 COACH'S RESPONSE TO THIS OPERATIONS OUT-OF-SERVICE ORDER WILL NOT ALTER ANY PROPOSED OR FINAL SAFETY FITNESS RATINGS.

Issued this 30th day of MAY, 2012.



Robert W. Miller, Field Administrator
United States Department of Transportation
Federal Motor Carrier Safety Administration

UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

) **Order No.:** PA-2012-5010-IMH
)
)
NEW CENTURY TRAVEL, INC.,) **Service**
USDOT # 1648076) **Date:** _____
)
FUJIAN TOURISM, INC.,) **Service**
USDOT # 1858916) **Date:** _____
)
BLACK LEOPARD TRAVEL, INC.,) **Service**
USDOT # 2046152) **Date:** _____
)
EAGLE BUS INC.,) **Service**
USDOT # 1889752) **Date:** _____
)
SUPER LUXURY TOURS, INC.,) **Service**
USDOT # 1669914) **Date:** _____
)
ANTAI TOURS, INC.,) **Service**
USDOT # 1922290) **Date:** _____
)
2003 COACH, INC.,) **Service**
USDOT # 1305152) **Date:** _____
)
SAMMY TOURS, INC.,) **Service**
USDOT # 1471745) **Date:** _____
)
WAHOO TOUR AND CHARTER, INC.,) **Service**
USDOT # 2163686) **Date:** _____
)
RED EAGLE TOURS, INC.,) **Service**
USDOT # 2163652) **Date:** _____
)
)
MEI YING GAO) **Service**
) **Date:** _____
)
)
QI SHENG ZHANG A/K/A SAMMY) **Service**
) **Date:** _____
)
)
QIAO ZHEN LIU A/K/A JENNY) **Service**
) **Date:** _____
)

AMY LI A/K/A AMY MEI FANG, AMY) Service
CHENLI, AMY CHEN LI AND AMY) Date: _____
PETERSON)

IMMINENT HAZARD
OPERATIONS OUT-OF-SERVICE ORDER

This is an Imminent Hazard Operations Out-of-Service Order ("ORDER") by the Secretary of Transportation (the "Secretary") pursuant to 49 U.S.C. § 521(b)(5)(A), 49 U.S.C. § 13102, 49 U.S.C. § 13905(f), 49 U.S.C. § 31144(c)(1) and (2), 49 U.S.C. § 31144(c)(5), 49 C.F.R. § 386.2, 49 C.F.R. § 386.72(b)(1), 49 C.F.R. § 386.73, and 49 C.F.R. § 390.5 and pursuant to a delegation of authority to the Field Administrator, Eastern Service Center, Federal Motor Carrier Safety Administration (FMCSA), United States Department of Transportation (USDOT), Glen Burnie, Maryland. This ORDER applies to Mei Ying Gao; Qi Sheng Zhang a/k/a Sammy; Qiao Zhen Liu a/k/a Jenny; Amy Li a/k/a Amy Mei Fang, Amy Chenli, Amy Chen Li and Amy Peterson; New Century Travel, Inc., USDOT # 911125, MC 367489 a/k/a New Century Travel Bus, New Century Travel Ticket Sales; Fujian Tourism, Inc., USDOT # 1858916, MC 672638; Black Leopard Travel, Inc., USDOT # 2046152, MC 717211; Eagle Bus Inc., USDOT # 1889752, MC 680536; Super Luxury Tours, Inc., USDOT # 1669914, MC 613823; Antai Tours, Inc., USDOT # 1922290, MC 687933; 2003 Coach, Inc., USDOT # 1305152, MC 506256; Sammy Tours, Inc., USDOT # 1471745, MC 555733; Red Eagle Tours, Inc., USDOT # 2163652, MC 751824; and Wahoo Tour and Charter, Inc., USDOT # 2163686, MC 751833; each in their individual capacity and collectively as one commercial motor vehicle operation (referred to collectively herein as "you," "your," and /or "NEW CENTURY") and to any motor vehicles owned, leased, or operated by NEW CENTURY, and used in the NEW CENTURY motor carrier operation.

The Secretary and the FMCSA find your operations constitute an **imminent hazard**.

This finding means that based upon your present state of unacceptable safety compliance, your operation of any commercial motor vehicles poses an **imminent hazard** to public safety.

EFFECTIVE IMMEDIATELY, YOU MUST CEASE ALL COMMERCIAL MOTOR VEHICLE OPERATIONS, INCLUDING ALL INTERSTATE OR INTRASTATE TRANSPORTATION OF PASSENGERS BY DRIVERS FROM ALL DISPATCHING LOCATIONS OR TERMINALS.

THE PROHIBITIONS ON OPERATION IN THIS ORDER APPLY TO NEW CENTURY, AS WELL AS ANY AND ALL OF ITS OFFICERS, DIRECTORS, AND MANAGERS, SUCCESSORS, ASSIGNS AND AFFILIATED COMPANIES. EXCEPT AS PROVIDED BELOW, NEW CENTURY MAY NOT USE OWNED, LEASED, RENTED OR CHARTERED VANS, SHUTTLES, BUSES, OR OTHER MOTOR VEHICLES TO CONTINUE ANY COMMERCIAL MOTOR VEHICLE OPERATIONS. FURTHER, I95 COACH MAY NOT CONTINUE ANY COMMERCIAL MOTOR VEHICLE OPERATIONS THROUGH INTERLINE AGREEMENTS, SERVICE AGREEMENTS OR CHARTER AGREEMENTS.

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)).

NO ADDITIONAL PASSENGERS MAY BE LOADED OR TRANSPORTED, NOR MAY THE COMMERCIAL MOTOR VEHICLES BE OPERATED IN INTERSTATE OR INTRASTATE COMMERCE WHILE THIS ORDER IS IN EFFECT.

**AN EMPTY COMMERCIAL MOTOR VEHICLE MAY BE MOVED TO A LOCATION
TO BE STORED OR REPAIRED ONLY UPON APPROVAL FROM THE FIELD
ADMINISTRATOR, FMCSA EASTERN SERVICE CENTER.**

**YOU ARE FURTHER NOTIFIED THAT, AS A RESULT OF THE ISSUANCE OF
THIS ORDER, AND PURSUANT TO 49 U.S.C. § 13905(f)(2), YOUR FEDERAL
OPERATING AUTHORITY REGISTRATION IS HEREBY REVOKED.**

I. JURISDICTION

NEW CENTURY is a motor carrier engaged in interstate commerce and is therefore subject to the Federal Motor Carrier Safety Regulations ("FMCSRs"), 49 C.F.R. Parts 350-399, as well as the Orders of the USDOT and FMCSA. (*See* 49 U.S.C. §§ 506, 507, 13501, 31133 and 31136.) NEW CENTURY is required to comply, and to ensure its drivers and employees comply, with the FMCSRs. 49 C.F.R. § 390.11.

II. BASIS FOR ORDER

The basis for determining that NEW CENTURY'S motor carrier operations and the continued operation of commercial motor vehicles under NEW CENTURY'S ownership or control pose an imminent hazard to the public is that NEW CENTURY'S operational structure and deficient safety management controls substantially increase the likelihood of serious injury or death if not discontinued immediately. NEW CENTURY does not have adequate safety management controls in place to ensure acceptable compliance with applicable safety requirements. 49 C.F.R. § 385.5. NEW CENTURY does not, among other things, ensure that its drivers comply with hours of service and records of duty status requirements (49 C.F.R. Part 395), administer a drug and alcohol testing program (49 C.F.R. Parts 40 and 382), or ensure that its commercial motor vehicles are properly and regularly inspected, repaired and maintained (49

C.F.R. Part 396), nor does it have adequate means of determining whether drivers are qualified to operate a commercial motor vehicle (49 C.F.R. Parts 383 and 391). Moreover, NEW CENTURY has not designated a qualifying principal place of business (49 C.F.R. Part 390). Individually and cumulatively, these violations and conditions of operation substantially increase the likelihood of serious injury or death to NEW CENTURY drivers, passengers and the motoring public.

III. BACKGROUND

On or about June 20, 2011, FMCSA initiated an investigation, which remains open, concerning the operations of NEW CENTURY, to determine the scope of the motor carrier operations and safety management controls. The investigation revealed widespread violations of the FMCSRs demonstrating a continuing and flagrant disregard for regulatory compliance and an organizational and safety management structure indifferent to motor carrier safety. During the course of the investigation, FMCSA discovered anomalies in the management structure of New Century Travel, Inc., USDOT # 911125; Fujian Tourism, Inc., USDOT # 1858916; Black Leopard Travel, Inc., USDOT # 2046152; Eagle Bus Inc., USDOT # 1889752; Super Luxury Tours, Inc., USDOT # 1669914; Antai Tours, Inc., USDOT # 1922290; 2003 Coach, Inc., USDOT # 1305152; Sammy Tours, Inc., USDOT # 1471745; Red Eagle Tours, Inc., USDOT # 2163652, and Wahoo Tour and Charter, Inc., USDOT # 2163686, tending to show affiliation among the entities. Upon closer inspection, FMCSA determined that the several entities are in fact under the common control and management of New Century Travel, Inc., USDOT # 911125, Mei Ying Gao, Qi Sheng Zhang, Qiao Zhen Liu and Amy Li, acting in both their individual and collective motor carrier capacity. For example, at various times material to this Order, the collective motor carrier operation shared financial responsibilities by engaging in

activities such as paying employee salaries, fuel expenses, maintenance expenses, and/or toll receipts among and between all of the affiliated carriers. The collective motor carrier operation also frequently shared drivers and vehicles.

At various times, FMCSA placed segments of the collective motor carrier operation, NEW CENTURY, out-of-service. On March 14, 2011 a Super Luxury Tours bus crashed on the New Jersey Turnpike, killing two people and injuring 40. On March 31, 2011, FMCSA served Super Luxury Tours with an Imminent Hazard Out-of-Service Order and subsequently revoked its operating authority registration. On April 5, 2011, FMCSA served Super Luxury Tours with notice of a proposed Unsatisfactory safety rating, which became final on May 21, 2011. The orders remain in effect.

On April 14, 2011, FMCSA served 2003 Coach with notice of a proposed Unsatisfactory safety rating, which became final on May 30, 2011. FMCSA accordingly revoked 2003 Coach's registration pursuant to 49 U.S.C. 13905(f)(1)(B). The orders remain in effect.

On May 5, 2011, FMCSA served Antai Tours with notice of a proposed Unsatisfactory safety rating, which became final on June 20, 2011. FMCSA accordingly revoked Antai Tours' registration pursuant to 49 U.S.C. 13905(f)(1)(B). The order remains in effect.

FMCSA issued these Orders only to individual components of the collective motor carrier operation because NEW CENTURY used its organizational and management structure, including obtaining multiple motor carrier registrations, to mask the true nature of its identity and operational scope. As a consequence, NEW CENTURY was able to continue motor carrier operations in flagrant violation of these Orders, unknown to FMCSA until much later, through reincarnated or affiliated motor carriers. FMCSA discovered the motor carrier's true identity, organizational structure and operational scope only through its subsequent investigation.

Results of the investigation revealed that NEW CENTURY does not monitor its drivers' hours of service (HOS) to ensure that they do not violate the hours-of-service regulations. NEW CENTURY does not require its drivers to prepare and submit records of duty status. NEW CENTURY's negligent oversight of its drivers results in violations of the HOS regulations. For example, NEW CENTURY'S practice of permitting drivers to operate more than one bus in a given duty period, and its failure to adequately document which buses drivers operate, result in drivers transporting passengers when they may be fatigued because of driving in excess of the maximum driving time, after the maximum on-duty time, and/or in violation of other HOS regulations.

The results of the investigation also disclosed that NEW CENTURY has not properly implemented an alcohol or controlled substances testing program. NEW CENTURY fails to consistently require pre-employment or random testing of employees to ensure that its drivers are able to safely operate commercial motor vehicles. NEW CENTURY fails to adequately maintain records of its alcohol misuse and controlled substances use prevention programs, thereby thwarting FMCSA's ability to determine NEW CENTURY'S regulatory compliance.

In addition, NEW CENTURY does not follow FMCSA driver qualification requirements. NEW CENTURY does not consistently maintain driver qualification files for all drivers operating commercial motor vehicles in NEW CENTURY'S operation. NEW CENTURY does not consistently require that employees operating commercial motor vehicles possess a valid commercial driver's license. As a consequence, NEW CENTURY is unable to ensure that its drivers are qualified to transport passengers in commercial motor vehicles, thereby substantially increasing the likelihood of injury or death to passengers and the motoring public.

NEW CENTURY does not have an adequate vehicle maintenance monitoring program. Nor does NEW CENTURY routinely require its drivers to complete driver vehicle inspection reports on its commercial motor vehicles. Such actions permit the operation of unsafe commercial motor vehicles and establish an imminently hazardous and potentially deadly situation for the driver, NEW CENTURY'S passengers, and the motoring public.

NEW CENTURY has attempted to shield the true nature of its operations by failing to designate a qualifying principal place of business. Further, NEW CENTURY does not maintain records required by the FMCSRs at a properly designated principal place of business. NEW CENTURY'S failure to designate a qualifying principal place of business and maintain records at that location has prevented FMCSA from monitoring NEW CENTURY'S commercial motor vehicle operations and ensuring compliance with the FMCSRs.

NEW CENTURY'S operational structure – continuing operations through reincarnated or affiliated carriers, and inadequate safety management controls – does not function to effectively ensure acceptable compliance with applicable safety requirements to reduce associated risks. By continuing to operate in this manner and in violation of previous FMCSA orders NEW CENTURY has evaded safety regulation and accountability. These safety management deficiencies resulted in violations which substantially increase the likelihood of serious injury or death to NEW CENTURY'S commercial motor vehicle drivers, passengers and the motoring public. FMCSA has therefore determined that NEW CENTURY'S continued operations constitute an imminent hazard under 49 U.S.C. § 521(b)(5)(A) and 49 C.F.R. § 386.72(b)(1). Accordingly, NEW CENTURY must cease all motor carrier operations immediately.

IV. REMEDIAL ACTION

To eliminate this imminent hazard, and before this ORDER will be rescinded, NEW CENTURY must take specific steps to ensure and demonstrate compliance with the FMCSRs.

YOU MUST COMPLY WITH ALL PROVISIONS OF THIS ORDER

NEW CENTURY must comply with all Orders FMCSA issued to any segment of the motor carrier operation.

2. NEW CENTURY must consent to FMCSA permanently revoking all certificates of registration previously issued to NEW CENTURY pursuant to 49 U.S.C. § 13902, and must operate under one certificate of registration once all hazards are abated and the Secretary grants new registration.

3. NEW CENTURY must consent to conduct all motor carrier operations under one USDOT Number once all hazards are abated, the Secretary consolidates the records of all USDOT numbers currently held by NEW CENTURY and grants new registration pursuant to 49 U.S.C. § 13902.

4. NEW CENTURY must identify management officials responsible for safety oversight and compliance with the Federal Motor Carrier Safety Regulations.

5. NEW CENTURY 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 procedures so that reported safety defects and/or deficiencies are repaired before the commercial motor vehicle is operated again.

6. NEW CENTURY must ensure its drivers accurately and fully complete their daily records of duty status and submit them to the carrier within 13 days of their completion.

NEW CENTURY must maintain drivers' records of duty status and all supporting documents

for a minimum period of 6 months. Further, NEW CENTURY must ensure that all records of duty status are accurate by using all means available to it and by comparing each with all supporting documents.

7. NEW CENTURY must submit to the Field Administrator a plan detailing how NEW CENTURY will: (i) train all drivers used by NEW CENTURY or its successors or assigns, on compliance with the HOS regulations; (ii) monitor the compliance of all drivers used by NEW CENTURY or its successors or assigns with the HOS regulations; and (iii) ensure that all drivers used by NEW CENTURY or its successors or assigns are dispatched in such a way that scheduled routes may be completed within the maximum driving and on-duty hours, as provided in 49 CFR § 395.5.

8. NEW CENTURY 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 Field Administrator.

9. NEW CENTURY must ensure that it maintains driver qualification files, as required by 49 C.F.R. Part 391.

10. NEW CENTURY must ensure that a three-year previous employment check is performed on its drivers prior to their operating a commercial motor vehicle, in accordance with 49 C.F.R. § 391.23.

11. NEW CENTURY 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.

12. NEW CENTURY must ensure that an annual list of traffic violations is obtained from each driver, an annual Motor Vehicle Record is obtained, and that an annual review is performed on each driver's driving record.

13. NEW CENTURY must mark, in accordance with 49 CFR § 390.21, any vans or other commercial motor vehicles owned by NEW CENTURY or transporting passengers as part of a transportation initiated or continued by NEW CENTURYNEW CENTURY. This requirement applies to vehicles designed to carry 9 or more passengers, including passenger vans owned, operated, or affiliated with NEW CENTURYNEW CENTURY. NEW CENTURYNEW CENTURY must ensure that drivers operating such vans or other commercial motor vehicles comply with the FMCSRs, including the HOS regulations.

14. NEW CENTURYNEW CENTURY must identify a qualifying principal place of business and provide that location in writing to the FMCSA Field Administrator, Eastern Service Center.

V. RESCISSION OF ORDER

Before this ORDER will be rescinded NEW CENTURY must comply with the provisions of this ORDER, eliminate the problems constituting the imminent hazard that its operations and vehicles pose, and adequately demonstrate to the FMCSA Field Administrator, Eastern Service Center, the actions taken to eliminate the safety problems. NEW CENTURY cannot avoid this Operations Out-of-Service Order by continuing operations under the name of another person or company. Any sale, lease or other transfer of equipment and/or direct assignment of contracts or other agreements for service by NEW CENTURY requires the written approval of the Eastern Service Center Field Administrator. Any such sale, lease, transfer or assignment taken in anticipation of this Operations Out-of-Service Order must cease immediately. In addition, any

interline agreement, service agreement or charter agreement entered into in anticipation of this Operations Out-of-Service Order must cease immediately. NEW CENTURY must have the ORDER rescinded by the Eastern Service Center Field Administrator before it may continue interstate or intrastate operations.

Prior to rescission of the Order, NEW CENTURY will be required to:

- 1. IDENTIFY THE CAUSE FOR ITS NONCOMPLIANCE.**
- 2. DEVELOP A DETAILED 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 (THE SAFETY MANAGEMENT PLAN).**
- 3. DEVELOP AND CERTIFY THE COMMITMENT OF NEW CENTURY TO COMPLY WITH THE FMCSRs.**
- 4. EXECUTE THE SAFETY MANAGEMENT PLAN AND PROVIDE CERTIFICATION BY ALL OWNERS AND COMPANY OFFICIALS.**

Any request to rescind this ORDER, and documentation demonstrating satisfaction of the Remedial Action requirements, must be directed to the Field Administrator, Eastern Service Center with a copy to the Division Administrator, New York Division, at the following addresses:

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

Division Administrator, New York Division
Federal Motor Carrier Safety Administration
Leo W. O'Brien Federal Building
Room 815
Clinton Ave. & Pearl Street
Albany, NY 12207

VI. FAILURE TO COMPLY

Failure to comply with the provisions of this Operations Out-of-Service Order may subject NEW CENTURY to an action by the United States Attorney in United States District Court for equitable relief and punitive damages. NEW CENTURY may be assessed civil penalties of up to \$16,000 per day for each day it continues the proscribed interstate or intrastate operations after the effective date and time of this ORDER. (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 or imprisonment for a term not to exceed one year, or both. (49 U.S.C. § 521 (b)(6)(A)).

VII. ADDITIONAL PENALTIES FOR OTHER 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, previously discovered, discovered after the service of this ORDER, and/or discovered during subsequent investigations.

VIII. RIGHT TO REVIEW

You have the right to an administrative review in accordance with 5 U.S.C. § 554, pursuant to 49 C.F.R. § 386.72(b)(4). If requested, administrative review shall occur within 10 working 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 the Field Administrator, Eastern Service Center, at the following addresses:

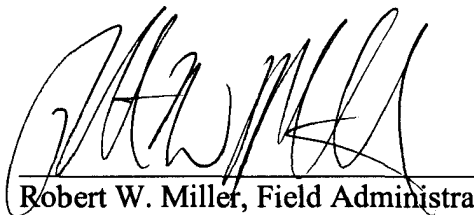
Assistant Administrator
Federal Motor Carrier Safety Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

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 NEW CENTURY'S operations constitute an "imminent hazard" to the public.

A REQUEST FOR REVIEW DOES NOT IN ANY WAY DELAY YOUR DUTY TO COMPLY WITH THIS ORDER IMMEDIATELY. NEW CENTURY'S RESPONSE TO THIS OPERATIONS OUT-OF-SERVICE ORDER WILL NOT ALTER ANY PROPOSED OR FINAL SAFETY FITNESS RATINGS.

Issued this 30th day of MAY, 2012.



Robert W. Miller, Field Administrator
United States Department of Transportation
Federal Motor Carrier Safety Administration