
	US DOT # 2919585	Legal: PNW MOVING AND DELIVERY Operating (DBA):			
MC/MX #:		State #: THG067549		Federal Tax ID:	
Review Type: Compliance Review (CR)					
Scope: Principal Office		Location of Review/Audit: Company facility in the U. S.			Territory: US
Operation Types		Interstate	Intrastate		
Carrier:	N/A	Non-HM	Business: Corporation		
Shipper:	N/A	N/A	Gross Revenue: \$278,445.00		for year ending: 12/31/2019
Cargo Tank:	N/A				
Company Physical Address:					
2112 109th Street South Tacoma, WA 98444					
Contact Name: Dimitriy Satir					
Phone numbers: (1) 253-579-7122		(2)		Fax	
E-Mail Address: dimitriysatir@gmail.com					
Company Mailing Address:					
2112 109th Street South Tacoma, WA 98444					
Carrier Classification					
Authorized for Hire					
Cargo Classification					
Household Goods					
Equipment					
	Owned	Term Leased	Trip Leased		Owned Term Leased Trip Leased
Truck	0	1	0	:	
Power units used in the U.S.: 1					
Percentage of time used in the U.S.: 100					
Does carrier transport placardable quantities of HM? No					
Is an HM Permit required? N/A					
Driver Information					
	Inter	Intra	Average trip leased drivers/month: 0		
< 100 Miles:		3	Total Drivers: 3		
>= 100 Miles:			CDL Drivers: 0		



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Part A

QUESTIONS regarding this report or the Federal Motor Carrier Safety or Hazardous Materials rules may be addressed to the Office of Motor Carriers at:

Meranda Bilbrey
PO Box 47250
Olympia, WA 98504-7250

This report will be used to assess your safety compliance.

<u>Person(s) Interviewed</u>	
Name: Dimitry Satir	Title: Owner/Driver
Name: Roman Satir	Title: Owner/Driver



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Part B Violations

1 STATE CRITICAL	Primary: 391.45(a) Secondary: 391.11(a)	Discovered 3	Checked 3	Drivers/Vehicles In Violation 3	Checked 3
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Description
Using a driver not medically examined and certified.

Example
Trip Date: 10/18/2019
Driver Name: Dimitry Satir
Description of Violation: Driver operated a total of 16 occasions without a valid medical certificate.

Trip Date: 10/16/2019
Driver Name: Roman Satir
Description of Violation: Driver operated a total of 50 occasions without a valid medical certificate.

Trip Date: 1/3/2020
Driver Name: Grigoriy Tekmenzhi
Description of Violation: Driver operated a total of 3 occasions without a valid medical certificate.

2 STATE CRITICAL	Primary: 391.51(a)	Discovered 3	Checked 3	Drivers/Vehicles In Violation 3	Checked 3
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Description
Failing to maintain driver qualification file on each driver employed.

Example
Trip Date: 10/18/2019
Driver Name: Dimitry Satir
Description of Violation: Carrier failed to maintain driver qualification file on each driver employed.

Trip Date: 10/16/2019
Driver Name: Roman Satir
Description of Violation: Carrier failed to maintain driver qualification file on each driver employed.

Trip Date: 1/3/2020
Driver Name: Grigoriy Tekmenzhi
Description of Violation: Carrier failed to maintain driver qualification file on each driver employed.

3 STATE CRITICAL	Primary: 395.8(a)(1)	Discovered 90	Checked 90	Drivers/Vehicles In Violation 3	Checked 3
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Description
Failing to require a driver to prepare a record of duty status using the appropriate method

Example
Trip Date: 10/18/2019
Driver Name: Dimitry Satir
Description of Violation: The carrier failed to require drivers to prepare a record of duty status using the appropriate method.

Trip Date: 10/16/2019
Driver Name: Roman Satir
Description of Violation: The carrier failed to require drivers to prepare a record of duty status using the appropriate method.

Trip Date: 1/3/2020
Driver Name: Grigoriy Tekmenzhi
Description of Violation: The carrier failed to require drivers to prepare a record of duty status using the appropriate method.



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Part B Violations

4 STATE	Primary: 390.21(b)(2)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
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Description
Failure to file MCS-150 according to schedule.
Example
Trip Date: 10/18/2019
Driver Name: Dmitriy Satir
Description of Violation: Carrier failed to file MCS-150 according to schedule.

5 STATE	Primary: 396.3(b)(2)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
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Description
Failing to have a means of indicating the nature and due date of the various inspection and maintenance operations to be performed.
Example
Trip Date: 10/18/2019
Driver: Dimitriy Satir
Description of Violation: Carrier failed to keep record indicating the nature and due date of the various inspection and maintenance operations to be performed.

6 STATE	Primary: RCW 81.04.070	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
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Description
Failure to provide request documents at any and all times.
Example
Trip Date: 10/18/2019
Driver Name: Dimitriy Satir
Description of Violation: Carrier failed to provide request documents at any and all times.



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Part B Violations

7 STATE	Primary: WAC 480-15-555 Secondary: RCW 81.80.130 CFR Equivalent: 392.2	Discovered 7	Checked 7	Drivers/Vehicles In Violation 7	Checked 7
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Description
Failing to conduct or retain paperwork containing criminal background check for a household goods carrier in the state of Washington as required.
Trip Date: 1/3/2020
Driver Name: Grigoriy Tekmenzhi
Description of Violation: Carrier failed to investigate driver's background was found.

Trip Date: 11/2/2019
Driver Name: Eduard V Nikityuk
Description of Violation: Carrier failed to investigate driver's background was found.

Trip Date: 10/16/2019
Driver Name: Maththew Salvolyuk
Description of Violation: Carrier failed to investigate driver's background was found.

Trip Date: 10/24/2019
Driver Name: Pavel V Arkhiopohuk
Description of Violation: Carrier failed to investigate driver's background was found.

Trip Date: 10/24/2019
Driver Name: Anton Levchucu
Description of Violation: Carrier failed to investigate driver's background was found.


Trip Date: 12/13/2019
Driver Name: Roman Tekmenzhi
Description of Violation: Carrier failed to investigate driver's background was found.

Trip Date: 12/13/2019
Driver Name: John Kravchuck
Description of Violation: Carrier failed to investigate driver's background was found.

Safety Fitness Rating Information:	OOS Vehicle (CR): 0
Total Miles Operated 22,680	Number of Vehicle Inspected (CR): 1
Recordable Accidents 0	OOS Vehicle (MCMIS): 0
Recordable Accidents/Million Miles 0.00	Number of Vehicles Inspected (MCMIS): 0

Your proposed safety rating is : UNSATISFACTORY	Rating Factors	Acute	Critical
	Factor 1: S	0	0
	Factor 2: U	0	2
	Factor 3: U	0	2
	Factor 4: S	0	0
	Factor 5: N	0	0
	Factor 6: S	-	-



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Part B Requirements and/or Recommendations		

1. **Understand Why Compliance Saves Time and Money:** Compliance with FMCSRs will not only save lives, but also saves your business time and money. Tracking how much your business spends on non-compliance activities can help you understand the many benefits of compliance to your business and why safety is good business.

Document and Follow Through on Action Plans: Document and follow through on action plans to ensure the actions you are taking are creating improvement in safety management and compliance.

NOTICE: A pattern and/or repeated violations of the same or related acute or critical regulations (violations of the same Part in Title 49, Code of Federal Regulations) will cause the maximum penalties allowed by law to be assessed under Section 222 of the Motor Carrier Safety Improvement Act of 1999 (MCSIA). A pattern of violations means two or more violations of acute and/or critical regulations in three or more Parts of Title 49, Code of Federal Regulations discovered during any eligible investigation. Repeated violations means violation(s) of an acute regulation of the same Part of Title 49, Code of Federal Regulations discovered in an investigation after one or more closed enforcement actions within a six year period and/or violation(s) of a critical regulation in the same Part of Title 49, Code of Federal Regulations discovered in an investigation after two or more closed enforcement actions within a six year period.

NOTICE: 49 CFR Part 391.23 requires prospective employers to, at a minimum, investigate a driver's employment information, crash record, and alcohol and controlled substances history from all employers the driver worked for within the previous 3 years.

The Pre-Employment Screening Program (PSP) is a screening tool that assists motor carriers in investigating crash history and roadside safety performance of prospective drivers. The PSP allows motor carriers to purchase 5 years of crash data and 3 years of roadside inspection data from the Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Management Information System (MCMIS). Records are available 24 hours a day via Web request. Motor carriers should visit the following website for more information:
<http://www.psp.fmcsa.dot.gov/Pages/default.aspx>

All motor carriers and truck drivers are needed to fight against terrorism and hijacking. You could be a target. Protect yourself, your trucks, your cargo, and your facilities. Discuss with your employees/drivers the "Security Measures for Truck Drivers and Companies" which were provided and reviewed with motor carrier official. Motor carriers should visit the following website for more information:
<http://www.fmcsa.dot.gov/documents/Hijacking-Brochure.pdf>

2. Administration (FMCSA) rules of 49 CFR and regulations pertaining to the Commercial Motor Vehicle's Safety along with the Revised Code of Washington and Washington Administrative Codes pertaining to Commercial Motor Vehicle Safety and Regulations.


How to request an upgrade to your INTRASTATE safety rating based on corrective actions:

Within sixty (60) days from receipt of your proposed safety rating, you may request in writing, a change in the rating based on corrective actions. You should do so as soon as possible so the UTC has the opportunity to review your corrective actions and make a final decision. Your Safety Management Plan should be submitted within the first 30 days after receiving this report. Your submission should be as detailed as possible:

You must develop a safety management plan:

1. The plan must address all violations on the most recent Compliance Review. Corrective actions to address other violations noted on your review must also be included.
2. Identify why the violations were permitted to occur.
3. Discuss the actions taken to correct the deficiency or deficiencies that allowed the violations to occur. Include actual documentation of this corrective action. (For example: documentation may include items such as new policies and procedures, training programs and sign-in lists, or copies of new forms.



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4. Outline actions taken to ensure that similar violations do not reoccur in the future. YOU MUST DEMONSTRATE THAT YOUR OPERATIONS CURRENTLY MEET THE SAFETY STANDARD AND FACTORS SPECIFIED IN 49 CFR 385.5 and 385.7. To do so, you must demonstrate that you now have adequate safety management controls in place which function effectively to ensure acceptable compliance with applicable safety requirements.

5. If your request includes actions that will be conducted in the near future, such as training, reorganization of departments, purchasing of computer programs, etc, include a detailed description of the activity or training and a schedule of when that activity will commence and when it will be completed.

6. Include any additional documentation relating to motor carrier safety and the prevention of crashes that you believe supports your request.

7. Include a written statement certifying the carrier will operate within federal and state regulations and the carrier's operation currently meets the safety standard and factors specific in 49 CFR 385.5 and 385.7. A corporate officer; partner, or the owner of the company must sign the statement.

You must submit your request to:
Investigator Meranda Bilbrey
PO Box 47250
Olympia, WA 98504-7250
Email: meranda.bilbrey@utc.wa.gov

3. Criminal background checks for prospective employees.

(1) Each carrier must complete a criminal background check for every person the carrier intends to hire.

(2) The carrier must keep evidence that it has completed a criminal background check for every person the carrier intends to hire for as long as that person is employed and for three years thereafter.

(3) No carrier may hire a person who has been convicted of any crime involving theft, burglary, assault, sexual misconduct, identity theft, fraud, false statements, or the manufacture, sale, or distribution of a controlled substance within the past five years.

4. Ensure that all drivers are fully and properly qualified before operating in intrastate commerce. Maintain a complete file as required for each driver, documenting the qualification process.

5. HOS COMPLIANCE BASIC PROCESS BREAKDOWN: Policies and Procedures


DESCRIPTION OF PROCESS BREAKDOWN: Company owners Dimitriy and Roman Satir failed to require drivers to generate hours of service proof.

BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Policies and Procedures.

- Develop a policy and procedure describing how management will monitor and track logs for falsification.
- Establish a policy that prohibits dispatchers from assigning a load to drivers without hours available to complete the load on time.
- Develop a policy stating that drivers should not violate their Hours-of-Service (HOS) Out-of-Service (OOS) order under any circumstances, and immediately contact the carrier when a driver is placed OOS.
- Develop a policy requiring drivers to report their available hours to dispatch during "check-in" calls.
- Develop policies and procedures for ensuring proper retention of Record of Duty Status (RODS) according to regulations.



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- Establish a policy requiring drivers to submit copies of all roadside inspections to carrier management within 24 hours.
- Develop a policy stating that drivers are required to submit all Records of Duty Status (RODS) and supporting documentation, such as expense receipts, within 13 days of the end of the trip.
- Establish a policy stating that drivers are required to check with their supervisor, manager, or dispatcher to review their "fit-for-duty" status before starting a job, and that drivers who are ill to the extent that their ability and/or alertness is impaired are prohibited from working on safety-sensitive assignments.
- Develop a written and progressive disciplinary policy focused on taking corrective action to ensure drivers comply with regulations and policies. A progressive disciplinary policy could include, among other things, written warnings, suspensions, or work restrictions, monetary penalties, and termination. This policy should also specify consequences for any carrier official who knowingly and willfully allows Hours-of-Service (HOS) violations.

Seek Out Resources:

- You are encouraged to review your company's record at the following website: <http://ai.fmcsa.dot.gov/SMS>. You will need to use your PIN Number that has been provided by the FMCSA.
- Contact industry associations to get resources and ideas on safety improvement practices from other carriers in the industry.

6. DRIVER FITNESS BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN: Company owners Dimitriy and Roman Satir failed to have policies and procedures in place to qualify its drivers and verify they were medically certified when operating commercial vehicles.

BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Policies and Procedures.

- Develop a policy for the periodic review (at least twice per year) of driver qualification files. The motor carrier should not rely on third-party sources, such as insurance agencies. The procedure should include controls to ensure that documents requiring renewals are in place, to remind drivers of expiration dates on medical certificates, so they can schedule another physical examination in advance, and to prevent falsification of documents related to driver qualification.
- Establish a policy requiring drivers to submit copies of all vehicle and roadside inspections and moving violations to carrier management within 24 hours, and to notify management of suspended or revoked Commercial Driver's Licenses (CDLs) immediately following notification of suspension/revocation.
- Establish a policy requiring all new (since 2003) Commercial Driver's License (CDL) drivers to submit documentation of entry-level driver training in - for example, driver qualification requirements, Hours of Service (HOS), driver wellness, and whistleblower protection - or to take entry-level training provided by the carrier.
- Develop a policy for document retention and recordkeeping, including documents that are to be in the possession of the driver as proof of credentials.
- Develop a process to ensure that operations will always have the proper amount of fit drivers. This process would address how to deal with issues such as sick leave, vacation, training, suspension, and termination.
- Develop a written and progressive disciplinary policy focused on taking corrective action to ensure drivers comply with regulations and policies. A progressive disciplinary policy could include, among other things, written warnings, suspensions, or work restrictions, monetary penalties, and termination. This policy should also specify consequences for any carrier official who knowingly and willfully allows Driver Fitness Violations.



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Reason for Review: Compliance Review
Planned Action: Compliance Monitoring

Parts Reviewed Certification:

325	382	383	387	390	391	392	393	395	396	397	398	399	171	172	173	177	178	180
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Prior Reviews Prior Prosecutions

Unsat/Unfit Information

Is the motor carrier of passengers subject to the safety fitness procedures contained in 49 CFR part 385 subpart A, AND does it transport passengers in a commercial motor vehicle?

Does carrier transport placardable quantities of hazardous materials?

Unsat/Unfit rule: Not Applicable

Corporate Contact: Dimitry Satir
Corporate Contact Title: Owner/Driver

Special Study Information:

Remarks:

Name: Dimitriy Satir
Title: Owner
Carrier/Shipper Name: PNW Moving and Delivery
Date: May 6, 2020

REASON FOR THE INVESTIGATION:

As part of the 2020 Motor Carrier Safety work plan, this investigation was assigned to Special Investigator Meranda Bilbrey.

SCOPE OF THE INVESTIGATION:

This investigation is a comprehensive intrastate investigation and was assigned to Special Investigator Meranda Bilbrey on March 5, 2020. The carrier was contacted on March 5, 2020 and a full investigation was set for March 11, 2020 with Dimitriy Satir (owner) at 2112 109rd St., Tacoma, WA 98444. This is the location where the vehicle is parked and the carrier's principal place of business (PPOB). Present at the start of the review was Special Investigator Meranda Bilbrey and Motor Carrier Supervisor Jason Sharp along with Dimitriy Satir and Roman Satir.

SMS was checked on March 10, 2020 and it was noted that no BASICS were in alert status.

CARRIER OPERATION DESCRIPTION:

PNW Moving and Delivery is a provisional household goods (HHG) carrier operating in the state of Washington. The carrier operates household goods moves intrastate. The carrier is headquartered in Tacoma, Washington. The carrier began operations in the area in February 2017. In September 2017, this carrier's permit was canceled due to not having insurance. In February of 2018, the carrier requested to have its permit reinstated. The carrier attended HHG training in May 2018.

The carrier owned one straight trucks in the previous 365 days and currently owns one straight truck. This carrier also has a long term lease on one straight truck, and uses trip leases from Enterprise Rental Car Company, when needed. The carrier employed three non-CDL drivers that have operated within the state of Washington over the past 365 days and currently employs the same three drivers.

Total gross revenue as recorded by Dimitriy Satir for calendar year ending December 31, 2019 is estimated to be \$278,445.

The carrier is not and has not been involved in any emergency relief efforts in the last 365 days. The carrier has not



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updated the Vehicle Miles Traveled (VMT) for 2018. The MCS-150 was last updated in 2016.

PRE-INVESTIGATION:

On March 5, 2020, a carrier information packet was emailed to the carrier requesting investigation information, the records that would need to be reviewed, and the information the carrier would need to make available. The carrier was requested to fill-out and return the carrier information packet with a list of all commercial motor vehicle drivers utilized in the past 12 months and a list of all commercial motor vehicles utilized in the last 12 months prior to the start of this investigation. The carrier packet was returned on March 11, 2020 at the opening interview. The proof of insurance and the lease agreement for the truck, were made available at the time of interview. All other applicable documents that were requested were not made available to the investigator for review including: driver qualification files for all drivers used within the past 12 months, all records of duty status (log books/time cards) for the previous six months, and all maintenance files and records for each unit. A copy of the carrier's profile was obtained through MCMIS on March 5, 2020 along with a copy of the MCS-150.

During the opening interview, staff requested that the carrier provide driver qualification information, records of duty status, and maintenance files for the lease vehicles. The carrier agreed to provide the information by the end of the week. On March 16, 2020, Investigator Bilbrey reached out to the carrier to follow up on missing information, the carrier was still not able to provide the needed documentation. Over the next three weeks, Investigator Bilbrey continued to reach out to the carrier by phone and email. On April 1, 2010, Motor Carry Safety Supervisor Jason Sharp called the carrier in attempts to gather the requested information. Present for the phone call was Supervisor Sharp, Investigator Bilbrey, and Dimitriy Satir. During this conversation Satir explained that he had not gotten the documentation due to moving to his new house and conducting home repairs. He apologized for not sending the documentation when requested. Satir stated that he would be getting us the information by Monday April 6, 2020. At this time, Supervisor Sharp confirmed that Satir had received staff emails and that he would be responding to the requests made by the staff. Satir was informed that commission staff have the authority to review carrier records and not producing requested records could result in a violation.

On April 4, 2020, the carrier provided a copy of Grigoriy Tekmenzhi's driver's license. A follow up email was sent to the carrier inquiring about the other requested information. On April 8, 2020, Investigator Bilbrey left a detailed voice message reiterating what the carrier needed to provide. On April 9, 2020, Satir returned staff's phone call. Satir stated that we would be "sitting down today to get the needed information to the commission before closing hours." Investigator Bilbrey stated to the carrier that this case would be closed next week without the information and they would be cited for not cooperating with staff. On Monday April 13 2020, staff review the information that was given by the carrier. It should be noted that the requested information was not received by staff until 10:00 pm on the night of the April 9th.

CDLIS (DRIVER LICENSE) CHECK:

In accordance with the eFOTM, all drivers were to be checked. PNW Moving and Delivery had three drivers in the last 365 days. On April 6, 2020, all drivers were checked using CDLIS and Secure Access Washington DRIVES. All drivers had a current licenses and are eligible. See Part 383 for details.

AUTHORITY:

PNW Moving and Delivery is an authorized for-hire carrier of household goods in intrastate commerce. The carrier operates under the USDOT Number 2919585. The carrier has provisional intrastate authority through the commission under permit number THG067549.

INSURANCE:

PNW Moving and Delivery is required to maintain a minimum level of public liability of \$750,000. A check with the carrier's insurance shows a \$750,000 Auto Liability Policy effective October 10, 2019 with Insurance Solutions Insurance Company. This carrier also maintains \$25,000 in cargo insurance. No lapses in coverage were identified. See Part 387 below for details.

RED FLAG DRIVERS:

A&I (SMS) was checked through Portal on March 5, 2020 and the carrier has no drivers with red flag violations in the last 365 days.


DRUG AND ALCOHOL SUPPLEMENTAL REVIEW:

This is a full comprehensive investigation therefore a Drug and Alcohol Supplemental Review was not required.

HAZARDOUS MATERIALS SUPPLEMENTAL REVIEW:

PNW Moving and Delivery does not transport any hazardous materials. A Hazardous Materials Supplemental Review was



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not required.

INVESTIGATION:

The following investigation is a comprehensive investigation that checked Parts 376, 380, 382, 383, 387, 390, 391, 392, 393, 395 and 396.

Part 376 Lease and Interchange of Vehicles:

PNW Moving and Delivery currently leases one straight truck. At the time of the opening interview the carrier was able to provide a copy of the lease agreement. This agreement was also provided at the time of the vehicle's maintenance. The lease agreement states that Enterprise Rental Company is responsible for the inspections of this vehicle. On March 12, 2020, vehicle maintenance information was provided by the lessor.

Part 380 Special Training:

PNW Moving and Delivery does not operate long combination vehicles (LCVs). The carrier has not employed drivers that meet the definition of entry level driver.

Part 382 Controlled Substance and Alcohol Testing:

PNW Moving and Delivery does not employ CDL drivers that operate vehicles that require a drug and alcohol testing program.

Part 383 Commercial Driver's License:

The carrier informed staff that they employ two non-CDL and one CDL driver that has operated in the state of Washington. Drivers Dimitriy Satir, Roman Satir, and Grigoriy Tekmenzhi do not have CDLs but have current licenses and are eligible. PNW Moving and Delivery does not have any drivers that require a CDL, nor do they have any vehicles that require a licensed CDL driver.

Part 387 Financial Responsibility:

The carrier's vehicles are insured with Insurance Solutions Insurance Company, policy number 07501656-3. The insurance agent is Alex with a contact telephone number of (253) 588-2525. Investigator Bilbrey contacted the carrier's insurance agent and verified the carrier maintains \$750,000 in Auto Liability coverage without lapse. The Form E on file with the commission shows current information. Alex also confirmed the carrier maintains \$25,000 in cargo insurance.

Part 390 General FMSCR:

The carrier has not been involved in any DOT-recordable accidents within the last 365 days.

MCS-150 form (updated on August 15, 2016) shows no VMT as of calendar year 2018. The current MCS-150 is due in May of 2020.

One violation of 390.19(b)(2) for failing to file MCS-150 according to schedule.

Part 391 Qualification of Drivers:

The carrier employed a total of three drivers that operated in the state of Washington during the last 365 days and currently employs the same three drivers. Per eFOTM guidelines, a sample size of three Driver's Qualification Files were inspected. The Driver files reviewed were for Dimitriy Satir, Roman Satir, and Grigoriy Tekmenzhi. The following violations were identified:

Three critical violations of 391.51(a) for failing to maintain driver qualification file on each driver employed were found.

Three critical violations of 391.45(a) occurred when the carrier allowed drivers to operate a commercial motor vehicle without a valid medical certificate. Two of these three violations were corrected prior to the closing of this investigation. The following drivers operated a total of 69 occurrences without a valid medical certificate in the six months leading up to the opening interview.

Dimitriy Satir operated a total of 16 occasions without a valid medical certificate, including October (2019) 11, 18; November (2019) 2, 8; December (2019) 13; January (2020) 8, 9, 16, 22, 29; February (2020) 4, 8, 13, 18, 19, 28. Driver obtained a medical certificate on March 12, 2020.

Roman Satir operated a total of 50 occasions without a valid medical certificate, including October (2019) 16, 24, 28, 30; November (2019) 1, 4, 7, 9, 11, 19, 23; December (2019) 4, 11, 13, 16, 19, 21, 27; January(2020) 2, 3, 6, 7, 13, 14, 17, 20,



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22, 23, 24, 27, 28, 29, 30; February (2020) 10, 12, 14, 15, 17, 19, 20, 22, 24, 25, 29; March (2020) 2, 4, 5, 11, 16, 17. Driver obtained a medical certificate on April 6, 2020.

Grigoriy Tekmenzhi operated a total of 3 occasions without a valid medical certificate, including January (2020) 3; February (2020) 19; March (2020) 2. The driver's medical certificate was never provided by the carrier.

In accordance with FMCSA Memorandum MC-ECS-2012-004 medical certificates for 25 percent of the driver qualification file sample size (one) were selected for verification.

Driver Name: Dimitriy Satir
ME's License/Certificate Number: WA00009599
Date of Issuance of the MEC: 3/11/2020
Phone Number: (253) 475-0511
Date and Time Contacted: 3/16/2020 @ 4:05 pm
Person Contacted: Jordan
Results: MEC Check Confirmed

Part 392 - Driving of Commercial Motor Vehicles:

PNW Moving and Delivery is operating in intrastate commerce at the time of this investigation and the carrier is current on annual regulatory fees.

The carrier has also failed to provide requested documents by the commission.

One violation of RCW 81.04.070 for failure to provide request documents at any and all times.

No criminal background checks have taken place.

Seven violations of WAC 480-15-555 for failing to conduct or retain paperwork containing criminal background check for a household goods carrier in the state of Washington as required.

Part 395 - Hours of Service:

The carrier currently employs three drivers. A sample size of three Records of Duty Status (RODS) based on the number of current drivers is required to be checked for a 30 day period. Drivers checked were Dimitriy Satir, Roman Satir, and Grigoriy Tekmenzhi. The 30 day period from January 1, 2020 to January 30, 2020 was reviewed. This required that 90 RODS be checked. The carrier failed to produce RODS for all drivers.

Ninety critical violations of 395.8(a)(1) occurred when the carrier failed to require drivers to prepare a record of duty status.

Part 393 & 396 - Maintenance and Inspection:

The carrier owns one straight truck and leases one straight truck. The straight truck that is owned by the carrier is not in operation nor has it been for the last 365 days. The carrier was able to provide the paperwork stating that Enterprise Rental Company performs all vehicle maintenance. When damage is noticed by the carrier it is reported to Enterprise for repair. However they did not provide proof of preventative maintenance.

One violation of 396.3(b)(2) for failing to keep record indicating the nature and due date of the various inspection and maintenance operations to be performed.

Vehicle Maintenance Records:

In accordance with eFOTM, a sample size of one vehicle maintenance files was reviewed. No violations discovered. Annual inspections are current and was with the vehicle at the time of inspection.

Driver Vehicle Inspection Reports (DVIRs):

The carrier is not required to complete DVIRs.

Vehicle Inspections:

In accordance with eFOTM, a sample of one vehicle was inspected. The vehicle was inspected at the carrier's PPOB. The ASPEN report is uploaded.

CLOSING INTERVIEW:



	PNW MOVING AND DELIVERY U.S. DOT #: 2919585	Review Date: 05/06/2020
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Part C

The closing interview was conducted on May 6, 2020 via Skype conference call. Present at the closing interview was Investigator Bilbrey, Supervisor Jason Sharp, and the company owner Dimitriy Satir. It is being noted that Satir was not cooperative following the opening interview of this investigation but did express a desire to come into compliance with the Federal Motor Carrier Safety Regulations. Technical assistance was also provided to the carrier during the process of this review.

DOCUMENTS PROVIDED TO THE CARRIER:

The carrier was provided with an electronic copy of the Safety Rating Upgrade Request - Unsatisfactory form, a sample of a Safety Management Plan, the "Fitness Rating Explanation" along with Parts A, B and Recommendations sections of the Capri report.

FOLLOW-ON ACTION:

It is being recommended that the commission motion to cancel the carriers permit due to a proposed unsatisfactory safety rating and seek penalties consistent with the enforcement policy.

Upload Authorized:	Yes	No	
Authorized by:			Date:
Uploaded:	Yes	No	Failure Code:
Verified by:			Date:



	PNW MOVING AND DELIVERY U.S. DOT #: 2919585	State #: THG067549	Review Date: 05/06/2020
	Safety Fitness Rating Explanation		

This report lists the facts which were used to determine the Safety Fitness Rating for the above motor carrier. Federal and State violations are combined for rating purposes. However, only the federal or federal equivalent section number is shown below. A check mark identifies the range within which the data fell when determining the Safety Fitness Rating. All information within a FACTOR block relates only to that FACTOR.

FACTOR 1 VIOLATIONS AFFECTING RATING NONE	General (CFR Parts 387, 390) POINTS ----- TOTAL POINTS: 0 = SATISFACTORY	û 0 Point = Satisfactory 1 Point = Conditional >1 Point = Unsatisfactory													
FACTOR 2 VIOLATIONS AFFECTING RATING S S	Driver Qualification (CFR Parts 382, 383, 391) POINTS 1 (C) 1 (C) ----- TOTAL POINTS: 2 = UNSATISFACTORY	0 Point = Satisfactory 1 Point = Conditional û >1 Point = Unsatisfactory													
FACTOR 3 VIOLATIONS AFFECTING RATING S	Operational/Driving (CFR Parts 392, 395) POINTS 1 (C) ----- TOTAL POINTS: 2 = UNSATISFACTORY	0 Point = Satisfactory 1 Point = Conditional û >1 Point = Unsatisfactory													
FACTOR 4 VIOLATIONS AFFECTING RATING NONE	Vehicle/Maintenance (CFR Parts 393, 396, Performance Data (OOS%)) POINTS Fewer than 3 inspections ----- TOTAL POINTS: 0 = SATISFACTORY														
<table border="1"> <thead> <tr> <th>Fewer than 3 Inspections</th> <th colspan="2">3 or more Inspections</th> </tr> </thead> <tbody> <tr> <td rowspan="3"> Rate same as other Regulatory Factors 1, 2, and 3 û 0 Point = Satisfactory 1 Point = Conditional >1 Point = Unsatisfactory </td> <td>OOS Less than 34%</td> <td>OOS 34% or Higher</td> </tr> <tr> <td>Satisfactory</td> <td>Conditional</td> </tr> <tr> <td>Conditional</td> <td>Unsatisfactory</td> </tr> <tr> <td></td> <td>If a pattern of Non-Compliance with a Critical or an Acute Violation</td> <td>If a pattern of Non-Compliance with a Critical or an Acute Violation</td> </tr> </tbody> </table>			Fewer than 3 Inspections	3 or more Inspections		Rate same as other Regulatory Factors 1, 2, and 3 û 0 Point = Satisfactory 1 Point = Conditional >1 Point = Unsatisfactory	OOS Less than 34%	OOS 34% or Higher	Satisfactory	Conditional	Conditional	Unsatisfactory		If a pattern of Non-Compliance with a Critical or an Acute Violation	If a pattern of Non-Compliance with a Critical or an Acute Violation
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	Satisfactory	Conditional													
	Conditional	Unsatisfactory													
	If a pattern of Non-Compliance with a Critical or an Acute Violation	If a pattern of Non-Compliance with a Critical or an Acute Violation													
FACTOR 5 Not Applicable - Not a carrier of Hazardous Material NONE	Hazardous Material (CFR Parts 397, 171, 172, 173, 177, 180)														
FACTOR 6	Accident (Recordable Accident Rate) ((Recordable Accidents) X (1 million)) ÷ (Total Miles) = Rate (0 X 1,000,000) ÷ 22,680 = 0 = SATISFACTORY URBAN CARRIER - All Driver operate within <100 air miles ACCIDENT RATE FACTOR RATING û 0.000 - 1.700 = Satisfactory >1.700 = Unsatisfactory														



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Safety Fitness Rating Explanation

OVERALL SAFETY FITNESS RATING

Number of Factors (1-6) shown above as less than satisfactory

Unsatisfactory	Conditional	
2	0	= UNSATISFACTORY

FORMULA TO CALCULATE THE OVERALL SAFETY FITNESS RATING

Number of Factors

Unsatisfactory	Conditional	OVERALL RATING
0	2 or fewer	Satisfactory
0	3 or more	Conditional
1	2 or fewer	Conditional
1	3 or more	Unsatisfactory
2	0 or more	Unsatisfactory

