
	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	
Cargo Tank:	N/A			for year ending: 12/31/2019	
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	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: Total Miles Operated 22,680 Recordable Accidents 0 Recordable Accidents/Million Miles 0.00	OOS Vehicle (CR): 0 Number of Vehicle Inspected (CR): 1 OOS Vehicle (MCMIS): 0 Number of Vehicles Inspected (MCMIS): 0
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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.

