



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: July 12, 2012

In reply refer to: H-12-13 through -19;
H-09-15 and -16,
H-10-9, and H-08-13
(Reiterated)

The Honorable Anne S. Ferro
Administrator
Federal Motor Carrier Safety Administration
Washington, DC 20590

On June 5, 2012, the National Transportation Safety Board (NTSB) adopted its report concerning a March 12, 2011, accident, in which a motorcoach departed the roadway and collided with a vertical highway signpost, resulting in 15 fatalities and 18 injuries.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>.

As a result of this investigation, the NTSB reiterated previously issued Safety Recommendations H-09-15 and -16, H-10-9, and H-08-13 to the Federal Motor Carrier Safety Administration (FMCSA) and H-99-47 and -48 to the National Highway Traffic Safety Administration (NHTSA). In addition, the NTSB issued 16 new recommendations, including 3 to NHTSA; 2 to the Federal Highway Administration; 3 to the American Association of State Highway and Transportation Officials; 1 to the American Bus Association, the National Motorcoach Network, and the United Motorcoach Association; and the following 7 recommendations to the FMCSA:

H-12-13

Develop and disseminate guidance for motor carriers on how to most effectively use currently available onboard monitoring systems and develop a plan to periodically update the guidance.

¹ *Motorcoach Run-Off-the-Road and Collision With Vertical Highway Signpost, Interstate 95 Southbound, New York City, New York, March 12, 2011*, Highway Accident Report NTSB/HAR-12/01 (Washington, DC: National Transportation Safety Board, 2012).

H-12-14

Upon completion of the field operational tests for onboard monitoring systems, determine whether test results indicate that such systems would reduce accidents or injuries, and, if so, require commercial motor carriers to use these systems to improve driver safety.

H-12-15

Revise 49 *Code of Federal Regulations* 391.23 to require that motor carriers obtain a 10-year driving history for all prospective commercial vehicle drivers.

H-12-16

Revise 49 *Code of Federal Regulations* 384.225 to require that states retain on the Commercial Driver's License Information System driver record all convictions, disqualifications, and other licensing actions for violations during the prior 10 years.

H-12-17

Include safety measurement system rating scores in the methodology used to determine a carrier's fitness to operate in the safety fitness rating rulemaking for the new Compliance, Safety, Accountability initiative.

H-12-18

Include in the safety fitness rating rulemaking for the new Compliance, Safety, Accountability initiative a structured process, such as the Safety Management Cycle, to be used by Federal Motor Carrier Safety Administration investigators and their state Motor Carrier Safety Assistance Program agents, as an audit tool for investigators to (1) identify the root cause of safety risks found during compliance reviews, and (2) deliver constructive guidance to motor carriers to ensure the promotion of safety management.

H-12-19

Include information regarding the Safety Management Cycle in your *Safety is Good Business* motor carrier website.

The NTSB also reiterated four previously issued recommendations to the FMCSA:

H-09-15

Implement a program to identify commercial drivers at high risk for obstructive sleep apnea and require that those drivers provide evidence through the medical certification process of having been appropriately evaluated and, if treatment is needed, effectively treated for that disorder before being granted unrestricted medical certification.

H-09-16

Develop and disseminate guidance for commercial drivers, employers, and physicians regarding the identification and treatment of individuals at high risk of obstructive sleep apnea (OSA), emphasizing that drivers who have OSA that is effectively treated are routinely approved for continued medical certification.

H-10-9

Require all motor carriers to adopt a fatigue management program based on the North American Fatigue Management Program guidelines for the management of fatigue in a motor carrier operating environment.

H-08-13

Develop and implement a plan to deploy technologies in commercial vehicles to reduce the occurrence of fatigue-related accidents.

These recommendations are derived from the NTSB's investigation and are consistent with the evidence we found and the analysis we performed. Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days addressing the actions you have taken or intend to take to implement these recommendations. When responding, please refer to Safety Recommendations H-12-13 through -19, H-09-15 and -16, H-10-9, and H-08-13. We encourage you to submit your response electronically to correspondence@ntsb.gov. If your response includes attachments that exceed 5 megabytes, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Sincerely,

[Original Signed]

Deborah A.P. Hersman
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: September 8, 2015

In reply refer to: H-10-9, H-12-13, and
H-15-14 (Reiterations)

Mr. T. F. Scott Darling III
Chief Counsel
Federal Motor Carrier Safety
Administration
Washington, DC 20590

On August 11, 2015, the National Transportation Safety Board (NTSB) adopted its report concerning the June 7, 2014, work zone accident on Interstate 95 (I-95) in Cranbury, New Jersey, in which a truck-tractor semitrailer operated by Walmart Transportation LLC, traveling northbound on I-95, encountered traffic that had slowed along a construction corridor; the truck struck the rear of a limo van, and a series of successive impacts ensued, resulting in one death and four seriously injured people.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/HAR-15/02.

As a result of this investigation, we reiterated six safety recommendations, including three to the Federal Motor Carrier Safety Administration (FMCSA) and three to the National Highway Traffic Safety Administration (NHTSA). We also issued nine new recommendations, including one to Federal Highway Administration; one to NHTSA; one to the New Jersey Department of Health–Office of Emergency Medical Services; one to the New Jersey State First Aid Council; two to the National Limousine Association; two to Walmart Transportation LLC; and one to Bendix Commercial Vehicle Systems LLC, Detroit Diesel Corporation, and Meritor WABCO Vehicle Control Systems.

Specifically, as a result of its investigation, the NTSB reiterated the following three recommendations to the FMCSA:

¹ See *Multivehicle Work Zone Crash on Interstate 95, Cranbury, New Jersey, June 7, 2014*, Highway Accident Report NTSB/HAR-15/02 (Washington, DC: 2015).

H-10-9

Require all motor carriers to adopt a fatigue management program based on the North American Fatigue Management Program guidelines for the management of fatigue in a motor carrier operating environment.

H-12-13

Develop and disseminate guidance for motor carriers on how to most effectively use currently available onboard monitoring systems and develop a plan to periodically update the guidance.

H-15-14

Require all passenger motor carrier operators to (1) provide passengers with pretrip safety information that includes, at a minimum, a demonstration of the location of all exits, explains how to operate the exits in an emergency, and emphasizes the importance of wearing seat belts, if available; and (2) also place printed instructions in readily accessible locations for each passenger to help reinforce exit operation and seat belt usage.

Chairman HART, Vice Chairman DINH-ZARR, and Members SUMWALT and WEENER concurred in these reiterations.

The NTSB is vitally interested in these reiterated recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov.

[Original Signed]

By: Christopher A. Hart,
Chairman

Safety Recommendation Reiteration List

SR Number	Reiteration Number	Report Number	Report Date	Accident Description	Accident City	Accident State	Accident Date
H-12-013	1	HAR-15-02	8/11/2015	Multivehicle Work Zone Crash on Interstate 95	Cranberry	NJ	6/7/2014

Safety Recommendation Reiteration List

SR Number	Reiteration Number	Report Number	Report Date	Accident Description	Accident City	Accident State	Accident Date
H-12-017	1	HAR-16-01-SUM	March 15, 2016	January 27, 2014 crash in which a 2004 Freightliner truck-tractor semitrailer operated by DND International Inc. collided with stopped vehicles providing assistance to a disabled 2000 Volvo truck tractor semitrailer in the right lane of eastbound Interstate 88 near Naperville, Illinois.	Naperville	IL	January 27, 2014
H-12-017	2	HAR-17-03	11/13/2017	Motorcoach Run-Off-the-Road and Collision with Vertical Highway Signpost, State Route 99, Livingston, California, August 2,	Livingston	CA	8/2/2016

				2016			
H-12-017	3	HAR-18-03	12/4/2018	Motorcoach Run-Off-the-Road and Overturn US Highway 83 Laredo, Texas	Laredo	Texas	5/14/2016