



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: July 3, 2013

In reply refer to: H-13-20 through -23

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

On June 17, 2013, the NTSB adopted its safety study, *Crashes Involving Single-Unit Trucks that Resulted in Injuries and Deaths*.¹ Additional information about this topic and the resulting recommendations may be found in the study, which can be accessed at our website, <http://www.nts.gov>, under report number SS-13/01.

As a result of this study, the NTSB reiterated 7 Safety Recommendations to the National Highway Traffic Safety Administration (NHTSA) and issued 16 new recommendations, including 9 to NHTSA, 1 to the Federal Highway Administration, 2 to the US Department of Transportation, and the following 4 recommendations to the Federal Motor Carrier Safety Administration:

H-13-20

Ensure that the data collection for the successor to the initial Large Truck Crash Causation Study includes full accident investigations that will enable scrutiny of crash, vehicle, environmental, roadway, and driver variables contributing to non-fatal injuries and deaths in large truck crashes.

H-13-21

Conduct an assessment of the frequency with which single-unit truck drivers are operating with invalid licenses, together with the associated risks of invalid licensure, and publish the findings.

¹*Crashes Involving Single-Unit Trucks that Resulted in Injuries and Deaths*, June 17, 2013, NTSB/SS-13/01.

H-13-22

Evaluate the potential benefits of extending commercial driver licensure requirements to the operation of single-unit trucks with gross vehicle weight ratings below 26,001 pounds.

H-13-23

If the evaluation in H-13-22 indicates a benefit from extending commercial driver's licensure, require commercial driver's licenses for drivers of single-unit trucks in gross vehicle weight rating classes for which benefits have been shown.

These safety 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 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: Deborah A.P. Hersman,
Chairman