

December 19, 2024

The Honorable Vinn White
Deputy Administrator
Federal Motor Carrier Safety Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

The attached letter from the NTSB Chair provides information about the NTSB's *Truck Centerline Crossover Collision with Bus Louisville, New York*, HIR-24-08. The details of this accident investigation and the resulting safety recommendation may be found in the attached report, which can also be accessed at <http://www.nts.gov>. For more information about NTSB and our recommendation process, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendation by number (for example, H-24-25 through -28). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

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Office of the Managing Director
National Transportation Safety Board
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Washington, DC 20594
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National Transportation Safety Board

Office of the Chair

Washington, DC 20594



December 19, 2024

The Honorable Vinn White
Deputy Administrator
Federal Motor Carrier Safety Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Deputy Administrator White:

This letter provides information about the National Transportation Safety Board's (NTSB) November 19, 2024, report *Box Truck Centerline Crossover Collision with Bus, Louisville, New York, January 28, 2023*, NTSB/HIR-24-08. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Lack of seat belt use by the bus occupants
- Inadequate safety practices of the truck motor carrier (Aero Global Logistics) for managing fatigue and crash risk
- Deficient oversight of motor carrier operations by the Federal Motor Carrier Safety Administration (FMCSA)

Accordingly, the NTSB makes the following safety recommendations to the FMCSA. Additional information regarding these recommendations can be found in the noted sections of the report.

- Require new entrant motor carriers to submit a corrective action plan, to be reviewed and approved by the FMCSA, before they are granted full operating authority if their Safety Measurement System on-road performance data show a pattern of unsafe operation or a high crash-involvement rate. (H-24-25) (See section 2.4.1.2.)
- Incorporate Safety Measurement System on-road performance data into your methodology for determining a motor carrier's fitness to operate. (H-24-26) (See section 2.4.1.3.)

- Support the American Association of Motor Vehicle Administrators in developing guidelines—such as requiring and reviewing US Department of Transportation numbers as part of the registration process—for state motor vehicle administrations to identify motor carriers that are subject to a federal out-of-service order and prevent them from registering their commercial motor vehicles in the state. (H-24-27) (See section 2.4.2.3.)
- Include provisions in your safety fitness determination rulemaking that prioritize passenger-carrying motor carrier safety performance and ensure increased compliance monitoring and other interventions for these carriers, including more frequent compliance reviews. (H-24-28) (See section 2.4.2.4.)

In addition, the NTSB reiterates and classifies the following previously issued recommendation to the FMCSA:

- Establish an additional layer of oversight of recent graduates of your new entrant safety assurance program that has a lower tolerance for unsafe operations. (H-20-34, reiterated and classified Open-Unacceptable Response in section 2.4.1.2.)

In the same report, we also classify the following previously issued recommendation to the FMCSA:

- Include safety measurement 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-12-17, classified Closed-Unacceptable Action/Superseded in section 2.4.1.3.)

Safety Recommendation H-24-26, discussed above in this letter, supersedes Safety Recommendation H-12-17 and is classified Open-Unacceptable Response.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-24-25 through -28 and H-20-34). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov.

If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

Sincerely,

[Original Signed]

Jennifer Homendy
Chair

December 19, 2024

The Honorable Greg Gianforte
Governor of Montana
Office of the Governor
PO Box 200801
Helena, MT 59620-0801

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable cause of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for any accident or event investigated by the agency. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The attached letter from the NTSB Chair provides information about the NTSB's *Truck Centerline Crossover Collision with Bus Louisville, New York*, HIR-24-08. The details of this accident investigation and the resulting safety recommendation may be found in the attached report, which can also be accessed at <http://www.nts.gov>. For more information about NTSB and our recommendation process, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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National Transportation Safety Board

Office of the Chair

Washington, DC 20594



December 19, 2024

The Honorable Greg Gianforte
Governor of Montana
Office of the Governor
PO Box 200801
Helena, MT 59620-0801

Dear Governor Gianforte:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the state of Montana to act on the safety recommendation in this letter because we believe that you can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached one-page summary.

This letter also includes information about our November 19, 2024, report *Box Truck Centerline Crossover Collision with Bus, Louisville, New York, January 28, 2023*, NTSB/HIR-24-08. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Lack of seat belt use by the bus occupants
- Inadequate safety practices of the truck motor carrier (Aero Global Logistics) for managing fatigue and crash risk
- Deficient oversight of motor carrier operations by the Federal Motor Carrier Safety Administration

Accordingly, the NTSB makes the following safety recommendation to the state of Montana. Additional information regarding this recommendation can be found in the noted section of the report.

- Implement procedures—such as requiring and reviewing US Department of Transportation numbers as part of the registration process—to identify motor carriers that are subject to a federal out-of-service order and prevent them from registering their commercial motor vehicles in the state. (H-24-29) (See section 2.4.2.3.)

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement this recommendation. When replying, please refer to the safety recommendation by number (Safety Recommendation H-24-29). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer Homendy
Chair

December 19, 2024

Mr. Dennis Dellinger
Chairman
American Trucking Associations
ATA Headquarters
80 M Street SE, Suite 800
Washington, DC 20003

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable cause of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for any accident or event investigated by the agency. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The attached letter from the NTSB Chair provides information about the NTSB's *Truck Centerline Crossover Collision with Bus Louisville, New York*, HIR-24-08. The details of this accident investigation and the resulting safety recommendation may be found in the attached report, which can also be accessed at <http://www.nts.gov>. For more information about NTSB and our recommendation process, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Washington, DC 20594



December 19, 2024

Mr. Dennis Dellinger
Chairman
American Trucking Associations
ATA Headquarters
80 M Street SE, Suite 800
Washington, DC 20003

Dear Mr. Dellinger:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the American Trucking Associations (ATA) to act on the safety recommendation in this letter because we believe that your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached one-page summary.

This letter also includes information about our November 19, 2024, report *Box Truck Centerline Crossover Collision with Bus, Louisville, New York, January 28, 2023*, NTSB/HIR-24-08. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Lack of seat belt use by the bus occupants
- Inadequate safety practices of the truck motor carrier (Aero Global Logistics) for managing fatigue and crash risk
- Deficient oversight of motor carrier operations by the Federal Motor Carrier Safety Administration

Accordingly, the NTSB makes the following safety recommendation to the ATA. Additional information regarding this recommendation can be found in the noted section of the report.

- Inform your members about the Louisville, New York, crash and urge them to develop fatigue management programs based on the North American Fatigue Management Program to educate drivers and other employees about fatigue, its causes, and its countermeasures. (H-24-30) (See section 2.3.2.)

To assist you in fulfilling this recommendation, we are also attaching a sample article covering the Louisville crash that addresses the safety issue area identified in the recommendation to the ATA. Please feel free to use this article (or parts of it) in your communications to members. We ask that you publish it, or similar content, in the next issue of your newsletter and/or on your website, and that you send us a copy of the newsletter or a link to the website article once it has been published.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement this recommendation. When replying, please refer to the safety recommendation by number (Safety Recommendation H-24-30). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer Homendy
Chair

December 19, 2024

Mr. Gary Petty
President & CEO
National Private Truck Council
2300 Wilson Boulevard, Suite 700
Arlington, VA 22201-5435

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable cause of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for any accident or event investigated by the agency. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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December 19, 2024

Mr. Gary Petty
President & CEO
National Private Truck Council
2300 Wilson Boulevard, Suite 700
Arlington, VA 22201-5435

Dear Mr. Petty:

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We are providing the following information to urge the National Private Truck Council (NPTC) to act on the safety recommendation in this letter because we believe that your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached one-page summary.

This letter also includes information about our November 19, 2024, report *Box Truck Centerline Crossover Collision with Bus, Louisville, New York, January 28, 2023*, NTSB/HIR-24-08. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Lack of seat belt use by the bus occupants
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- Deficient oversight of motor carrier operations by the Federal Motor Carrier Safety Administration

Accordingly, the NTSB makes the following safety recommendation to the NPTC. Additional information regarding this recommendation can be found in the noted section of the report.

- Inform your members about the Louisville, New York, crash and urge them to develop fatigue management programs based on the North American Fatigue Management Program to educate drivers and other employees about fatigue, its causes, and its countermeasures. (H-24-30) (See section 2.3.2.)

To assist you in fulfilling this recommendation, we are also attaching a sample article covering the Louisville crash that addresses the safety issue area identified in the recommendation to the NPTC. Please feel free to use this article (or parts of it) in your communications to members. We ask that you publish it, or similar content, in the next issue of your newsletter and/or on your website, and that you send us a copy of the newsletter or a link to the website article once it has been published.

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Sincerely,

[Original Signed]

Jennifer Homendy
Chair

December 19, 2024

Mr. John A. Costa
International President
Amalgamated Transit Union
10000 New Hampshire Avenue
Silver Spring, MD 20903

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December 19, 2024

Mr. John A. Costa
International President
Amalgamated Transit Union
10000 New Hampshire Avenue
Silver Spring, MD 20903

Dear Mr. Costa:

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We are providing the following information to urge the Amalgamated Transit Union (ATU) to act on the safety recommendation in this letter because we believe that your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached one-page summary.

This letter also includes information about our November 19, 2024, report *Box Truck Centerline Crossover Collision with Bus, Louisville, New York, January 28, 2023*, NTSB/HIR-24-08. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Lack of seat belt use by the bus occupants
- Inadequate safety practices of the truck motor carrier (Aero Global Logistics) for managing fatigue and crash risk
- Deficient oversight of motor carrier operations by the Federal Motor Carrier Safety Administration

Accordingly, the NTSB makes the following safety recommendation to the ATU. Additional information regarding this recommendation can be found in the noted section of the report.

- Inform your members about the Louisville, New York, crash and urge them to familiarize themselves with the North American Fatigue Management Program to learn about fatigue, its causes, and its countermeasures. (H-24-31) (See section 2.3.2.)

To assist you in fulfilling this recommendation, we are also attaching a sample article covering the Louisville crash that addresses the safety issue area identified in the recommendation to the ATU. Please feel free to use this article (or parts of it) in your communications to members. We ask that you publish it, or similar content, in the next issue of your newsletter and/or on your website, and that you send us a copy of the newsletter or a link to the website article once it has been published.

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Sincerely,

[Original Signed]

Jennifer Homendy
Chair

December 19, 2024

Mr. Sean M. O'Brien
General President
International Brotherhood of Teamsters
25 Louisiana Avenue, NW
Washington, DC 20001

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable cause of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for any accident or event investigated by the agency. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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December 19, 2024

Mr. Sean M. O'Brien
General President
International Brotherhood of Teamsters
25 Louisiana Avenue, NW
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We are providing the following information to urge the International Brotherhood of Teamsters (IBT) to act on the safety recommendation in this letter because we believe that your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached one-page summary.

This letter also includes information about our November 19, 2024, report *Box Truck Centerline Crossover Collision with Bus, Louisville, New York, January 28, 2023*, NTSB/HIR-24-08. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Lack of seat belt use by the bus occupants
- Inadequate safety practices of the truck motor carrier (Aero Global Logistics) for managing fatigue and crash risk
- Deficient oversight of motor carrier operations by the Federal Motor Carrier Safety Administration

Accordingly, the NTSB makes the following safety recommendation to the IBT. Additional information regarding this recommendation can be found in the noted section of the report.

- Inform your members about the Louisville, New York, crash and urge them to familiarize themselves with the North American Fatigue Management Program to learn about fatigue, its causes, and its countermeasures. (H-24-31) (See section 2.3.2.)

To assist you in fulfilling this recommendation, we are also attaching a sample article covering the Louisville crash that addresses the safety issue area identified in the recommendation to the IBT. Please feel free to use this article (or parts of it) in your communications to members. We ask that you publish it, or similar content, in the next issue of your newsletter and/or on your website, and that you send us a copy of the newsletter or a link to the website article once it has been published.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement this recommendation. When replying, please refer to the safety recommendation by number (Safety Recommendation H-24-31). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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statement in your letter indicating that the information can be publicly released. If you have concerns about this protocol, please contact us at ExecutiveSecretariat@ntsb.gov.

Sincerely,

[Original Signed]

Jennifer Homendy
Chair

December 19, 2024

Mr. Todd Spencer
President
Owner-Operator Independent Drivers Association
OOIDA Headquarters
1 NW OOIDA Drive
Grain Valley, MO 64029

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable cause of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for any accident or event investigated by the agency. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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Office of the Chair

Washington, DC 20594



December 19, 2024

Mr. Todd Spencer
President
Owner-Operator Independent Drivers Association
OOIDA Headquarters
1 NW OOIDA Drive
Grain Valley, MO 64029

Dear Mr. Spencer:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Owner-Operator Independent Drivers Association (OOIDA) to act on the safety recommendation in this letter because we believe that your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached one-page summary.

This letter also includes information about our November 19, 2024, report *Box Truck Centerline Crossover Collision with Bus, Louisville, New York, January 28, 2023*, NTSB/HIR-24-08. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Lack of seat belt use by the bus occupants
- Inadequate safety practices of the truck motor carrier (Aero Global Logistics) for managing fatigue and crash risk
- Deficient oversight of motor carrier operations by the Federal Motor Carrier Safety Administration

Accordingly, the NTSB makes the following safety recommendation to the OOIDA. Additional information regarding this recommendation can be found in the noted section of the report.

- Inform your members about the Louisville, New York, crash and urge them to familiarize themselves with the North American Fatigue Management Program to learn about fatigue, its causes, and its countermeasures. (H-24-31) (See section 2.3.2.)

To assist you in fulfilling this recommendation, we are also attaching a sample article covering the Louisville crash that addresses the safety issue area identified in the recommendation to OOIDA. Please feel free to use this article (or parts of it) in your communications to members. We ask that you publish it, or similar content, in the next issue of your newsletter and/or on your website, and that you send us a copy of the newsletter or a link to the website article once it has been published.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement this recommendation. When replying, please refer to the safety recommendation by number (Safety Recommendation H-24-31). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer Homendy
Chair

December 19, 2024

Mr. John Samuelson
International President
Transport Workers Union of America
1220 19th Street NW, 6th Floor
Washington, DC 20036

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable cause of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for any accident or event investigated by the agency. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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Washington, DC 20594



December 19, 2024

Mr. John Samuelson
International President
Transport Workers Union of America
1220 19th Street NW, 6th Floor
Washington, DC 20036

Dear Mr. Samuelson:

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We are providing the following information to urge the Transport Workers Union of America (TWU) to act on the safety recommendation in this letter because we believe that your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached one-page summary.

This letter also includes information about our November 19, 2024, report *Box Truck Centerline Crossover Collision with Bus, Louisville, New York, January 28, 2023*, NTSB/HIR-24-08. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Lack of seat belt use by the bus occupants
- Inadequate safety practices of the truck motor carrier (Aero Global Logistics) for managing fatigue and crash risk
- Deficient oversight of motor carrier operations by the Federal Motor Carrier Safety Administration

Accordingly, the NTSB makes the following safety recommendation to the TWU. Additional information regarding this recommendation can be found in the noted section of the report.

- Inform your members about the Louisville, New York, crash and urge them to familiarize themselves with the North American Fatigue Management Program to learn about fatigue, its causes, and its countermeasures. (H-24-31) (See section 2.3.2.)

To assist you in fulfilling this recommendation, we are also attaching a sample article covering the Louisville crash that addresses the safety issue area identified in the recommendation to the TWU. Please feel free to use this article (or parts of it) in your communications to members. We ask that you publish it, or similar content, in the next issue of your newsletter and/or on your website, and that you send us a copy of the newsletter or a link to the website article once it has been published.

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Sincerely,

[Original Signed]

Jennifer Homendy
Chair

December 19, 2024

Mr. Ian Grossman
President & CEO
American Association of Motor Vehicle Administrators
4401 Wilson Boulevard
Suite 700
Arlington, VA 22203

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable cause of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for any accident or event investigated by the agency. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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December 19, 2024

Mr. Ian Grossman
President & CEO
American Association of Motor Vehicle Administrators
4401 Wilson Boulevard
Suite 700
Arlington, VA 22203

Dear Mr. Grossman:

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We are providing the following information to urge the American Association of Motor Vehicle Administrators (AAMVA) to act on the safety recommendation in this letter because we believe that your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached one-page summary.

This letter also includes information about our November 19, 2024, report *Box Truck Centerline Crossover Collision with Bus, Louisville, New York, January 28, 2023*, NTSB/HIR-24-08. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Lack of seat belt use by the bus occupants
- Inadequate safety practices of the truck motor carrier (Aero Global Logistics) for managing fatigue and crash risk
- Deficient oversight of motor carrier operations by the Federal Motor Carrier Safety Administration

Accordingly, the NTSB makes the following safety recommendation to AAMVA. Additional information regarding this recommendation can be found in the noted section of the report.

- In cooperation with the Federal Motor Carrier Safety Administration, develop guidelines—such as requiring and reviewing US Department of Transportation numbers as part of the registration process—for state motor vehicle administrations to identify motor carriers that are subject to a federal out-of-service order and prevent them from registering their commercial motor vehicles in the state. (H-24-32) (See section 2.4.2.3.)

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement this recommendation. When replying, please refer to the safety recommendation by number (Safety Recommendation H-24-32). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer Homendy
Chair

December 19, 2024

Mr. James Bagley
President
LBFNY, LLC
16 Drumlin Drive
Weedsport, NY 13166

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Washington, DC 20594



December 19, 2024

Mr. James Bagley
President
LBFNY, LLC
16 Drumlin Drive
Weedsport, NY 13166

Dear Mr. Bagley:

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We are providing the following information to urge LBFNY to act on the safety recommendations in this letter because we believe that your company can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached one-page summary.

This letter also includes information about our November 19, 2024, report *Box Truck Centerline Crossover Collision with Bus, Louisville, New York, January 28, 2023*, NTSB/HIR-24-08. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Lack of seat belt use by the bus occupants
- Inadequate safety practices of the truck motor carrier (Aero Global Logistics) for managing fatigue and crash risk
- Deficient oversight of motor carrier operations by the Federal Motor Carrier Safety Administration

Accordingly, the NTSB makes the following safety recommendations to LBFNY. Additional information regarding these recommendations can be found in the noted sections of the report.

- Establish procedures to ensure that the seat belts on all of your buses are regularly inspected to maintain their functionality and accessibility. (H-24-33) (See section 2.2.2.)
- Establish policies to require that all bus occupants wear seat belts on every trip and that bus drivers provide pretrip safety briefings informing all bus occupants about the benefits of wearing seat belts. (H-24-34) (See section 2.2.2.)

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Sincerely,

[Original Signed]

Jennifer Homendy
Chair

December 19, 2024

Mr. Shawn Shariff
President
Aero Global Logistics
2983 South Pleasant Valley Road
Winchester, VA 22601

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable cause of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for any accident or event investigated by the agency. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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December 19, 2024

Mr. Shawn Shariff
President
Aero Global Logistics
2983 South Pleasant Valley Road
Winchester, VA 22601

Dear Mr. Shariff:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge Aero Global Logistics (AGL) to act on the safety recommendations in this letter because we believe that your company can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached one-page summary.

This letter also includes information about our November 19, 2024, report *Box Truck Centerline Crossover Collision with Bus, Louisville, New York, January 28, 2023*, NTSB/HIR-24-08. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Lack of seat belt use by the bus occupants
- Inadequate safety practices of the truck motor carrier (AGL) for managing fatigue and crash risk
- Deficient oversight of motor carrier operations by the Federal Motor Carrier Safety Administration

Accordingly, the NTSB makes the following safety recommendations to AGL. Additional information regarding these recommendations can be found in the noted sections of the report.

- Develop and implement a fatigue management program based on the North American Fatigue Management Program to educate your drivers and other employees about fatigue, its causes, and its countermeasures. (H-24-35) (See section 2.3.2.)
- Install driver monitoring system technologies across your entire fleet of trucks and incorporate policies and procedures for proactively using these technologies to enhance safe driving behaviors and driver training and coaching. (H-24-36) (See section 2.3.3.1.)

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-24-35 and -36). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

All communications regarding safety recommendations are stored by the NTSB and viewable by the public. Please do not send privileged or confidential communications in response to these recommendations. Responses marked as confidential or privileged (or similar designations) will be considered nonresponsive. In the likely event that your company uses auto-generated and/or preformatted confidentiality statements on letterhead or outgoing e-mails, please include a statement in your letter indicating that the information can be publicly released. If you have concerns about this protocol, please contact us at ExecutiveSecretariat@ntsb.gov.

Sincerely,

[Original Signed]

Jennifer Homendy
Chair

Fatigue-Related Crashes are Costly and Preventable

Fatigue is a persistent problem in transportation that can occur when drivers work long hours, must sleep during the daytime because of their schedules, or do not get enough sleep. It can also be related to medication or illness. Fatigue can impair driving performance, for example, by causing a driver to nod off or make poor decisions. A study on the causes of large commercial truck crashes showed that almost 1 in 7 crash-involved drivers likely were fatigued at the time of the crash.¹ Further, the number of fatigue-related crashes and the associated deaths and injuries are likely underreported. These crashes have devastating consequences for drivers, motor carriers, and the traveling public.

Fatal Centerline Crossover Crash Involving Fatigue

The [National Transportation Safety Board](#) (NTSB) recently investigated a collision in [Louisville, New York](#), in which a box truck crossed over the highway centerline and collided with an oncoming bus transporting workers to a construction site. Six bus passengers died and seven more were injured. The investigation determined that the truck driver was likely fatigued by his limited and fragmented sleep as well as circadian disruption caused by his shift-work schedule. Contributing to the crash was the failure of the truck driver's employer to effectively manage driver fatigue and monitor unsafe driving. A structured fatigue management program could have educated company drivers, management, and other employees about the risks of fatigue and possibly prevented this tragedy.²

For more than 15 years, the NTSB has advocated for and promoted fatigue management programs and their use by motor carriers to prevent fatigue-related crashes. One such program is the North American Fatigue Management Program (NAFMP).

North American Fatigue Management Program

The NAFMP was developed by US and Canadian regulators, carriers, and researchers, and is hosted and promoted by the Commercial Vehicle Safety Alliance.³

NAFMP Overview:

- Provides free, interactive web-based education and training.

¹ Federal Motor Carrier Safety Administration (FMCSA). 2007. "[The Large Truck Crash Causation Study - Analysis Brief](#)." Table 2, "[Associated Factors Assigned in Large Truck Crashes and Their Relative Risk Importance](#)." Publication No. FMCSA-RRA-07-017. Washington, D.C.: FMCSA Office of Research and Analysis. July 2007.

² The NTSB report, [Box Truck Centerline Crossover Collision with Bus, Louisville, New York, January 28, 2023](#), with findings and safety recommendations, can be found on the NTSB website at www.nts.gov; see highway investigation report [HIR-24-08](#).

³ [North American Fatigue Management Program \(nafmp.org\)](http://North American Fatigue Management Program (nafmp.org)).

- Raises awareness about the causes of fatigue among commercial motor vehicle drivers, and educates those drivers and their families, safety managers, and other employees about fatigue management.
- Discusses driver health and wellness as well as screening and treatment for sleep disorders.
- Relies on research and best practices for safety culture, shift scheduling, policies and procedures, vehicle technologies, and other considerations to help companies develop comprehensive and scalable fatigue management programs.

NAFMP Benefits:

A study found that when companies implemented a fatigue management program, they reported the following benefits:⁴

- Fewer instances of driver-reported fatigue and critical events (nod-offs or close calls).
- Benefits to drivers from sleep disorder screening and treatment.
- Longer and higher quality sleep for drivers, leading to better work-life balance and more time between rest and duty days.
- One motor carrier participating in the study reported that its crash rates declined and its drivers were absent less frequently.

Fatigue management programs aim to improve safety performance and driver health and wellness. Visit nafmp.org to access the learning modules, implementation manual, return-on-investment calculator, and other materials developed by the NAFMP to enable motor carriers to implement fatigue management programs.

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⁴ Smiley, A., T. Smahel, D. Boivin, P. Boudreau, J. Remmers, M. Turner, M. Rosekind, and K. Gregory. 2009. *Effects of a Fatigue Management Program on Fatigue in the Commercial Motor Carrier Industry*. Human Factors North, Inc., prepared for Transportation Development Centre of Transport Canada. [Microsoft Word - Final FMP Report - August 20, 2009.doc \(nafmp.org\)](http://nafmp.org).