



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: January 3, 2017

In reply refer to: M-16-26 and -27

Admiral Paul F. Zukunft
Commandant
US Coast Guard
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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the US Coast Guard to take action on the safety recommendations being issued in this letter.

On November 15, 2016, the NTSB adopted its report concerning the September 24, 2015, crash in which an amphibious passenger vehicle collided with a motorcoach in Seattle, Washington.¹ Additional information about this crash 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-16/02.

As a result of this investigation, we issued 10 new recommendations, including 3 to the National Highway Traffic Safety Administration, 3 to Ride the Ducks International, 1 to Ride the Ducks of Seattle, 1 to the Passenger Vessel Association, and the following 2 recommendations to the United States Coast Guard:

¹ *Amphibious Passenger Vehicle DUCK 6 Lane Crossover Collision With Motorcoach on State Route 99, Aurora Bridge, Seattle, Washington, September 24, 2015*, Highway Accident Report NTSB/HAR-16/02 (Washington, DC: National Transportation Safety Board, 2016).

M-16-26

Amend Navigation and Vessel Inspection Circular 1-01 to ensure that (1) amphibious passenger vehicle (APV) operators tell passengers that seat belts must not be worn while the vessel/vehicle is operated in the water and (2) before the APV enters the water or departs the dock, the master or other crewmember visually checks that each passenger has unbuckled his or her seat belt.

M-16-27

Distribute a safety alert on amphibious passenger vehicle operations that addresses the role of risk assessment to mitigate driver distraction, as well as the need to tell passengers to remove seat belts before waterborne operations begin.

Chairman HART, Vice Chairman DINH-ZARR, and Members SUMWALT 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. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Chairman