

May 6, 2025

Admiral Kevin E. Lunday  
Commandant  
US Coast Guard Headquarters  
2803 Martin Luther King Jr. Ave., SE  
Stop 7318  
Washington, DC 20593

The attached letter from the NTSB Chairman provides information about the May 6, 2025, report, *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D'Avorio, Newark, New Jersey, July 5, 2023*, NTSB/MIR-25-16. 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>.

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 (for example, M-25-1). We encourage you to submit your response to [ExecutiveSecretariat@nts.gov](mailto: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.

# National Transportation Safety Board

Office of the Chairman  
Washington, DC 20594



May 6, 2025

Admiral Kevin E. Lunday  
Commandant  
US Coast Guard Headquarters  
2803 Martin Luther King Jr. Ave., SE  
Stop 7318  
Washington, DC 20593

Dear Admiral Lunday:

This letter provides information about the National Transportation Safety Board's (NTSB) April 15, 2025, report *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D'Avorio, Newark, New Jersey, July 5, 2023*, MIR-25-16. 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:

- Absence of operating controls on the outside of a garage deck door that was part of a fire boundary zone for a space protected by a fixed gas fire extinguishing system
- The hazards associated with using passenger vehicles as pusher vehicles in cargo operations
- Ineffective land-based firefighting response
- Lack of emergency procedures for shoreside personnel

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

- Submit a proposal to the International Maritime Organization to clarify and emphasize that the existing *International Convention for the Safety of Life at Sea* regulation requiring that all openings capable of admitting air into or of allowing gas to escape from a protected space can be closed from outside the protected space applies regardless of their expected operational condition when in port or at sea. (M-25-01) (See section 2.4.)

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 M-25-01). We encourage you to submit your response to [ExecutiveSecretariat@ntsb.gov](mailto: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 L. Homendy  
Chairman  
On behalf of the entire Board

May 6, 2025

Amanda Wood Laihow  
Acting Assistant Secretary of Labor for Occupational Safety and Health  
200 Constitution Ave. NW  
Washington, DC 20210

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 Chairman provides information about the May 6, 2025, report, *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D'Avorio, Newark, New Jersey, July 5, 2023*, NTSB/MIR-25-16. 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>.

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 (for example, M-25-2 and M-25-3). We encourage you to submit your response to [ExecutiveSecretariat@nts.gov](mailto: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.

# National Transportation Safety Board

Office of the Chairman  
Washington, DC 20594



May 6, 2025

Amanda Wood Laihow  
Acting Assistant Secretary of Labor for Occupational Safety and Health  
200 Constitution Ave. NW  
Washington, DC 20210

Dear Ms. Laihow:

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 Occupational Safety and Health Administration (OSHA) to act on the safety recommendations in this letter because we believe 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 April 15, 2025, report *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D'Avorio, Newark, New Jersey, July 5, 2023*, MIR-25-16. 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:

- The hazards associated with using passenger vehicles as pusher vehicles in cargo operations
- Lack of emergency procedures for shoreside personnel

- Absence of operating controls on the outside of a garage deck door that was part of a fire boundary zone for a space protected by a fixed gas fire extinguishing system
- Ineffective land-based firefighting response

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

- Inform your field personnel of the circumstances of the *Grande Costa D'Avorio* fire and provide guidance to assist Occupational Safety and Health Administration compliance officers in proper enforcement of the powered industrial truck requirements (Title 29 Code of Federal Regulations 1917.43 and 29 Code of Federal Regulations 1918.65) at marine terminals and during longshoring operations to assure safe and healthy working conditions. (M-25-02) (See section 2.3)
- Inform your field personnel of the circumstances of the *Grande Costa D'Avorio* fire and provide guidance to assist Occupational Safety and Health Administration compliance officers in proper enforcement of the emergency procedures requirements (Title 29 Code of Federal Regulations 1917.30 and 29 Code of Federal Regulations 1918.100) at marine terminals and during longshoring operations to assure safe and healthy working conditions. (M-25-03) (See section 2.7)

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 M-25-02 and -03). We encourage you to submit your response to [ExecutiveSecretariat@ntsb.gov](mailto: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.

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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](mailto:ExecutiveSecretariat@ntsb.gov).

Sincerely,

[Original Signed]

Jennifer L. Homendy  
Chairman  
On behalf of the entire Board

May 6, 2025

Del Ortiz  
Fire Chief  
City of Newark  
480 Clinton Avenue  
Newark, NJ 07108

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 Chairman provides information about the May 6, 2025, report, *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D’Aorio, Newark, New Jersey, July 5, 2023*, NTSB/MIR-25-16. 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>.

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 (for example, M-25-5). We encourage you to submit your response to [ExecutiveSecretariat@nts.gov](mailto: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.

# National Transportation Safety Board

Office of the Chairman  
Washington, DC 20594



May 6, 2025

Del Ortiz  
Fire Chief  
City of Newark  
480 Clinton Avenue  
Newark, NJ 07108

Dear Mr. Ortiz:

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 Newark Fire Division (NFD) to act on the safety recommendation in this letter because we believe 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 April 15, 2025, report *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D'Avorio, Newark, New Jersey, July 5, 2023*, MIR-25-16. 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:

- Ineffective land-based firefighting response
- Absence of operating controls on the outside of a garage deck door that was part of a fire boundary zone for a space protected by a fixed gas fire extinguishing system

- The hazards associated with using passenger vehicles as pusher vehicles in cargo operations
- Lack of emergency procedures for shoreside personnel

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

- Require all chiefs and first responding companies and units that respond to vessel fires to complete specialized marine firefighting training that includes both classroom and practical firefighting training and is based on the National Fire Protection Association's marine firefighting standards. (M-25-04) (See section 2.6.)

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 M-25-04). We encourage you to submit your response to [ExecutiveSecretariat@ntsb.gov](mailto: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 this recommendation. 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](mailto:ExecutiveSecretariat@ntsb.gov).

Sincerely,

[Original Signed]

Jennifer L. Homendy  
Chairman  
On behalf of the entire Board

May 6, 2025

Beth Rooney  
Port Director  
Port Authority of New York and New Jersey  
New Jersey Marine Terminals  
260 Kellogg Street  
Port Newark, NJ 07114

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 Chairman provides information about the May 6, 2025, report, *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D’Aorio, Newark, New Jersey, July 5, 2023*, NTSB/MIR-25-16. 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>.

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 (for example, M-25-5). We encourage you to submit your response to [ExecutiveSecretariat@nts.gov](mailto: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.

# National Transportation Safety Board

Office of the Chairman  
Washington, DC 20594



May 6, 2025

Beth Rooney  
Port Director  
Port Authority of New York and New Jersey  
New Jersey Marine Terminals  
260 Kellogg Street  
Port Newark, NJ 07114

Dear Ms. Rooney:

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 Port Authority of New York and New Jersey to act on the safety recommendation in this letter because we believe 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 April 15, 2025, report *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D'Avorio, Newark, New Jersey, July 5, 2023*, MIR-25-16. 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:

- Ineffective land-based firefighting response

- Absence of operating controls on the outside of a garage deck door that was part of a fire boundary zone for a space protected by a fixed gas fire extinguishing system
- The hazards associated with using passenger vehicles as pusher vehicles in cargo operations
- Lack of emergency procedures for shoreside personnel

Accordingly, the NTSB makes the following safety recommendation to the Port Authority of New York and New Jersey. Additional information regarding this recommendation can be found in the noted section of the report.

- Establish procedures to facilitate training, drills, and vessel familiarization tours for responding firefighters to enable them to better prepare and respond to fires and other emergencies at your facilities and on board vessels. (M-25-05) (See section 2.6.)

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 M-25-05). We encourage you to submit your response to [ExecutiveSecretariat@ntsb.gov](mailto: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 L. Homendy  
Chairman  
On behalf of the entire Board

May 6, 2025

Cristina Melado  
Americas Marine Senior Director  
RINA USA Inc  
13450 W Sunrise Blvd #350  
Sunrise FL, 33323

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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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 (for example, M-25-6). We encourage you to submit your response to [ExecutiveSecretariat@nts.gov](mailto: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.

# National Transportation Safety Board

Office of the Chairman  
Washington, DC 20594



May 6, 2025

Cristina Melado  
Americas Marine Senior Director  
RINA USA Inc  
13450 W Sunrise Blvd #350  
Sunrise FL, 33323

Dear Ms. Melado:

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 RINA Services to act on the safety recommendation in this letter because we believe 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 April 15, 2025, report *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D'Avorio, Newark, New Jersey, July 5, 2023*, MIR-25-16. 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:

- Absence of operating controls on the outside of a garage deck door that was part of a fire boundary zone for a space protected by a fixed gas fire extinguishing system
- Ineffective land-based firefighting response

- The hazards associated with using passenger vehicles as pusher vehicles in cargo operations
- Lack of emergency procedures for shoreside personnel

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

- Revise your procedures for review and approval of vessel plans to ensure compliance with *International Convention for the Safety of Life at Sea* by requiring that all openings capable of admitting air into or allowing gas to escape from a protected space can be closed from outside the protected space, regardless of their expected operational condition in port or at sea. (M-25-06) (See section 2.4.)

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 M-25-06). We encourage you to submit your response to [ExecutiveSecretariat@ntsb.gov](mailto: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 L. Homendy  
Chairman  
On behalf of the entire Board

May 6, 2025

Cary Davis, President & CEO  
American Association of Port Authorities  
1201 Maryland Ave. SW, Suite 860  
Washington, DC 20024

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 Chairman provides information about the May 6, 2025, report, *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D'Avorio, Newark, New Jersey, July 5, 2023*, NTSB/MIR-25-16. 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>.

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 (for example, M-25-7 and M-25-8). We encourage you to submit your response to [ExecutiveSecretariat@nts.gov](mailto: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.

# National Transportation Safety Board

Office of the Chairman  
Washington, DC 20594



May 6, 2025

Cary Davis, President & CEO  
American Association of Port Authorities  
1201 Maryland Ave. SW, Suite 860  
Washington, DC 20024

Dear Mr. Davis:

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 Association of Port Authorities (AAPA) to act on the safety recommendations in this letter because we believe 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 April 15, 2025, report *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D'Avorio, Newark, New Jersey, July 5, 2023*, MIR-25-16. 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:

- The hazards associated with using passenger vehicles as pusher vehicles in cargo operations
- Lack of emergency procedures for shoreside personnel

- Absence of operating controls on the outside of a garage deck door that was part of a fire boundary zone for a space protected by a fixed gas fire extinguishing system
- Ineffective land-based firefighting response

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

- Inform your members about the circumstances of the *Grande Costa D'Avorio* fire, highlighting that pusher vehicles used to load nonrunning vehicles aboard vessels are included in the Occupational Safety and Health Administration's definition of powered industrial trucks and must comply with those standards. (M-25-07) (See section 2.3.)
- Inform your members of the circumstances of the *Grande Costa D'Avorio* fire and encourage them to establish procedures with local fire departments to facilitate training, drills, and vessel familiarization tours for responding firefighters to enable them to better prepare and respond to fires and other emergencies at port facilities and on board vessels. (M-25-08) (See section 2.6.)

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 M-25-07 and -08). We encourage you to submit your response to [ExecutiveSecretariat@ntsb.gov](mailto:ExecutiveSecretariat@ntsb.gov). For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

Because at least one of these recommendations asks you to inform your members of the circumstances of this accident, we have included a drop-in article you may use, as appropriate.

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.

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Sincerely,

[Original Signed]

Jennifer L. Homendy  
Chairman  
On behalf of the entire Board

May 6, 2025

Chief John Butler  
President and Board Chair  
International Association of Fire Chiefs  
8251 Greensboro Drive  
Suite 650  
McLean, VA 22102

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The attached letter from the NTSB Chairman provides information about the May 6, 2025, report, *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D’Aorio, Newark, New Jersey, July 5, 2023*, NTSB/MIR-25-16. 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>.

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 (for example, M-25-9). We encourage you to submit your response to [ExecutiveSecretariat@nts.gov](mailto: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.

# National Transportation Safety Board

Office of the Chairman  
Washington, DC 20594



May 6, 2025

Chief John Butler  
President and Board Chair  
International Association of Fire Chiefs  
8251 Greensboro Drive  
Suite 650  
McLean, VA 22102

Dear Mr. Butler:

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 International Association of Fire Chiefs to act on the safety recommendation in this letter because we believe 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 provides information about our April 15, 2025, report *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D'Avorio, Newark, New Jersey, July 5, 2023, MIR-25-16*. 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:

- Ineffective land-based firefighting response
- The hazards associated with using passenger vehicles as pusher vehicles in cargo operations

- Lack of emergency procedures for shoreside personnel
- Absence of operating controls on the outside of a garage deck door that was part of a fire boundary zone for a space protected by a fixed gas fire extinguishing system

Accordingly, the NTSB makes the following safety recommendation to the International Association of Fire Chiefs. Additional information regarding this recommendation can be found in the noted sections of the report.

- Advise your members of the circumstances of the *Grande Costa D'Avorio* fire and encourage those members that may respond to marine vessel fires to identify any gaps in their training for marine vessel fires and familiarize themselves with available resources, such as the National Fire Protection Association firefighting standards. (M-25-09) (See section 2.6.)

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 M-25-09). We encourage you to submit your response to [ExecutiveSecretariat@ntsb.gov](mailto:ExecutiveSecretariat@ntsb.gov). For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

Because at least one of these recommendations asks you to inform your members of the circumstances of this accident, we have included a drop-in article you may use, as appropriate.

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.

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Sincerely,

[Original Signed]

Jennifer L. Homendy  
Chairman  
On behalf of the entire Board

May 6, 2025

Mr. Edward A. Kelly  
General President  
International Association of Fire Fighters  
1750 New York Avenue NW  
Suite 300  
Washington, DC 20006

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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# National Transportation Safety Board

Office of the Chairman  
Washington, DC 20594



May 6, 2025

Mr. Edward A. Kelly  
General President  
International Association of Fire Fighters  
1750 New York Avenue NW  
Suite 300  
Washington, DC 20006

Dear Mr. Kelly:

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 International Association of Fire Fighters to act on the safety recommendation in this letter because we believe 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 provides information about our April 15, 2025, report *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D'Avorio, Newark, New Jersey, July 5, 2023, MIR-25-16*. 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:

- Ineffective land-based firefighting response
- The hazards associated with using passenger vehicles as pusher vehicles in cargo operations

- Lack of emergency procedures for shoreside personnel
- Absence of operating controls on the outside of a garage deck door that was part of a fire boundary zone for a space protected by a fixed gas fire extinguishing system

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

- Advise your members of the circumstances of the *Grande Costa D'Avorio* fire and encourage those members that may respond to marine vessel fires to identify any gaps in their training for marine vessel fires and familiarize themselves with available resources, such as the National Fire Protection Association firefighting standards. (M-25-09) (See section 2.6.)

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 M-25-09). We encourage you to submit your response to [ExecutiveSecretariat@ntsb.gov](mailto: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 L. Homendy  
Chairman  
On behalf of the entire Board

May 6, 2025

Ms. Sarah Lee, CAE  
Chief Executive Officer  
National Volunteer Fire Council  
712 H Street NE  
Suite 1478  
Washington, DC 20002

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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# National Transportation Safety Board

Office of the Chairman  
Washington, DC 20594



May 6, 2025

Ms. Sarah Lee, CAE  
Chief Executive Officer  
National Volunteer Fire Council  
712 H Street NE  
Suite 1478  
Washington, DC 20002

Dear Ms. Lee:

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 National Volunteer Fire Council to act on the safety recommendation in this letter because we believe 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 provides information about our April 15, 2025, report *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D’Aorio, Newark, New Jersey, July 5, 2023, MIR-25-16*. 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:

- Ineffective land-based firefighting response
- The hazards associated with using passenger vehicles as pusher vehicles in cargo operations

- Lack of emergency procedures for shoreside personnel
- Absence of operating controls on the outside of a garage deck door that was part of a fire boundary zone for a space protected by a fixed gas fire extinguishing system

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

- Advise your members of the circumstances of the *Grande Costa D'Avorio* fire and encourage those members that may respond to marine vessel fires to identify any gaps in their training for marine vessel fires and familiarize themselves with available resources, such as the National Fire Protection Association firefighting standards. (M-25-09) (See section 2.6.)

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 M-25-09). We encourage you to submit your response to [ExecutiveSecretariat@ntsb.gov](mailto: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 L. Homendy  
Chairman  
On behalf of the entire Board

May 6, 2025

Paulo Satariano  
DPA/Head of Technical Dept  
Grimaldi Deep Sea  
Via Marchese Campodisola 13, 80133  
Naples NA, Italy

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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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 (for example, M-25-10). We encourage you to submit your response to [ExecutiveSecretariat@nts.gov](mailto: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.

# National Transportation Safety Board

Office of the Chairman  
Washington, DC 20594



May 6, 2025

Paulo Satariano  
DPA/Head of Technical Dept  
Grimaldi Deep Sea  
Via Marchese Campodisola 13, 80133  
Naples NA, Italy

Dear Mr. Satariano:

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 Grimaldi Deep Sea to act on the safety recommendation in this letter because we believe 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 provides information about our April 15, 2025, report *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D'Avorio, Newark, New Jersey, July 5, 2023*, MIR-25-16. 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:

- Absence of operating controls on the outside of a garage deck door that was part of a fire boundary zone for a space protected by a fixed gas fire extinguishing system
- Ineffective land-based firefighting response

- The hazards associated with using passenger vehicles as pusher vehicles in cargo operations
- Lack of emergency procedures for shoreside personnel

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

- Inventory all your vessels to identify all openings that are part of a fire boundary [to a protected space (capable of admitting air or of allowing gas to escape)] and modify the vessels, as necessary, so that the openings are capable of being closed from outside the protected space. (M-25-10) (See section 2.4.)

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 M-25-10). We encourage you to submit your response to [ExecutiveSecretariat@ntsb.gov](mailto: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.

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Sincerely,

[Original Signed]

Jennifer L. Homendy  
Chairman  
On behalf of the entire Board

May 6, 2025

Joseph Perez, President  
American Maritime Services of New York, Inc.  
511 South Avenue East  
Cranford, NJ 07016

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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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 (for example, M-25-11). We encourage you to submit your response to [ExecutiveSecretariat@nts.gov](mailto: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.

# National Transportation Safety Board

Office of the Chairman  
Washington, DC 20594



May 6, 2025

Joseph Perez, President  
American Maritime Services of New York, Inc.  
511 South Avenue East  
Cranford, NJ 07016

Dear Mr. Perez:

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 American Maritime Services to act on the safety recommendation in this letter because we believe 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 provides information about our April 15, 2025, report *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D'Avorio, Newark, New Jersey, July 5, 2023*, MIR-25-16. 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 emergency procedures for shoreside personnel
- Absence of operating controls on the outside of a garage deck door that was part of a fire boundary zone for a space protected by a fixed gas fire extinguishing system
- Ineffective land-based firefighting response

- The hazards associated with using passenger vehicles as pusher vehicles in cargo operations

Accordingly, the NTSB makes the following safety recommendation to American Maritime Services. Additional information regarding this recommendation can be found in the noted sections of the report.

- Develop policies for fire and emergencies on board vessels, per Title 29 *Code of Federal Regulations* 1917.30 and 29 *Code of Federal Regulations* 1918.100, to include accounting for shoreside employees, and train employees on what to do in the event of a fire or emergency on board a vessel. (M-25-11) (See section 2.7.)

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 M-25-11). We encourage you to submit your response to [ExecutiveSecretariat@ntsb.gov](mailto: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.

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Sincerely,

[Original Signed]

Jennifer L. Homendy  
Chairman  
On behalf of the entire Board

May 6, 2025

Matt Leach  
CEO  
Ports America  
64 Headquarters Plaza  
North Tower, 5th Floor  
Morristown, NJ 07960

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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 (for example, M-25-11). We encourage you to submit your response to [ExecutiveSecretariat@nts.gov](mailto: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.

# National Transportation Safety Board

Office of the Chairman  
Washington, DC 20594



May 6, 2025

Matt Leach  
CEO  
Ports America  
64 Headquarters Plaza  
North Tower, 5<sup>th</sup> Floor  
Morristown, NJ 07960

Dear Mr. Leach:

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 Ports America to act on the safety recommendation in this letter because we believe 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 provides information about our April 15, 2025, report *Fire aboard Roll-on/Roll-off Container Vessel Grande Costa D'Avorio, Newark, New Jersey, July 5, 2023*, MIR-25-16. 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 emergency procedures for shoreside personnel
- Absence of operating controls on the outside of a garage deck door that was part of a fire boundary zone for a space protected by a fixed gas fire extinguishing system

- Ineffective land-based firefighting response
- The hazards associated with using passenger vehicles as pusher vehicles in cargo operations

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

- Develop policies for fire and emergencies on board vessels, per Title 29 *Code of Federal Regulations* 1917.30 and 29 *Code of Federal Regulations* 1918.100, to include accounting for shoreside employees, and train employees on what to do in the event of a fire or emergency on board a vessel. (M-25-11) (See section 2.7.)

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 M-25-11). We encourage you to submit your response to [ExecutiveSecretariat@ntsb.gov](mailto: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 this recommendation. 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](mailto:ExecutiveSecretariat@ntsb.gov).

Sincerely,

[Original Signed]

Jennifer L. Homendy  
Chairman  
On behalf of the entire Board

## Shoreside Fire Fighters: Know the Dangers and Challenges Posed by Marine Vessel Fires

### **Preventable Fatalities Aboard the *Grande Costa D'Avorio***

On July 5, 2023, about 2100 local time, the 692-foot-long roll-on/roll-off container (Ro/Con) vessel *Grande Costa D'Avorio* was docked at Port Newark, New Jersey, when a passenger vehicle that was loading cargo caught fire in an interior garage deck. Vessel crewmembers attempted to put out the fire using portable fire extinguishers but were unsuccessful. The captain ordered the vessel's fixed gas (carbon dioxide [CO<sub>2</sub>]) fire extinguishing system to be activated. Land-based firefighters arrived on scene. While attempting to put out the fire, two of the land-based firefighters likely became disoriented, and, unable to find their way out of one of the smoke-filled garage decks, died. Six additional emergency responders were injured during the firefighting and rescue operations.

In April, the National Transportation Safety Board (NTSB) released their investigation report on the casualty.

### **Lack of Training Leads to Ineffective Firefighting**

In its investigation, the NTSB found that the Newark Fire Division (NFD) was not adequately prepared to respond to a vessel fire, and they lacked marine vessel firefighting training; therefore, their actions were ineffective and contributed to the fire's spread and the vessel damage, and led to the firefighter casualties. Specifically, the incident commander and other on-scene NFD chiefs reduced the effectiveness of the CO<sub>2</sub> extinguishing system by directing the firefighters to actively engage the fire in the fire protection zone where the extinguishing system had been activated, which allowed more CO<sub>2</sub> out and more oxygen in, contrary to general marine firefighting convention. Additionally, by directing firefighters into the fire protection zone and failing to notify all of those firefighters that the CO<sub>2</sub> extinguishing system had been activated, the incident commander and other on-scene NFD chiefs exposed the firefighters to additional and unnecessary risk.

The NTSB found that most of the NFD firefighters who responded to the fire, as well as the chief and deputy chief of the department, had never taken marine vessel firefighting training, which left them unprepared to respond to a vessel fire, resulting in an ineffective response that contributed to the fire's spread and the vessel damage, and led to the firefighter casualties.

## **Training and Resources for Land-Based Firefighters**

Recognizing the exceptional challenges that a land-based firefighter can face when encountering a marine vessel fire, the National Fire Protection Association (NFPA) developed two guides containing standards devoted to land-based firefighters and the professional training and qualifications they should possess and how they should respond to marine vessel fires: *NFPA 1005: Standard for Professional Qualifications for Marine Fire Fighting for Land-Based Fire Fighters* and *NFPA 1405: Guide for Land-Based Fire Departments That Respond to Marine Vessel Fires*. These standards are integrated into many marine firefighting training courses available to land-based firefighters.

## **Lack of Firefighter Awareness: Not a New Finding**

The NTSB has investigated other in-port vessel fires that resulted in land-based firefighter injuries from a lack of land-based firefighter training in vessel firefighting. Following the 2020 Ro/Ro *Hoegh Xiamen* fire, they found that, when responding land-based firefighters opened a vent for a garage deck, an overpressurization event occurred, resulting in some firefighters sustaining serious injuries. Similarly, following the 2022 fire aboard the passenger vessel *Spirit of Norfolk*, the NTSB found similar issues, noting that the firefighters were unaware of the risks inherent in opening the door to the engine room (where the fire was contained) and breaking the fire boundary.

Ports—and the firefighters who serve them—can improve safety and achieve better outcomes when fires occur on vessels by familiarizing themselves with available resources, such as the NFPA firefighting standards, and working in advance with local municipalities to coordinate vessel firefighting response preparedness and training.

Additional information about the *Grande Costa D’Avario* accident, including the full accident report, can be found at [Fire aboard Roll-on Roll-off Containership \*Grande Costa D’Avario\*, Newark, New Jersey, July 5, 2023, MIR-25-16.](#)