



Interview Transcripts

Las Vegas, NV

HWY18FH001

(36 pages)

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*
*
*
*
*
*

COLLISION OF A SELF-DRIVING
SHUTTLE BUS AND TRUCK
LAS VEGAS, NEVADA
NOVEMBER 8, 2017

Accident No.: HWY18FH001

* * * * *

Interview of: BRANDON HATCH

Friday,
November 10, 2017

APPEARANCES:

DENNIS COLLINS, Senior Human Performance Investigator
National Transportation Safety Board

MAURICE BELL, Vice President of Mobility Solutions
Keolis Transit America

MICHAEL LOWRY, Attorney
Wilson Elser

I N D E X

ITEM

PAGE

Interview of Brandon Hatch:

By Mr. Collins

4

I N T E R V I E W

(3:52 p.m.)

1
2
3 MR. COLLINS: This is Dennis Collins with the NTSB doing an
4 investigative interview for the automated vehicle crash in Las
5 Vegas. The time is 3:52, and I have been told that today is the
6 10th.

7 So if you could start -- actually, for the transcriptionist,
8 if everybody could just say and spell their name?

9 MR. LOWRY: Michael Lowry, M-i-c-h-a-e-l, Lowry, L-o-w-r-y.

10 MR. HATCH: Brandon Hatch, B-r-a-n-d-o-n, H-a-t-c-h.

11 MR. BELL: Maurice Bell, M-a-u-r-i-c-e, B-e-l-l.

12 MR. COLLINS: And Dennis Collins is D-e-n-n-i-s,
13 C-o-l-l-i-n-s.

14 And Brandon, if you could start with your date of birth?

15 MR. HATCH: [REDACTED].

16 MR. COLLINS: And a good address?

17 MR. HATCH: [REDACTED]
[REDACTED].

19 MR. COLLINS: And a good contact number?

20 MR. HATCH: [REDACTED].

INTERVIEW OF BRANDON HATCH

22 BY MR. COLLINS:

23 Q. Okay. And if you could just start with the trip on
24 Wednesday, the 8th, in which the accident occurred. Start with
25 the beginning of that trip and just walk me through it in as much

1 detail as you remember.

2 A. Okay. I got on the shuttle at Container Park. There were
3 passengers on the shuttle, and I relieved my partner, who is
4 Londell. He's my counterpart that I work with. Gave him a break.

5 We started out on the trip in autonomous mode. We departed
6 Container Park and, from there, we followed the route. We made a
7 right on 8th Street and continued in autonomous mode. Then we
8 made a right on Carson, continued up to the first stop, which is
9 at 7th and Carson, and had no issues there. The shuttle pulled in
10 okay; departed the stop with no problems as well.

11 From there, we continued in autonomous mode westbound on
12 Carson approaching 6th. We made a right turn onto 6th Street,
13 continued, and as we were going north on 6th Street approaching
14 Fremont, we noticed that a delivery truck was backing up. We --
15 the shuttle was moving. We noticed the truck -- I felt the
16 shuttle slow down as if it recognized the truck.

17 At that point in time we were still aware the truck was
18 backing up, coming up towards us. And as we got closer, I thought
19 the truck could see us. That was what I was anticipating as it
20 was backing up. But looking at the truck closer, I wanted to make
21 sure, and I felt the shuttle slowing down even more so, so just as
22 a precautionary to make sure, I pressed the emergency switch. And
23 at the time I pressed the emergency switch, it was kind of
24 simultaneously, I could feel the vehicle coming as if it was going
25 to stop at the same time, and the vehicle came to a stop several

1 feet before the position of the truck.

2 At this point in time I thought the truck was going to stop.
3 The shuttle was at a complete stop. I could tell that we were in
4 a place where he would be able to see us in his mirror, his right
5 mirror. And the truck kept moving towards us. And we thought he
6 was going to stop. I'm trying to wave through the window or
7 whatever, thinking he's going to see me, but he kept rolling
8 several feet towards us and he made contact with the shuttle.

9 I assessed if there were passengers that were injured. There
10 was nobody injured on the shuttle. I had them fill out witness
11 statements, written statements, and again confirmed nobody wanted
12 medical and nobody needed to go to the hospital.

13 We secured the vehicle, put up triangles. We notified our
14 managers, and police were contacted. They responded, made sure
15 the scene was secure and made sure passengers were okay.

16 That is the -- my recollection of what occurred in the event
17 accident.

18 Q. Okay. What is your role as an attendant on the shuttle?

19 A. My role as an attendant, there's several purposes I'm on
20 there for. I'm there to answer questions. People have a lot of
21 questions about the shuttle, I'll assist them with that. Any
22 emergencies that happen on the shuttle, any passenger falls or --
23 anything; someone that could be ill. I'm on the shuttle to
24 represent Keolis, make sure they're okay. If they need
25 assistance, I would deal with that. I'm also there for emergency

1 situations like the one we had in the accident to make sure --
2 take care of the passengers, check to see if anybody's injured,
3 things like that. Any problems with the vehicle, if the vehicle
4 has a situation where it malfunctions or needs to be reset, I
5 would be the one that makes sure and take care of whatever problem
6 with the vehicles to make sure the vehicle gets going again.
7 Those are a few of the roles.

8 Q. And did you undergo any training to become an attendant on
9 the shuttle?

10 A. Yes, I did.

11 Q. Could you describe that training?

12 A. Yes. Back in January, we had a 10-day pilot period where we
13 tested the vehicle on Fremont Street. At that time we ran the
14 vehicle from Fremont up to Las Vegas Boulevard. I was there with
15 that. An engineer from France came out, as well as Keolis people,
16 that trained me. They showed me the basics of how the shuttle
17 works, how to do the basic troubleshooting with the computers on
18 board, as well as how to put the vehicle in autonomous mode. That
19 was about a 2-week period back in January. I spent a lot of time
20 with the engineers and also with the trainer I had here from
21 Keolis. Showed me how to operate the vehicle manually, how to
22 load it up on a tow truck to bring it out and how to unload up on
23 a -- how to unload it from a tow truck.

24 And then -- so there was that training in January; that was
25 about 2 weeks. And then 3 weeks ago I came on board with the team

1 here in Vegas, where I received more training from engineers from
2 France. And that included operating the vehicle manually, again
3 refresher on loading and unloading on a tow truck, also doing
4 troubleshooting and things with the software in case there's any
5 problems with the vehicle, and -- a lot of technical stuff, but
6 the basics of -- I'm not an engineer, but I understand the basics
7 of the shuttle. So they trained me on that.

8 Basic questions people ask, I need to know the basics of the
9 shuttle, what the -- what's involved with the different systems,
10 the different components, how they interact and what they do,
11 things like that. So I had that training and then -- yeah, that's
12 the basics.

13 Q. You mentioned training on manual mode. Can you tell me a
14 little bit about manual mode? Under what circumstances would it
15 be activated, what does it allow you to do, that sort of thing?

16 A. Yeah. Manual mode is what allows us to do things like -- it
17 needs to be in manual mode to be able to get it on top of a tow
18 truck. It goes up a ramp, it has to be operated manually to do
19 that. It involves a joystick, an Xbox joystick to operate it
20 manually.

21 The shuttle, when it's on a track or when it's on route in
22 autonomous mode, things may come up in front of the shuttle. For
23 example, cones can be placed out, construction cones. If they're
24 in front of the shuttle, the shuttle's on a designated route, it's
25 on a set map or track, and if there's something in front of the

1 shuttle that's on that track, then that may be a time that I may
2 need to go into manual mode to move around those cones or around
3 the construction, to get around there so I can get it back on the
4 track. Because that's how the -- it'll stop, and then to make it
5 go again, I need to put it in manual mode to get around. Does
6 that makes sense?

7 Q. Yeah.

8 A. A vehicle in the road, if there's emergency vehicles, things
9 like that, I would put it in manual mode to go around, just to
10 assist the vehicle in getting around, getting it back on track so
11 it can back on autonomous mode. Maneuvering around the yard,
12 pulling into parking, the garage back at the yard, it needs to be
13 in manual mode for that. Those are the basics of why manual mode.

14 Q. Are there any restrictions on manual mode, times that you've
15 been specifically said not to use it or things you can't do in
16 manual mode?

17 A. Not really. We have to use caution in manual mode. We need
18 to use safety. If there's a red light, we need to follow the
19 procedure just as if -- like if it's in automatic mode. We -- the
20 shuttle is designed to be very safe. So when it's in autonomous
21 mode, we let it do its job because it's actually much more precise
22 with its environment than I am. So I trust what it's doing in
23 autonomous mode and let that autonomous mode do its job. And then
24 if I need to do something, you know, in manual mode or the vehicle
25 stopped and we need to move around something, that's when I would

1 assist.

2 Q. On Wednesday, was manual mode available to you when you
3 encountered the truck backing up?

4 A. Yes, it was. The -- it was accessible. It was in the
5 compartment up in front where the computers are. It was
6 accessible. Yes.

7 Q. Did you consider using manual mode to move away from the
8 truck once you realized that there was likely going to be contact
9 between the truck and the shuttle?

10 A. It was something that I considered. I had a very short time
11 to react. Things happened very fast. Even though he's backing up
12 slowly, there were a lot of things going through my mind.

13 The manual mode is, however, it's not -- the manual mode is
14 not necessarily used for -- to take an emergency evasive action.

15 Q. Okay.

16 A. Does that make sense?

17 Q. Yes.

18 A. It's not designed to make an evasive maneuver on a second's
19 notice. We use manual mode for getting around obstructions and
20 things like that. So it was something I considered but --
21 however, my main focus at that point in time of the accident was
22 to stop the shuttle to make sure it stopped moving forward. And
23 we are trained at Keolis, all of our operators are trained to --
24 and I believe it's illegal, to back up in traffic because that can
25 actually -- people can be walking behind the vehicle or there can

1 be parked cars right behind you. So Keolis's policy is actually
2 public transportation, transporting passengers, we tell all of our
3 operators you do not back up unless you have permission or unless
4 you have a back or a spotter, because you could backup on somebody
5 and things like that.

6 So those are things that were running through my mind. But
7 it happened -- it actually happened very fast and my main focus
8 was "I need to stop the shuttle."

9 Q. Are there any horns, bells, any noise generating devices that
10 are audible outside of the shuttle? I guess I'm asking you is it
11 equipped with a horn or a whistle or a bell or anything like that?

12 A. When you ask that, do you mean like that would automatically
13 go back if -- running on its own, or if I did it manually or --

14 Q. Either way. If there was some way to make the equivalent of
15 a horn in the car I'm driving, or a bell or something on those --
16 is there any way to make noise that would be audible to folks
17 outside of the shuttle, say, pedestrians or other drivers?

18 A. Yeah. There is. It has a device on the joystick or you can
19 use a horn or there's a bell that you can use as well.

20 Q. Did you consider using either one of those as the truck was
21 backing up and it became obvious that there was going to be
22 contact between the vehicles?

23 A. It was something I considered. However, going back to the
24 time frame when we were -- the semi or the truck was rolling
25 towards us, my main thought or my initial focus was "I need to get

1 the shuttle stopped." And that's what my priority was at that
2 point. And I thought the truck would see me because I knew I was
3 in a spot where he could see me in his mirrors. But that was what
4 my main focus was, was to stop the shuttle. Or make sure the
5 shuttle stopped. So that was --

6 Q. Okay. And from your statement you say that you thought you
7 were in a spot where the semi driver or the truck driver could see
8 you. To me that implies that you know what you're talking about,
9 so you've had some level of commercial driver training. Is that a
10 true statement, you -- are you trained as a commercial driver?

11 A. I was. I had a Class B driver's license. But we train a lot
12 with mirrors, both drivers in our coaches, so -- yes. And I am
13 aware -- I have a brother who's a truck driver. There's a lot of
14 mirrors to be able to access the side of the vehicle.

15 Q. Do you have any commercial driving experience?

16 A. As a Class B driver --

17 Q. Yes.

18 A. -- driving a -- yes, I do.

19 Q. Roughly how much, just to give me some context?

20 A. I was a driver for about 3 years in northern Utah, at Utah
21 State University. I drove 40-foot coaches. And then -- that was
22 with a Class B commercial driver's license. And then I started
23 out in 2007 with Paoli Transportation. I got a CDL Class B with
24 them and I -- as a supervisor, we still drive the buses a lot. So
25 we -- sometimes we were needed to transport them from the yard to

1 different locations. So I have done a lot of driving.

2 Q. Okay. And earlier you said that the shuttle came to a stop
3 several feet before the truck. Do you have an estimate of how
4 many feet that would've been?

5 A. If I had to take a guess, I would say 5 to 8 feet, as a
6 guesstimate. I do know that it was several feet, because the
7 shuttle stopped and I was thinking, okay, that's good. And then
8 the passengers and myself are just like, he's still moving. And
9 it was several seconds, and we -- we just watched him keep
10 rolling. And all -- I thought he was going to stop and he never
11 did.

12 Q. Do you know what part of his vehicle struck your shuttle?

13 A. Yes. It was the front part up by the driver's door around
14 the tire, in that area around there.

15 Q. And you described rather well the training you've undergone
16 to be an attendant on the shuttle. And just to clarify, did that
17 training cover specifically what to do in case of an accident?

18 A. Yes.

19 Q. Was -- you had just relieved another attendant, so this was
20 literally your first trip around on the shuttle at this time?

21 A. Yes.

22 Q. Had you been an attendant on it any earlier in the day?

23 A. No. I have been an attendant on it where I've transported
24 people before.

25 Q. And on the trip where the collision occurred, did anything

1 out of the ordinary occur? Did the shuttle seem to be acting any
2 differently? Was anything unusual until you saw the truck backing
3 up into the alley?

4 A. No. It seemed to be functioning properly. Pulled into the
5 stop previously correctly; exited the stop. You learn on these
6 the vehicles, the longer you spend with them, it's not an exact
7 science. So to predict exactly when the shuttle is going to stop,
8 you can get an idea but it's one of those things where you learn
9 as you go and you kind of get a feel for it. So I think the
10 shuttle did its job. And I don't see any issues that really stand
11 out to me with the shuttle.

12 Q. Okay.

13 (Whereupon, the interview was concluded.)

14

15

16

17

18

19

20

21

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF: COLLISION OF A SELF-DRIVING
 SHUTTLE BUS AND TRUCK
 LAS VEGAS, NEVADA
 NOVEMBER 8, 2017
 Interview of Brandon Hatch

ACCIDENT NUMBER: HWY18FH001

PLACE:

DATE: November 10, 2017

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Kay Maurer
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*
*
*
*
*
*

COLLISION OF A SELF-DRIVING
SHUTTLE BUS AND TRUCK
LAS VEGAS, NEVADA
NOVEMBER 8, 2017

Accident No.: HWY18FH001

* * * * *

Interview of: ROBERT DELANCEY

Via Telephone

Friday,
November 17, 2017

APPEARANCES:

DENNIS COLLINS, Senior Human Performance Investigator
National Transportation Safety Board

I N D E X

ITEM

PAGE

Interview of Robert Delancey:

By Mr. Collins

4

I N T E R V I E W

1
2 MR. COLLINS: This is Dennis Collins with the NTSB doing an
3 investigative interview for the Las Vegas, Nevada crash. If you
4 could identify yourself and spell your name for the
5 transcriptionist, please?

6 MR. DELANCEY: Yes. Robert Delancey, R-o-b-e-r-e -- okay,
7 slow down. R-o-b-e-r-t, and then Delancey, D-e-l-a-n-c-e-y.

8 MR. COLLINS: Okay. And Mr. Delancey, what's your date of
9 birth?

10 MR. DELANCEY: [REDACTED].

11 MR. COLLINS: Okay. And your address, sir?

12 MR. DELANCEY: [REDACTED]
[REDACTED].

14 MR. COLLINS: And a good number to contact you at if we have
15 follow-up questions?

16 MR. DELANCEY: Yeah, [REDACTED].

17 MR. COLLINS: Great. Thank you.

INTERVIEW OF ROBERT DELANCEY

19 BY MR. COLLINS:

20 Q. And if we could just start with your day on Wednesday, the
21 8th of November, which would be the day of the crash. If you
22 could just start me with when you got up and just kind of walk me
23 through your day up until the point of the crash, and then
24 anything you think that was part of that or after that, that you
25 think might be important?

1 A. Okay. I woke up, as I wake up every day, around 3:40 in the
2 morning because my shift starts at 5:00. Wife poured me a cup of
3 coffee, had a cup of coffee; watched a little bit of the morning
4 news, see how the weather report and traffic looked, and headed
5 out the door at approximately quarter, 20 after 4.

6 Got to work about 20 to 5. Used the restroom. Came into the
7 driver's room, got my paperwork out. Got my pod out of the
8 locker, got it activated. Went through my paperwork. Turned in
9 my copies. Then I went out to the truck, did a pre-trip
10 inspection on it: the lights, the horns, brakes, any leaks, fluid
11 leaks in the engine compartment. After that was -- I logged into
12 the truck. After that was done and I headed out on the route,
13 that was about, I'd say, 5:15 or 5:20 when I headed out on the
14 route.

15 Got to my first stop. Everything was going on time. The
16 load was great. I wasn't in a big hurry. Just a regular day.
17 About the sixth -- I guess it was the sixth or seventh stop on the
18 route, I had the alley in question; there was a stop in there at
19 6th and Fremont. So I pulled up to the alleyway. There were two
20 cars behind me. Okay. So I saw that, you know, they weren't
21 going to be that patient. I went on ahead and waved them through.

22 At this point I had the flashers on -- once I pulled up to
23 that alleyway and saw the two cars behind me, flashers are already
24 going, I waved them around me. When the way was clear, I started
25 making my back. But just before I made the back, I saw the

1 shuttle, the autonomous shuttle make the turn onto 6th Street from
2 Carson, was the first time I saw the shuttle. I had never seen
3 them on 6th Street before.

4 Okay. So I was looking to the left, and as I was backing in,
5 and I made sure it was a good angle for the trailer. The trailer
6 was heading on into the alley just fine. I wanted to make sure
7 that it wouldn't skim any of the cars that were parked diagonally
8 in front of me, so I turned my head back to the front of the
9 vehicle, looked down at the nose of the truck. I also glanced to
10 the right really quick, and I noticed the shuttle was about
11 halfway, still halfway down from where my truck was backing into
12 the alleyway.

13 So I figured okay, any reasonable assumption made would be
14 that he would stop a reasonable distance from a backing tractor
15 trailer. And so I turned -- okay, so I looked back to the left,
16 and when I was looking back to the left in the alleyway, I noticed
17 there was a pedestrian that was walking up the alleyway. I made
18 eye contact with him. He made eye contact back. Once he was
19 clear of the alleyway, I turned back to the right in anticipation
20 of the truck straightening out, and that's when the collision
21 occurred with the shuttle. It had impeded on the traffic lane
22 that I had already set beforehand, and it was in my blind side as
23 well. So there was no warning.

24 Q. Okay. What did you do after the collision?

25 A. I popped the brakes -- well, I put the truck -- it was in

1 reverse. I put it in neutral, let off of the -- let off the
2 brakes. It rolled forward a little bit, about 6 -- 5 to 6 inches.
3 Pulled the parking valves, brakes valves. Got out. The flashers
4 were still on. Went around over there to look at the shuttle, the
5 people on the shuttle. I didn't say anything at that time. And
6 then that's when I called management, took pictures, exchanged
7 information with the shuttle, the -- there were operators on the
8 shuttle. They weren't actually operating the -- I guess they're
9 just there for an emergency situation.

10 Q. Okay.

11 A. But that's the gist of it.

12 Q. Okay. And as we -- as I said earlier, we do a little bit of
13 background. So we'll start that as well.

14 A. Sure.

15 Q. And we generally like to go back about 3 days. So if you
16 could think back to the previous Sunday, which would have been the
17 5th, do you remember what time you got up on that day?

18 A. Wow. I tend to sleep in a little bit on my weekends. So I
19 probably -- that day I probably got up about 6, 6:30 in the
20 morning, actually. I like to watch the Sunday morning -- the
21 news, political news shows.

22 Q. Okay. And just in general, did you do anything unusual or
23 extraordinary or out of the -- out of your regular on Sunday that
24 you remember?

25 A. No, sir.

1 Q. Okay. Do you remember --

2 A. It was just another Sunday. And I don't tend to do a whole
3 lot on Sundays, anyway, because, you know, work the next day. So
4 I -- it's prone to be a more relaxed, conservative day as far as
5 activities, so --

6 Q. Is your usual workweek Monday through Friday?

7 A. Well, yeah, Monday through Friday with Thursday off as well.
8 So Saturday, Sunday, Thursdays off; Monday, Tuesday, Wednesday,
9 Friday on.

10 Q. Okay. On that Sunday, the 5th, do you remember what time you
11 went to bed?

12 A. I want to say 7:30, 8:00 at the very latest. At the very
13 latest.

14 Q. Okay.

15 A. And that's -- I have to force myself to go to bed. Even
16 though I wake up a little bit later on Sundays, just because I get
17 up at 3:40 each morning for work, you know.

18 Q. Um-hum.

19 A. I make it a point to be in bed no later than 8:00 any night.

20 Q. Okay. And then on Monday, the 6th, you said it's your normal
21 habit to get up about 3:40 on days you're working?

22 A. Yes, sir.

23 Q. And was that what you did on the 6th?

24 A. Yes, it is.

25 Q. Did anything particularly stressful or unusual or out of the

1 ordinary happen on Monday, the 6th?

2 A. No. Uh-uh. Not at all. Not at all.

3 Q. Okay. Do you remember when you went to bed on Monday, the
4 6th?

5 A. I probably went to bed the same as Sunday night, probably a
6 little earlier actually. Because you're tuckered out from work,
7 you know, you get up a little earlier, 3:40, and, you know, you --
8 we don't just sit around in the truck, as you know, ride around in
9 the truck all day, we do work. So, you know, I was probably
10 tuckered out. I figure 7:30 at the latest, possibly 7:45, we
11 turned in, all the way through Wednesday.

12 Q. Okay. So it would be the same thing on Tuesday, and then
13 same --

14 A. Yeah.

15 Q. -- same awakening time on --

16 A. Yes. Right.

17 Q. Okay. And while we're speaking of sleeping, in general, how
18 would you describe your sleep? Would you say you sleep well?

19 A. Well, I'm not exactly an insomniac. I mean, I can't sleep
20 straight through like my wife can. I mean, she's dead to the
21 world when she sleeps, but -- you know, I get up maybe once a
22 night to use the restroom, come back to bed. But, you know, other
23 than that, you know, I don't think I have a fitful night's sleep.
24 I think I get pretty good rest.

25 Q. In general, you feel rested when you wake up in the mornings?

1 A. Yes, sir.

2 Q. And have you ever been told you have any sleep disorders,
3 like sleep apnea or insomnia or narcolepsy --

4 A. No.

5 Q. -- or anything like that?

6 A. Nope.

7 Q. No?

8 A. No.

9 Q. Okay. As the -- as you were backing into the alley there at
10 6th and Fremont --

11 A. Yes, sir.

12 Q. -- did you have any device, any electronic devices on in the
13 cab of the truck, like the radio, anything like that?

14 A. Nope. I turn the radio down. The radio was on but the
15 volume was turned all the way down.

16 Q. Okay.

17 A. And the windows were down as well.

18 Q. Did you have a cell phone with you?

19 A. Yeah, I wear a cell phone.

20 Q. Is it --

21 A. I wasn't, I wasn't on it.

22 Q. Okay.

23 A. But I have a cell phone on me.

24 Q. Is it a personal cell phone or a company issue?

25 A. Personal cell phone.

1 Q. Could you tell me who your service provider is for that?

2 A. Verizon.

3 Q. Verizon. And would that be the phone number you gave me
4 earlier, the number for your cell?

5 A. Sir, that's the number. That's only phone we have. We don't
6 have a land line.

7 Q. Okay. And then you talked about the -- how you went up and
8 used your hazards and you let the two cars that you thought might
9 be a little impatient get by you. Was there anything else that
10 caught your attention there in the vicinity in the alley as you
11 began your backing up maneuver?

12 A. No, not particular. I mean, I just -- I usually take a quick
13 glance to make sure the dumpsters are all up against that wall.
14 Sometimes, you know, after the garbage man is done, they're kind
15 of askew a little bit. I wanted to make sure they were lined up.
16 And as long as you get the one cut going on the driver's side
17 correct, more than likely you're going to avoid those dumpsters on
18 the passenger side as you're backing in.

19 Q. Okay.

20 A. But other than that, no.

21 Q. That's great. I'd like to just talk a little bit about your
22 experience as a truck driver. When did you first get a CDL?

23 A. Wow.

24 Q. You didn't know I was going to ask you to --

25 A. I want to say '91.

1 Q. '91.

2 A. I want to say -- yeah, I know, you're going back a little
3 ways. I want to say the first -- the latter part of '91 or the
4 first part of '92.

5 Q. Okay.

6 A. You know what, it might even be a little bit later than that.
7 I'm sorry. Because I was at the Riviere. That's right. So it
8 would actually be in '93, latter part of '93.

9 Q. And have you -- was that a Class A, Class B?

10 A. Class A.

11 Q. Class A? And have you --

12 A. Yeah.

13 Q. Have you worked pretty regularly as a truck driver since
14 obtaining your CDL?

15 A. Yes, sir.

16 Q. So it would be fair for me to say you have about 24 years'
17 experience, give or take, as a commercial driver?

18 A. Correct. Yeah, I believe so.

19 Q. How long have you been with US Foods?

20 A. Since March 13th of '95.

21 Q. That's -- if I'm doing my math right, that's something like
22 21½ years? Am I doing my math right on that? Yeah. Yup.

23 A. It's a little over 22 years, actually, but --

24 Q. Oh, you're right. I didn't do my math right. You're right.
25 Yeah, 22.

1 A. That's all right.

2 Q. And the whole time you've been with US Foods you've been
3 making the kind of deliveries you were on the day of this crash?

4 A. Yes, sir, food delivery.

5 Q. Okay. Have you had any previous crashes while in a
6 commercial motor vehicle?

7 A. Yes, I have.

8 Q. Do you know how many?

9 A. No. Unfortunately, I don't.

10 Q. Did you -- when you first got your CDL back in '93, did you
11 take any classes or specialized training? Go to a driving school,
12 a commercial driver's school, anything like that?

13 A. A commercial driving school.

14 Q. Okay. And have you done any recurrent or annual or regular
15 training with US Foods since joining them?

16 A. Recurrent or annual training?

17 Q. Yeah. If they have -- do they do any driver briefings or any
18 stand-downs or do some -- I'd almost call it continuing education?

19 A. Well, they've institute a number of programs over the years,
20 the Smith training, the camera in the truck, the Driver Aware
21 Program.

22 Q. Okay. Now kind of a strange question, but we know different
23 things can maybe stress people out so we just ask them if they
24 have any stressors. So recently -- and I'd call that maybe in the
25 last 6 months, maybe, have you had any major life events? And

1 what we call those are: you got married, you got divorced, you
2 underwent a separation, you had a child or a grandchild be born,
3 somebody passed away, somebody got diagnosed with a serious health
4 condition. Anything like that happen in, say, the last 6 months
5 or so?

6 A. No. Not in the last 6 months.

7 Q. Okay. In general, how would you describe your health?

8 A. I'd say good. Not perfect, but I'd say good --

9 Q. Okay.

10 A. -- in overall health.

11 Q. Do you have a personal or a primary care doctor?

12 A. No, I do not.

13 Q. Okay. Are you -- do you undergo any treatment for any
14 regular medical conditions like high blood pressure or anything
15 like that?

16 A. No. Uh-uh.

17 Q. Okay. How would you describe your vision?

18 A. Well, I have to wear corrective lenses while driving.

19 Q. Were you wearing them at the time you were backing into
20 the --

21 A. Yes, sir. Yes, I was.

22 Q. Okay. And how would you describe your hearing?

23 A. Well, I -- my wife says I never listen to her and I can never
24 hear her, but other than that, I'd say it's pretty good, better
25 than most. I don't blow my ears out listening to loud music or

1 nothing like that, so --

2 Q. Okay. Do you take any over-the-counter or prescription
3 medications on a regular basis?

4 A. No, I do not.

5 Q. Okay. Do you regularly --

6 A. Other than the occasional, other than the occasional Aleve
7 for headaches. That's about it.

8 Q. Okay. Do you drink any alcohol?

9 A. Very rarely.

10 Q. Do you remember the last time prior to the crash you may have
11 had an alcoholic beverage?

12 A. I don't know. Let me count the months.

13 Q. That's good enough. That's good enough.

14 A. Yeah.

15 Q. Are there any other types of medications or drugs other than
16 the ones I've already asked about that you take?

17 A. No. Uh-uh. Well, when you have a cold, you take cold
18 medicine. I take NyQuil when I have a cold.

19 Q. But nothing on a regular basis and nothing, say --

20 A. Nothing on a regular basis.

21 Q. Nothing on the day of the crash? Nothing --

22 A. No. Nothing day of the crash, nothing leading up to the
23 crash, nothing -- uh-uh. I was feeling good.

24 Q. And I think you said earlier that everything was going good
25 that morning and you had checked out the vehicle, done your

1 inspection. And I'm assuming there were no issues with the
2 vehicle?

3 A. No, there were not. Everything was functioning fine,
4 functioning normal.

5 Q. Is the delivery you make in this alley, is that something
6 you've done before?

7 A. Yes, sir.

8 Q. Would you say you do it regularly?

9 A. Yeah.

10 Q. About how often do you make a delivery to that location?

11 A. Two or three times a week, on average.

12 Q. And you said that you weren't -- I believe you said you
13 weren't in a hurry, everything was on time. Was that still the
14 case as you were backing into the alley to make this delivery?

15 A. Yes, it was. That's correct.

16 Q. Okay.

17 A. I was kind of in cruise control mode, to be honest with you.
18 I figured, all right, I'll do one more stop, then I'll guess I'll
19 go ahead and take the mandatory 30-minute lunch break. So that's
20 what it was. That's what it was all about. I wasn't in a big
21 hurry. I just, you know --

22 Q. Right.

23 A. But I wasn't dragging my feet either, but --

24 Q. How long have you been making deliveries to this area of Las
25 Vegas?

1 A. Better part of 20 years, I'd say.

2 Q. So almost your entire time with US Foods?

3 A. Fifteen to 20 years. Fifteen to 20 years. Yeah, 15 to 20
4 years.

5 Q. Okay. And now before this incident, did you know that the
6 automated shuttle was operating in the area?

7 A. I had seen the shuttle, and I've seen it doing test runs on
8 Fremont Street beside the Container Park.

9 Q. Okay.

10 A. But before that day, I never seen it on 6th Street. I had no
11 advanced notice. US Foods didn't get an advanced notice that the
12 shuttle was going to be running or if it was the official grand
13 opening of the shuttle service. So nobody knew what the plans
14 were regarding that shuttle.

15 Q. Okay. And if I remember what you said correctly, you had
16 begun backing up but had not yet swung the trailer into the alley
17 when you first noticed the shuttle because you saw it come around
18 the corner and onto 6th --

19 A. It was just starting to make the turn onto 6th Street from
20 Carson.

21 Q. Okay.

22 A. That's right.

23 Q. And when it came around the corner, you recognized it as the
24 automated shuttle?

25 A. Yes. Yes, I did.

1 Q. And did that cause you any specific concern or give you pause
2 or anything like that?

3 A. No, not really. I figured the thing was in control. They
4 must -- I figured they must have had the thing worked out; it was
5 going to function fine. I figured someone could stop it if need
6 be. I didn't know it was totally autonomous actually, but --

7 Q. Okay. And --

8 A. No, I had no concerns about it, actually, to be honest with
9 you.

10 Q. Okay. And I've down there and I've looked at that connection
11 of alleys. I guess I'd call it kind of a T. And --

12 A. Right.

13 Q. -- it's my understanding that it's the normal procedure to
14 back into the alley that way?

15 A. Yes, it is.

16 Q. Okay. Has it ever been done, to the best of your knowledge,
17 any other way?

18 A. I'm supposing, when we used to have our 24-foot bobtails, we
19 used to pull into the alley. We even had 18-foot bobtails at one
20 point. I assume maybe we pulled into the alleyway when we had
21 those. But when we went a little bit bigger with the 28-footers
22 -- of course, I hadn't had a 28-footer downtown in I don't know
23 when. But 35, 36-footers, you have to back into the alleyway.
24 That's the only way to do it --

25 Q. Because you --

1 A. -- to be safe pulling out.

2 Q. You can't come in from the Las Vegas Boulevard side?

3 A. You can't come in from the Las Vegas Boulevard side. It's
4 too long.

5 MR. COLLINS: Okay. And I think, I think that's pretty much
6 it. So I'm going to go ahead and stop the recording.

7 (Whereupon, the interview was concluded.)

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF: COLLISION OF A SELF-DRIVING
 SHUTTLE BUS AND TRUCK
 LAS VEGAS, NEVADA
 NOVEMBER 8, 2017
 Interview of Robert Delaney

ACCIDENT NUMBER: HWY18FH001

PLACE: Via Telephone

DATE: November 17, 2017

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Kay Maurer
Transcriber