

ATTACHMENT #21

GLENDALE CA RECOMMENDATION HISTORY

(34 Pages)

Recommendation Subjects

NTSB Report #: City: glendale State: ca

Recommendation #	Overall Status	Date Closed	Subject
H-01-030	CEX	05/31/05	The NTSB recommends that the Federal Highway Administration: Develop a model pilot car driver training program. The training program should address, at a minimum, issues such as (1) how to conduct route surveys; (2) the maneuvering limitations of heavy-haul vehicles; (3) the effects of fatigue on performance; (4) the need to assess the dangers at railroad crossings, particularly for low-clearance vehicles; and (5) the need and requirements to notify the railroads before an oversize/overweight vehicle is escorted across a highway/rail grade crossing.
H-01-031	CEX	05/31/05	The NTSB recommends that the Federal Highway Administration: Develop model oversize/overweight vehicle movement guidelines. The guidelines should address, at a minimum, issues such as (1) when pilot cars and police escorts are required; (2) the training, testing, and certification of pilot car operators, police officers, and truckdrivers in the movement of oversize/overweight loads; (3) the use of height poles and traffic controls; (4) how to conduct route surveys; (5) the maneuvering limitations of heavy-haul vehicles; (6) the effects of fatigue on performance; (7) the need to assess the dangers at railroad crossings, particularly for low-clearance vehicles; and (8) the need and requirements to notify the railroads before an oversize/overweight vehicle is escorted across a highway/rail grade crossing.
H-01-032	CEX	03/19/10	TO THE AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS, THE CALIFORNIA PROFESSIONAL ESCORT CAR ASSOCIATION, THE TEXAS PILOT CAR ASSOCIATION, THE UNITED SAFETY CAR ASSOCIATION, THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, THE FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION, THE COMMERCIAL VEHICLE SAFETY ALLIANCE AND THE SPECIALIZED CARRIERS AND RIGGING ASSOCIATION: Work with the Federal Highway Administration to develop a model pilot car driver training program. The training program should address, at a minimum, issues such as (1) how to conduct route surveys; (2) the maneuvering limitations of heavy-haul vehicles; (3) the effects of fatigue on performance; (4) the need to assess the dangers at railroad crossings, particularly for low-clearance vehicles; and (5) the need and requirements to notify the railroads before an oversize/overweight vehicle is escorted across a highway/rail grade crossing.

Recommendation Subjects

Recommendation #	Overall Status	Date Closed	Subject
H-01-033	CEX	08/10/10	TO THE FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION, AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS, CALIFORNIA PROFESSIONAL ESCORT CAR ASSOCIATION, TEXAS PILOT CAR ASSOCIATION, UNITED SAFETY CAR ASSOCIATION, COMMERCIAL VEHICLE SAFETY ALLIANCE AND THE SPECIALIZED CARRIERS AND RIGGING ASSOCIATION: Work with the Federal Highway Administration to develop model oversize/overweight vehicle movement guidelines. The guidelines should address, at a minimum, issues such as (1) when pilot cars and police escorts are required; (2) the training, testing, and certification of pilot car operators, police officers, and truckdrivers in the movement of oversize/overweight loads; (3) the use of height poles and traffic controls; (4) how to conduct route surveys; (5) the maneuvering limitations of heavy-haul vehicles; (6) the effects of fatigue on performance; (7) the need to assess the dangers at railroad crossings, particularly for low-clearance vehicles; and (8) the need and requirements to notify the railroads before an oversize/overweight vehicle is escorted across a highway/rail grade crossing.
H-01-034	CAA	07/23/07	The NTSB recommends that the Federal Highway Administration and the American Association of State Highway and Transportation Officials: Encourage the States to adopt the model oversize/overweight vehicle movement guidelines, as addressed in Safety Recommendations H-01-31 and -33, and once developed, to require that oversize/overweight vehicle movements conform to the guidelines.
H-01-035	CAA	05/17/02	The NTSB recommends that the city of Glendale, California: Install low-clearance highway-railroad grade crossing signs (W10-5s) at the Grandview Avenue crossing and evaluate other crossings to determine whether the signs are warranted and, if so, install them.
H-01-036	CAA	05/05/11	TO THE COMMERCIAL VEHICLE SAFETY ALLIANCE, INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE AND THE NATIONAL SHERIFFS' ASSOCIATION: Notify your members of the circumstances of the Glendale, California, accident and encourage them to train their officers to make sure (1) that documentation regarding permits is reviewed and verified; (2) that safety briefings to discuss routings and special conditions, including the hazards associated with moving oversize/overweight vehicles over grade crossings, are conducted; (3) that provisions for handling off-route loads are in place; and (4) that necessary notification to the railroads is made before an oversize/overweight vehicle is escorted across a highway/rail grade crossing.
H-01-037	CAA	07/29/05	The NTSB recommends that the Specialized Carriers and Rigging Association: Notify your members of the circumstances of the Glendale, California, accident and during in-service training for heavy-haul drivers, (1) highlight the potential hazards associated with moving low-clearance trailers over grade crossings and (2) emphasize the need to notify the railroads before an oversize/overweight vehicle is escorted across a highway/rail grade crossing.

Total Number of Recommendations for Recommendation Subjects Report: 8

Recommendation Report

NTSB Report #: **City:** glendale **State:** ca

Notation Id: 7410_1

Accident Date: 01/28/00

Issue Date: 12/20/01

City/State: Glendale, CA

NTSB Report #: HAR-01-02

Most Wanted: No

On January 28, 2000, about 5:56 a.m. in Glendale, California, a tractor-combination vehicle, operated by Mercury Transportation, Inc., was transporting an oil refinery condenser unit. The vehicle missed a turn in its planned route, traversed a highway-railroad grade crossing, turned around, and was attempting to retrace the crossing when it became lodged on the railroad tracks. About 90 seconds later, northbound Metrolink commuter train 901, operated by the Southern California Regional Rail Authority, collided with the semitrailer. The engineer, conductor, and four passengers received minor injuries. Total damages were estimated to be over \$2 million.

Recommendation Report

Recommendation # : H-01-030 **Overall Status:** Closed - Exceeds Recommended Action **Priority:** CLASS II

The NTSB recommends that the Federal Highway Administration: Develop a model pilot car driver training program. The training program should address, at a minimum, issues such as (1) how to conduct route surveys; (2) the maneuvering limitations of heavy-haul vehicles; (3) the effects of fatigue on performance; (4) the need to assess the dangers at railroad crossings, particularly for low-clearance vehicles; and (5) the need and requirements to notify the railroads before an oversize/overweight vehicle is escorted across a highway/rail grade crossing.

of Addressees: 1 **Overall Date Closed:** 05/31/05

Addressee: FHWA **Closed - Exceeds Recommended Action** **Addressee Date Closed:** 05/31/05

01/18/05 Address 2050023
ee

Letter Mail Controlled 1/24/2005 9:29:18 AM MC# 2050023 The FHWA worked with the Specialized Carriers and Rigging Association (SC&RA) to develop a model pilot car driver-training program that addressed the five issues laid out in the NTSB recommendations. The scope of work included assembling a team of industry experts from National Pilot Car Associations and successful pilot car companies. The team also received input and feedback during the development of the training program from the Federal Motor Carrier Safety Administration (FMCSA), the Commercial Vehicle Safety Alliance (CVSA), SC&RA, and several State enforcement agencies. The team also worked with the American Association of State Highway and Transportation Officials (AASHTO) and regional permitting groups, including the Western Association of State Highway and Transportation Officials (WASHTO), the Northeast Association of State Transportation Officials (NASTO), Southern Association of State Highway and Transportation Officials (SASHTO), and the Mississippi Valley Conference of State Highway and Transportation Officials (Mississippi Valley). The FHWA and its partners decided that bringing together the members of the community whose responsibility is the movement of oversize/overweight vehicles on the highway was the best approach to produce viable and functional products.

The Pilot Car Escort Training Program, which this group created, is comprised of five components: (1) Pilot Car Escort Best Practices Guidelines, (2) Pilot Car Escort Training Manual, (3) Pilot Car Escort Study Guide, (4) Pilot Car Escort Training Test, and (5) Pilot Car Escort Training Power Point presentation. The program components can be used individually or partnered with one or more of the other components. The format offers flexibility to meet the needs of pilot car escort companies of all sizes.

The Pilot Car Escort Training Program is intended to provide a foundation of knowledge for the professional pilot car escort by detailing the "best practices" for this industry. The program has the potential, if adopted nationally, to ensure consistent training for developing pilot car escort skills and standards for pilot car escort operations. The training provides valuable information to support the increasing demand for over-dimensional load movement teams. The flexible training format emphasizes the integral part that the trained pilot car escort plays on the load movement team charged with safely moving oversize/overweight loads across the Nation's highway transportation system. With this comprehensive training, trained professional pilot car escorts can be relied upon to execute their responsibilities with skill and competence. Increased self-confidence, industry pride, and professionalism are just a few of the many intangible benefits this program offers.

The FHWA has been informed that at least five States that presently do not have an existing program in place for the training of pilot car operators are going to adopt the "Pilot Car Escort Training Program" as their State program.

Enclosed are the three publications developed as a result of NTSB's recommendations. They are the Pilot Car Escort Best Practices Guidelines, Law Enforcement Escort Best Practices Guidelines, and Pilot Car Escort Training Manual. The FHWA believes that these documents, along with the extensive additional activities discussed above, have responded to the NTSB's recommendations. The FHWA respectfully requests that these recommendations be classified as Closed--Acceptable.

Recommendation Report

05/31/05	NTSB	-1	<p>The Safety Board appreciates receiving the Pilot Car Escort Training Manual Best Practices Guidelines prepared by the Specialized Carriers & Rigging Association (SC&RA), the FHWA, and the Commercial Vehicle Safety Alliance (CVSA) in response to this recommendation. The Board notes that the document not only addresses all five elements of the recommendation, including route surveys, maneuvering limitations, fatigue issues, railroad crossings, and highway-rail grade crossings, but also discusses other factors related to pilot escorts of oversize loads, such as permit review, vehicle and equipment checks, communication needs, and review of State-specific regulations and statutes. We commend the FHWA for its part in funding the effort and in coordinating with the SC&RA, the CVSA, and many other Federal, regional, and State agencies and associations to receive input and to increase awareness of the issues involved. Accordingly, Safety Recommendation H-01-30 is classified "Closed--Exceeds Recommended Action." The Board agrees with the FHWA that the training program has the potential, if adopted nationally, to ensure consistent training for developing pilot car escort skills and standards for pilot car escort operations. We encourage the continued efforts of all the parties that contributed to the preparation of this document in promoting its adoption nationwide.</p>
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Recommendation # : H-01-031	Overall Status: Closed - Exceeds Recommended Action	Priority: CLASS II
<p>The NTSB recommends that the Federal Highway Administration: Develop model oversize/overweight vehicle movement guidelines. The guidelines should address, at a minimum, issues such as (1) when pilot cars and police escorts are required; (2) the training, testing, and certification of pilot car operators, police officers, and truckdrivers in the movement of oversize/overweight loads; (3) the use of height poles and traffic controls; (4) how to conduct route surveys; (5) the maneuvering limitations of heavy-haul vehicles; (6) the effects of fatigue on performance; (7) the need to assess the dangers at railroad crossings, particularly for low-clearance vehicles; and (8) the need and requirements to notify the railroads before an oversize/overweight vehicle is escorted across a highway/rail grade crossing.</p>		
# of Addressees: 1	Overall Date Closed: 05/31/05	
Addressee: FHWA	Closed - Exceeds Recommended Action	Addressee Date Closed: 05/31/05
01/18/05	Address 2050023 ee	Letter Mail Controlled 1/24/2005 9:29:18 AM MC# 2050023 The SC&RA and CVSA, with funds provided by a grant from FHWA's Office of Freight Management and Operations, developed Pilot Car Escort Best Practices Guidelines and Law Enforcement Escort Best Practices Guidelines. The guidelines have incorporated the eight recommendations of the NTSB. The contents of the guidelines are the result of extensive research and analysis conducted by both associations, a review of Federal and State regulations, analysis of existing pilot car escort training materials, and existing State enforcement practices and procedures. Input was solicited from subject matter experts representing specialized carriers, pilot car escorts, permitting officials, Federal highway officials, State enforcement officers, and training specialists. Input was also received from various entities, including the CVSA Size and Weight Committee, WASHTO, SASHTO, Keen Transport, Inc., DAWES Specialized Transportation, COMDATA, and SC&RA's Pilot Car Escort Training Project and Working Group. Their input is gratefully acknowledged. The FHWA served as a member of the SC&RA Working Group and the CVSA Size and Weight Committee.
<p>Enclosed are the three publications developed as a result of NTSB's recommendations. They are the Pilot Car Escort Best Practices Guidelines, Law Enforcement Escort Best Practices Guidelines, and Pilot Car Escort Training Manual. The FHWA believes that these documents, along with the extensive additional activities discussed above, have responded to the NTSB's recommendations. The FHWA respectfully requests that these recommendations be classified as Closed--Acceptable.</p>		

Recommendation Report

05/31/05	NTSB	-1	<p>The Safety Board appreciates receiving the Pilot Car Escort Best Practices Guidelines and the Law Enforcement Escort Best Practices Guidelines prepared by the SC&RA, the FHWA, and the CVSA in response to this recommendation. The Board notes that these documents were prepared with input from subject matter experts representing specialized carriers, pilot car escorts, permitting officials, Federal highway officials, State enforcement officers, and training specialists as well as many other government and industry entities. We note that the documents address all eight elements of the recommendation, including the need for escorts; training, testing, and certification needs; height poles and traffic controls; route surveys; maneuvering limitations; fatigue issues; railroad crossings; and highway-rail grade crossings. Again, the documents also address other important factors to consider for an oversize/overweight movement including maintaining a list of contacts, contingency plans, and communication needs. We also believe that the checklist contained in the Law Enforcement Best Practices Guidelines will prove to be particularly useful for oversize/overweight vehicle movements. Accordingly, Safety Recommendation H-01-31 is classified "Closed--Exceeds Recommended Action."</p>
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Recommendation # : H-01-034		Overall Status: Closed - Acceptable Action	Priority: CLASS II
<p>The NTSB recommends that the Federal Highway Administration and the American Association of State Highway and Transportation Officials: Encourage the States to adopt the model oversize/overweight vehicle movement guidelines, as addressed in Safety Recommendations H-01-31 and -33, and once developed, to require that oversize/overweight vehicle movements conform to the guidelines.</p>			
# of Addressees: 2		Overall Date Closed: 07/23/07	
Addressee:	American Association of State Highway and Transportation Officials	Closed - Acceptable Action	Addressee Date Closed: 07/23/07
03/30/04	Address -1 ee	AASHTO has signed a Memorandum of Understanding with the Federal Transit Administration, the American Public Transportation Association and the Community Transportation Association to develop a bus safety and security program. It is considered a "voluntary" program, but AASHTO is encouraging transit systems to participate.	
07/20/04	NTSB -1	Safety Board staff presented these issues to AASHTO's Subcommittee on Highway Transport in November 2003, and the issue of escort vehicles was again discussed at its June 2004 meeting, which Safety Board staff attended. Pending the development of the requested guidelines, Safety Recommendations H-01-32 through -34 are classified "Open--Acceptable Response."	
03/31/06	Address 2060172 ee	Letter Mail Controlled 4/3/2006 10:48:34 AM MC# 2060172: Attached are three documents which AASHTO believes satisfy the recommendation. These documents are Pilot Car Escort: Best Practices Guidelines, Law Enforcement Escort: Best Practices Guidelines, and most importantly Pilot Car Escort: Training Manual. Based on the discussions from the June 2004 annual Subcommittee on Highway Transport, the content of these documents was a collaborative effort of Federal Highway Administration, Specialized Carriers & Rigging Association, Commercial Vehicle Safety Alliance and AASHTO. At the time of publication, October 2004, AASHTO members were given free access to these documents. Attached are copies of these documents, which are also available on the following websites: www.sranet.org , www.cvs.org , and www.ops.fhwa.dot.gov/freight .	

Recommendation Report

07/23/07	NTSB	-1	<p>The Safety Board notes that AASHTO collaborated with the FHWA, the Specialized Carriers & Rigging Association, and the Commercial Vehicle Safety Alliance, to produce three documents on oversize/overweight vehicle escort best practices, titled Pilot Car Escort: Best Practices Guidelines, Law Enforcement Escort: Best Practices Guidelines, and Pilot Car Escort: Training Manual. When these documents were published in October 2004, AASHTO members were given free access to the documents. The Board understands that vehicle escort best practices are discussed at yearly AASHTO meetings and that the documents remain available to the State departments of transportation through the following Web sites: http://ops.fhwa.dot.gov/freight/documents/pilotcar_bpguideline/, www.scranet.org, and www.cvsa.org. The Board appreciates AASHTO's efforts to address the intent of this recommendation by informing its membership of the guidelines developed to increase safe routing of oversize/overweight vehicles. As AASHTO has collaborated in the development of the escort guidelines and has disseminated the documents to its members, Safety Recommendation H-01-34 is classified Closed Acceptable Action.</p>
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Addressee: FHWA	Closed - Acceptable Action	Addressee Date Closed: 08/29/08
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01/18/05	Address 2050023 ee	<p>Letter Mail Controlled 1/24/2005 9:29:18 AM MC# 2050023 The FHWA, in conjunction with SC&RA and CVSA, are promoting the adoption of the Guidelines and the Training Program as the uniform standard for the safe movement of over-dimensional loads and the basis for uniform training of pilot car escorts.</p> <p>Specific marketing initiatives are:</p> <ol style="list-style-type: none"> 1. Present the Pilot Car Escort Training Program to the California Professional Escort Car Association, the Texas Pilot Car Association and the United Safety Car Association, which are representatives of the pilot car escort industry. 2. With the assistance of FHWA, present the Pilot Car Escort Training Program to the American Association of Motor Vehicle Administrators (AAMVA), which is the representative of State licensing organizations. The AAMVA currently administers the Commercial Driver's License (CDL) programs and, through its committees, has the structure in place to administer uniform testing. 3. Provide the Pilot Car Escort Training Program, through an individually scheduled classroom instruction format, to participants from each of the regional State permitting official organizations: WASHTO, NASTO, SASHTO, and Mississippi Valley. 4. Provide the Pilot Car Escort Training Program, through individual classroom instruction, to two classes of 20 participants each for U.S.-based pilot car escort contractors and for one class of 20 participants for Canada-based pilot car escort contractors, for a total of 60 participants. 5. Print sufficient copies of all components of the Pilot Car Escort Training Program to distribute to pilot car escort members of SC&RA, participants of the aforementioned classroom instruction, WASHTO, NASTO, SASHTO and Mississippi Valley members, COMDATA, and industry. 6. Present the Pilot Car Escort Training Program to the Ministry of Transportation, Canada. 7. Publish announcements on Pilot Car Escort Training Program availability in the SC&RA Newsletter, the SC&RA Report to Members, FHWA's Office of Freight Management and Operations' Web site, and industry-related professional journals. 8. Provide the Law Enforcement Escort Best Practices Guidelines directly to lead commercial motor vehicle (CMV) enforcement agencies, CMV inspectors at CMV-related conferences, and to the attendees of major trucking expositions. 9. Publish announcements on the Law Enforcement Escort Best Practices Guidelines availability in the Guardian, CVSA's newsletter, FHWA's Office of Freight
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Recommendation Report

Management and Operations' Web site, and industry-related journals.

10. Develop marketing/outreach products for meetings and expositions.

As a direct result of its work on the NTSB recommendations, FHWA is providing funding for the development of uniform equipment standards for the safe movement of permitted oversize/overweight loads by pilot car escorts. The FHWA discovered, following a 16 State review of pilot car driver training materials, that the training materials lacked uniformity in format and consistency in topic coverage. Specifically, the materials were inconsistent in their approach to addressing vehicle equipment standards. Some of the materials provided limited recommendations for signage, and several of the States failed to discuss safety and emergency response equipment. Few of the examined materials had any reference to the equipment needed to adequately respond to a hazardous spill or leak. The lack of uniformity in setting pilot car escort equipment standards can result in operational inefficiencies, safety lapses, and confusion for pilot car escorts supporting interstate oversized load movements. Chapter two of the Pilot Car Escort Training Manual provides a list of recommended safety and emergency response equipment that should be carried by all pilot car escorts while engaged in the movement of an oversized load. Unfortunately, these are only recommendations. The FHWA is seeking to develop uniform standards for State mandatory and supplemental on-board equipment for pilot car operators to be used when escorting an oversized load.

Enclosed are the three publications developed as a result of NTSB's recommendations. They are the Pilot Car Escort Best Practices Guidelines, Law Enforcement Escort Best Practices Guidelines, and Pilot Car Escort Training Manual. The FHWA believes that these documents, along with the extensive additional activities discussed above, have responded to the NTSB's recommendations. The FHWA respectfully requests that these recommendations be classified as Closed—Acceptable.

05/31/05 NTSB -1

Your January 18, 2005, letter lists initiatives designed to encourage the adoption of guidelines that have been prepared in response to Safety Recommendation H-01-34, including providing the Pilot Car Escort Training Program to organizations and contractors in the United States and Canada, and to the American Association of Motor Vehicle Administrators, which, through its committees, has the structure in place to administer uniform testing. Safety Board staff received additional information from Mr. Phillip Forjan of the Office of Freight Management and Operations regarding efforts by the SC&RA and the CVSA to distribute the Best Practices Guidelines, provide training at regional association meetings, publish announcements, and develop marketing and outreach products for meetings and expositions. These efforts constitute a comprehensive response to the recommendation and, when complete, will fully address Safety Recommendation H-01-34. Accordingly, pending periodic updates on the progress of these efforts and their eventual completion, the recommendation is classified "Open—Acceptable Response."

The Safety Board notes that as a direct result of its efforts to address these recommendations, the FHWA is providing funding for the development of uniform equipment standards for pilot car escorts and is also seeking to develop uniform standards for State mandatory and supplemental on-board equipment for pilot car operators to be used when escorting an oversized load. The Board commends the FHWA and its partners for their comprehensive response to not only the letter of these recommendations but also their spirit.

Recommendation Report

03/21/08

Address 2080161
ee

Letter Mail Controlled 3/31/2008 1:49:23 PM MC# 2080161: The FHWA and the American Association of State Highway and Transportation Officials' (AASHTO) Subcommittee on Highway Transport have collaborated on the development of Pilot Car Escort Best Practices Guidelines, have disseminated the publication to AASHTO members, and have encouraged its use on the FHWA Web site, http://ops.fhwa.dot.gov/freight/documents/pilotcar_bpguideline/pilot_car.pdf. In our letter to NTSB dated January 18, 2005, we wrote that we had developed specific marketing objectives to meet the intent of this recommendation. While those specific marketing activities are now complete, we do not consider our marketing efforts to be just a one-time effort. Many of these activities will continue to be part of FHWA's Truck Size and Weight Program. The Pilot Car Escort Best Practices Guidelines and the Law Enforcement Escort Best Practices Guidelines are prominently displayed on the FHWA Web site that serves the size and weight community, http://ops.fhwa.dot.gov/freight/size_weight.htm. We have worked extensively with AASHTO's Subcommittee on Highway Transport to further integrate these best practices into the manner in which the community does business. During the Subcommittee's meeting held in New Orleans in June 2007 a draft recommendation encouraging adoption of the Best Practices Guidelines was circulated for acceptance. There was also a recent discussion on the escort guidelines, as well as the equipment guidelines, at the Subcommittee's meeting in Washington, DC, on February 21 and 22, 2008. Over the past 2 years we have worked closely with the Western Association of State Highway and Transportation Officials, the Northeast Association of State Transportation Officials, and the Southeastern Association of State Highway and Transportation Officials to distribute and encourage the adoption of the Pilot Car Escort Best Practices Guidelines, the Law Enforcement Escort Best Practices Guidelines, and the equipment guidelines, and will continue to promote these activities in this manner. Additionally, the FHWA's Office of Freight Management and Operations works closely with the Commercial Vehicle Safety Alliance and the Specialized Carriers and Rigging Association to disseminate this information to their members.

In the time since the original marketing activities were established, we initiated a truck size and weight educational course that will be offered to State officials with commercial motor vehicle size and weight responsibilities that include the issuance of permits for over-dimensional vehicles. The escort guidelines are included in that course. In April the course pilot is scheduled with 30-40 students, and we anticipate sufficient demand for it to be offered approximately four times per year. We are focused on our partnerships with the States for adoption of the guidelines because FHWA does not have the statutory authority to mandate or require such adoption. Instead, permitting authority rests with the States. We believe these partnerships will successfully promote adoption of these best practices in all sectors of the country, as well as within all affected organizations.

The NTSB's letter dated May 31, 2005, to FHWA indicated that our marketing efforts constituted ...a comprehensive response to the recommendation and, when complete, will fully address SR H-01-34. As previously mentioned, we have completed these marketing efforts but consider them to be ongoing activities to strongly encourage adoption of the Best Practices Guidelines, and we will continue promoting them through our Truck Size and Weight Program.

Recommendation Report

08/29/08 NTSB -1

The Safety Board notes that the FHWA collaborated with the American Association of State Highway and Transportation Officials (AASHTO) to develop a publication on oversize/overweight vehicle escort best practices, titled Pilot Car Escort: Best Practices Guidelines. The publication was distributed to AASHTO members and is available on the FHWA website, http://ops.fhwa.dot.gov/freight/documents/pilotcar_bpguideline/pilot_car.pdf. In addition to these actions, the agency will continue to encourage States and the industry to adopt and use the guidelines through its Truck Size and Weight Program and its partnerships with the Commercial Vehicle Safety Alliance and the Specialized Carriers and Rigging Association. Because permitting authority rests with the States, and the FHWA does not have the statutory authority to mandate or require adoption of the guidelines, the agency is working through its partnerships with the States to achieve adoption. The FHWA also initiated a truck size and weight educational course that will be offered to State officials with commercial motor vehicle size and weight responsibilities, including issuance of permits for over-dimensional vehicles. The pilot course was held in April; the FHWA anticipates offering it approximately four times a year. The Board commends the FHWA for its comprehensive actions in response to this recommendation; accordingly, Safety Recommendation H-01-34 is classified Closed Acceptable Action.

Recommendation Report

Notation Id: 7410_2

Accident Date: 01/28/00

Issue Date: 12/20/01

City/State: Glendale, CA

NTSB Report #: HAR-01-02

Most Wanted: No

These recommendations address the appropriateness of the actions of the truckdriver, pilot car drivers, and police escorts; the weaknesses in the planning, coordination, and execution of this oversize/overweight movement; and pilot car driver and truckdriver fatigue. The recommendations are derived from the Safety Board's investigation of the January 28, 2000, tractor-combination vehicle and train collision in Glendale, California, and are consistent with the evidence we found and the analysis we performed. As a result of this investigation, the Safety Board has issued eight safety recommendations, two of which are addressed to the American Association of Motor Vehicle Administrators (AAMVA), the California Professional Escort Car Association, the Texas Pilot Car Association, and the United Safety Car Association. Information supporting the recommendations is discussed below. The Safety Board would appreciate a response from you within 90 days addressing the actions you have taken or intend to take to implement our recommendations.

Recommendation # : H-01-032	Overall Status: Closed - Exceeds Recommended Action	Priority: CLASS II
<p>TO THE AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS, THE CALIFORNIA PROFESSIONAL ESCORT CAR ASSOCIATION, THE TEXAS PILOT CAR ASSOCIATION, THE UNITED SAFETY CAR ASSOCIATION, THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, THE FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION, THE COMMERCIAL VEHICLE SAFETY ALLIANCE AND THE SPECIALIZED CARRIERS AND RIGGING ASSOCIATION: Work with the Federal Highway Administration to develop a model pilot car driver training program. The training program should address, at a minimum, issues such as (1) how to conduct route surveys; (2) the maneuvering limitations of heavy-haul vehicles; (3) the effects of fatigue on performance; (4) the need to assess the dangers at railroad crossings, particularly for low-clearance vehicles; and (5) the need and requirements to notify the railroads before an oversize/overweight vehicle is escorted across a highway/rail grade crossing.</p>		
# of Addressees: 8	Overall Date Closed: 03/19/10	
Addressee: American Association of Motor Vehicle Administrators	Overall Status: Closed - Unacceptable Action	Addressee Date Closed: 03/19/10
09/10/02	NTSB -1	<p>NMC# 101680: The Safety Board has not received responses from the AAMVA on any of these five recommendations. The Board is interested in knowing whether and how its recommendations are implemented, both to ensure the public the highest level of safety and to identify creative solutions that might be shared with others. That is why we are monitoring the progress of these recommendations.</p> <p>The Safety Board believes that the AAMVA carries considerable influence with the states, and a commitment from the AAMVA to support and help to implement these recommendations would make a considerable difference. The Safety Board looks forward to receiving an update concerning the AAMVA's progress in helping to implement these recommendations. In the interim, Safety Recommendations H-98-38 and -39, and H-01-26, -32, and -33, will remain classified "Open--Await Response."</p>

Recommendation Report

04/09/09	Address 2090258 ee	<p>Letter Mail Controlled 4/24/2009 1:48:34 PM MC# 2090258: - From Neil D. Schuster, President and CEO: AAMVA agrees that there needs to be some sort of uniform formal training for personnel involved in escorting large oversize commercial loads on the highway and those aspects of CDL training criteria that would fit into required training for pilot or escort drivers would be of benefit for these drivers. AAMVA believes collaboration with FHWA and other related organizations (ie, the Specialized Carriers and Rigging Association) to develop a best practice or requirements analysis of what type of training should be required in a model pilot/escort car program should include all the recommendations that NTSB makes in the report, including:</p> <ul style="list-style-type: none"> - How to conduct route surveys - The maneuvering limitations of heavy-haul vehicles - The effects of fatigue on performance - The need to assess the dangers at railroad crossings, particularly with low clearance vehicles - The need and requirements to notify the railroads before an oversize/overweight vehicle is escorted across a highway/rail grade crossing - Uniform education and testing requirements <p>AAMVA suggests the formation of a working group with all interested parties to address the issues outlined in this letter.</p>
03/19/10	NTSB 2090258	<p>Although AAMVA's sole response to these recommendations provided no information regarding actions it has taken to address them, we are aware that the FHWA worked with the Specialized Carriers & Rigging Association, the Commercial Vehicle Safety Alliance, and many other entities, including federal, regional, and state agencies, to produce three excellent resource guides, titled Pilot Car Escort Best Practices Guidelines, Law Enforcement Escort Best Practices Guidelines, and Pilot Car Escort Training Manual. Nevertheless, Safety Recommendations H-01-32 and -33 are classified CLOSED – UNACCEPTABLE ACTION, because AAMVA did not respond to the recommendation for 8 years and did not work with FHWA as requested. Although we are closing these recommendations, we urge AAMVA to distribute information on the published guides to its member organizations. Copies of these documents are available from the FHWA's website at http://ops.fhwa.dot.gov/freight/size_weight.htm.</p>
Addressee:	American Association of State Highway and Transportation Officials	<p>Closed - Exceeds Recommended Action Addressee Date Closed: 07/29/05</p>
03/30/04	Address -1 ee	<p>AASHTO has signed a Memorandum of Understanding with the Federal Transit Administration, the American Public Transportation Association and the Community Transportation Association to develop a bus safety and security program. It is considered a "voluntary" program, but AASHTO is encouraging transit systems to participate.</p>
07/20/04	NTSB -1	<p>NMC# 102473: Safety Board staff presented these issues to AASHTO's Subcommittee on Highway Transport in November 2003, and the issue of escort vehicles was again discussed at its June 2004 meeting, which Safety Board staff attended. Pending the development of the requested guidelines, Safety Recommendations H-01-32 through -34 are classified OPEN -- ACCEPTABLE RESPONSE.</p>

Recommendation Report

07/29/05	NTSB -1	<p>NMC# 102679: Through correspondence with the FHWA, the Safety Board is aware that the model pilot car driver-training program, prepared by the Specialized Carriers & Rigging Association, the FHWA, the Commercial Vehicle Safety Alliance, and AASHTO (among others), has been completed. The Board notes that the program not only addresses all five elements of the recommendation, including route surveys, maneuvering limitations, fatigue issues, railroad crossings, and highway-rail grade crossings, but also discusses other factors related to pilot escorts of oversize loads, such as permit review, vehicle and equipment checks, communication needs, and review of State-specific regulations and statutes. We commend AASHTO for its participation in this effort along with Federal, regional, and State agencies and other associations to increase awareness of the issues involved. As the completed program exceeds the expectations of the Board in issuing this recommendation, Safety Recommendation H-01-32 is classified CLOSED – EXCEEDS RECOMMENDED ACTION. We encourage the continued efforts of AASHTO in promoting its adoption nationwide.</p>
Addressee:	California Professional Escort Car Association	<p>Closed - Exceeds Recommended Action Addressee Date Closed: 07/29/05</p>
01/25/02	Address 2020094 ee	<p>Letter Mail Controlled 01/29/2002 5:07:41 PM MC# 2020094 A committee has been formed within our organization to address the issues brought to our attention as the result of the Highway Accident Report, Glendale, California. Gary Van Etten has attended two of our meetings within the past six months to explain what is expected of our organization. I will keep you apprised of our progress as we address the eight issues. My hope is to have something concrete to present to Michele McMurtry and Gary Van Etten at the SC & RA Oversize/Overweight Symposium the first week in March.</p>
04/03/02	NTSB 2020094	<p>The Safety Board is also aware through staff contact that the Professional Escort Car Association is committed to moving forward and implementing the Board's recommendations. The Board further understands that a committee within the Professional Escort Car Association has been established to address the specific issues of the Glendale, California, accident. We appreciate your commitment to addressing these important issues. Pending further response, Safety Recommendations H-01-32 and -33 are classified OPEN – ACCEPTABLE RESPONSE. Thank you for your positive response. I look forward to receiving progress reports from you regarding your activities related to the above recommendations.</p>
04/20/05	NTSB -1	<p>NMC# 102676: Through correspondence with the FHWA, the Safety Board is aware that the model pilot car driver-training program, prepared by the Specialized Carriers & Rigging Association, the FHWA, the Commercial Vehicle Safety Alliance, and the Association (among others), has been completed. The Board notes that the program not only addresses all five elements of the recommendation, including route surveys, maneuvering limitations, fatigue issues, railroad crossings, and highway-rail grade crossings, but also discusses other factors related to pilot escorts of oversize loads, such as permit review, vehicle and equipment checks, communication needs, and review of State-specific regulations and statutes. We commend the Association for its participation in this effort, along with Federal, regional, and State agencies, and other associations, to increase awareness of the issues involved. As the completed program exceeds the expectations of the Board in issuing this recommendation, Safety Recommendation H-01-32 is classified CLOSED – EXCEEDS RECOMMENDED ACTION. We encourage the continued efforts of the Association in promoting its adoption nationwide.</p>

Recommendation Report

Addressee:	Commercial Vehicle Safety Alliance	Closed - Exceeds Recommended Action	Addressee Date Closed: 07/29/05
07/01/02	Address 2020672 ee	<p>Letter Mail Controlled 07/12/2002 5:08:53 PM MC# 2020672 - From Stephen F. Campbell, Executive Director: This letter responds to the Safety Board's December 20, 2001 correspondence on Highway Safety Recommendations H-01-32, 33, and 36. These recommendations deal with pilot car driver training programs, oversize/overweight vehicle movement guidelines, and encouragement of CVSA members to train their officers on permits, safety briefings, provisions for off-route loads, and notification of railroads before an oversize/overweight vehicle is escorted across. These recommendations are a result of circumstances arising from the January 28, 2000 tractor-combination vehicle and train collision in Glendale, California. We apologize for not providing a prompt response to the Safety Board's letter. As a result of the Board's letter CVSA intends to take the following actions:</p> <ol style="list-style-type: none"> 1. Prepare an article for our quarterly newsletter, The Guardian, to inform inspectors of the findings; concerns; and recommendations raised by the Board in its accident investigation. 2. At the CVSA fall workshop to be held August 24-29, 2002 in Boston, Massachusetts, there will be a four-hour training, discussion, and Q & A session on: <ul style="list-style-type: none"> · Pilot car training programs · Oversize/overweight vehicle movement procedures and guidelines · Current training practices including: reviewing and verifying permits, safety briefings discussing routings and special conditions (i.e. hazards of moving oversize/overweight vehicles over grade crossings), provisions for handling off-route loads and notifications to railroads made prior to escorting a load across a highway/rail grade crossing · Regulations and permitting of weights, lengths, and widths of commercial motor vehicles · Technology solutions and recommendations · Best practices for administration and enforcement of oversize/overweight loads · Any data or information on the safety fitness of these loads 3. Committee discussions will be held to address the recommendations of the National Transportation Safety Board, and various oversize/overweight commercial motor vehicle and highway-railroad grade crossing safety concerns. 4. Outcomes of the committee discussions, to include training recommendations and guidelines, will be posted on the CVSA web-site. <p>At the April 2002 CVSA Spring Workshop in South Dakota, the Driver-Traffic Enforcement Committee deliberated on the issue of adding a specific endorsement to the Commercial Driver's License for drivers of oversize/overweight shipments. In response to the discussion, a letter was sent to FMCSA requesting safety statistics on movements of oversize/overweight commercial vehicles to aid the Committee in developing a position on the safety fitness of these movements. Likewise, the Driver-Traffic Enforcement Committee has initiated discussions with Operation Lifesaver to explore collective actions on joint highway rail crossing safety initiatives.</p> <p>If the Board has additional suggestions or recommendations for CVSA to consider, we welcome its ideas. For our part, we will continue to be vigilant in our effort to promote proper oversize/overweight vehicle operations and education. We look forward to furthering our excellent relationship with the NTSB in making positive impacts on commercial vehicle and highway safety.</p>	

Recommendation Report

12/30/02	NTSB	2020672	<p>The Safety Board notes that these items were addressed at a 4-hour training session at the CVSA's fall workshop, held August 24-29, 2002. At the session, route surveys, maneuvering limitations of heavy-haul vehicles, the effects of fatigue on performance, the need to assess dangers at railroad crossings, and the need to notify the railroad before an oversize/overweight vehicle is escorted across a highway/rail grade crossing were discussed. The Board applauds your efforts to date and looks forward to hearing about how discussion of these items results in the development of a model pilot car driver training program. Pending an update on the development of such a program, Safety Recommendation H-01-32 is classified OPEN – ACCEPTABLE RESPONSE.</p>
07/29/05	NTSB	-1	<p>NMC# 102676: Through correspondence with the FHWA, the Safety Board is aware that the model pilot car driver training program, prepared by the Specialized Carriers & Rigging Association (SC&RA), the FHWA, the CVSA, and many other entities has been completed. The Board notes that the document not only addresses all five elements of the recommendation, including route surveys, maneuvering limitations, fatigue issues, railroad crossings, and highway-rail grade crossings, but also discusses other factors related to pilot escorts of oversize loads, such as permit review, vehicle and equipment checks, communication needs, and review of State-specific regulations and statutes. We commend the CVSA for its significant participation in this effort along with Federal, regional, and State agencies and other associations. As the completed program exceeds the expectations of the Board in issuing this recommendation, Safety Recommendation H-01-32 is classified CLOSED – EXCEEDS RECOMMENDED ACTION. We encourage CVSA's continued efforts in promoting the program's adoption nationwide.</p>
Addressee: FMCSA			Closed - Exceeds Recommended Action Addressee Date Closed: 07/29/05
03/17/03	NTSB	-1	<p>NMC# 102027: At a meeting held on July 10, 2002, representatives of the FMCSA and the Board agreed that Safety Recommendations H-01-32 and H-01-33 should be closed for the FMCSA and the issue pursued with the FHWA, which was issued companion recommendations. Accordingly, Safety Recommendations H-01-32 and H-01-33 to the FMCSA are classified CLOSED – RECONSIDERED.</p>
07/29/05	NTSB	-1	<p>NMC# 102681: Through correspondence with the FHWA, the Safety Board is aware that the model pilot car driver-training program, prepared by the Specialized Carriers & Rigging Association (SC&RA), the FHWA, the Commercial Vehicle Safety Alliance (CVSA), and many other entities including the FMCSA, has been completed. The Board notes that the program not only addresses all five elements of the recommendation, including route surveys, maneuvering limitations, fatigue issues, railroad crossings, and highway-rail grade crossings, but also discusses other factors related to pilot escorts of oversize loads, such as permit review, vehicle and equipment checks, communication needs, and review of State-specific regulations and statutes. We commend the FMCSA for its significant participation in this effort along with many other Federal, regional, and State agencies. As the completed program exceeds the expectations of the Board in issuing this recommendation, Safety Recommendation H-01-32 is classified CLOSED – EXCEEDS RECOMMENDED ACTION. We encourage the FMCSA's continued efforts in promoting the program's adoption nationwide.</p>
Addressee: Specialized Carriers and Rigging Association			Closed - Exceeds Recommended Action Addressee Date Closed: 07/29/05
03/12/02	Address ee	2020339	<p>Letter Mail Controlled 03/27/2002 6:41:20 PM MC# 2020339 With regard to developing a model pilot car training program and model oversize/overweight vehicle movement guidelines, SCXRA agrees with the fundamental premise that improved planning, communications and training can help promote safety performance and help reduce accidents, injuries, fatalities and property losses. SC&A believes the specific issues identified by NTSB for inclusion in recommended guidelines and training address many of the fundamental elements integral to the safe movement of oversize/overweight loads.</p>

Recommendation Report

07/22/02	NTSB	2020339	<p>The Safety Board is aware through staff contact that the SC&RA is committed to implementing the Board's recommendations. The Board further understands that a committee with the assistance of the SC&RA has been established to address the specific issues of the Glendale, California, accident and to work with the FHWA in developing a model pilot car driven training program and model oversize/overweight vehicle movement guidelines. We appreciate your commitment to addressing these important issues. As progress is made on these model programs, the Safety Board would appreciate an update. In the meantime, Safety Recommendations H-01-32 and -33 are classified OPEN – ACCEPTABLE RESPONSE.</p>
07/29/05	NTSB	-1	<p>NMC# 102682: Through correspondence with the FHWA, the Safety Board is aware that the model pilot car driver-training program, prepared by the SC&RA, the FHWA, the Commercial Vehicle Safety Alliance (CVSA), and many other entities, has been completed. The Board notes that the program not only addresses all five elements of the recommendation, including route surveys, maneuvering limitations, fatigue issues, railroad crossings, and highway-rail grade crossings, but also discusses other factors related to pilot escorts of oversize loads, such as permit review, vehicle and equipment checks, communication needs, and review of State-specific regulations and statutes. We commend the SC&RA for its significant participation in this effort along with Federal, regional, State, and other agencies. As the completed program exceeds the expectations of the Board in issuing this recommendation, Safety Recommendation H-01-32 is classified CLOSED – EXCEEDS RECOMMENDED ACTION. We encourage SC&RA's continued efforts in promoting the program's adoption nationwide.</p>
Addressee: Texas Pilot Car Association		Closed - Exceeds Recommended Action	Addressee Date Closed: 07/29/05
07/29/05	NTSB	-1	<p>NMC# 102677: Through correspondence with the FHWA, the Safety Board is aware that the model pilot car driver-training program, prepared by the Specialized Carriers & Rigging Association, the FHWA, the Commercial Vehicle Safety Alliance, and the Association (among others), has been completed. The Board notes that the program not only addresses all five elements of the recommendation, including route surveys, maneuvering limitations, fatigue issues, railroad crossings, and highway-rail grade crossings, but also discusses other factors related to pilot escorts of oversize loads, such as permit review, vehicle and equipment checks, communication needs, and review of State-specific regulations and statutes. We commend the Association for its participation in this effort along with Federal, regional, and State agencies and other associations to increase awareness of the issues involved. As the completed program exceeds the expectations of the Board in issuing this recommendation, Safety Recommendation H-01-32 is classified CLOSED – EXCEEDS RECOMMENDED ACTION. We encourage the continued efforts of the Association in promoting its adoption nationwide.</p>
Addressee: United Safety Car Association		Closed - Acceptable Action	Addressee Date Closed: 07/29/05
07/29/05	NTSB	-1	<p>NMC# 102678: Through correspondence with the FHWA, the Safety Board is aware that the model pilot car driver-training program, prepared by the Specialized Carriers & Rigging Association, the FHWA, the Commercial Vehicle Safety Alliance, and the Association (among others), has been completed. The Board notes that the program not only addresses all five elements of the recommendation, including route surveys, maneuvering limitations, fatigue issues, railroad crossings, and highway-rail grade crossings, but also discusses other factors related to pilot escorts of oversize loads, such as permit review, vehicle and equipment checks, communication needs, and review of State-specific regulations and statutes. We commend the Association for its participation in this effort along with Federal, regional, and State agencies and other associations to increase awareness of the issues involved. As the completed program exceeds the expectations of the Board in issuing this recommendation, Safety Recommendation H-01-32 is classified CLOSED – ACCEPTABLE ACTION. We encourage the continued efforts of the Association in promoting its adoption nationwide.</p>

Recommendation Report

Notation Id: 7410_3**Accident Date:** 01/28/00**Issue Date:** 12/20/01**City/State:** Glendale, CA**NTSB Report #:** HAR-01-02**Most Wanted:** No

On January 28, 2000, about 5:56 a.m. in Glendale, California, a tractor-combination vehicle, operated by Mercury Transportation, Inc., was transporting an oil refinery condenser unit. The vehicle missed a turn in its planned route, traversed a highway-railroad grade crossing, turned around, and was attempting to retrace the crossing when it became lodged on the railroad tracks. About 90 seconds later, northbound Metrolink commuter train 901, operated by the Southern California Regional Rail Authority, collided with the semitrailer. The engineer, conductor, and four passengers received minor injuries. Total damages were estimated to be over \$2 million.

Recommendation # : H-01-033	Overall Status: Closed - Exceeds Recommended Action	Priority: CLASS II
<p>TO THE FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION, AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS, CALIFORNIA PROFESSIONAL ESCORT CAR ASSOCIATION, TEXAS PILOT CAR ASSOCIATION, UNITED SAFETY CAR ASSOCIATION, COMMERCIAL VEHICLE SAFETY ALLIANCE AND THE SPECIALIZED CARRIERS AND RIGGING ASSOCIATION: Work with the Federal Highway Administration to develop model oversize/overweight vehicle movement guidelines. The guidelines should address, at a minimum, issues such as (1) when pilot cars and police escorts are required; (2) the training, testing, and certification of pilot car operators, police officers, and truckdrivers in the movement of oversize/overweight loads; (3) the use of height poles and traffic controls; (4) how to conduct route surveys; (5) the maneuvering limitations of heavy-haul vehicles; (6) the effects of fatigue on performance; (7) the need to assess the dangers at railroad crossings, particularly for low-clearance vehicles; and (8) the need and requirements to notify the railroads before an oversize/overweight vehicle is escorted across a highway/rail grade crossing.</p>		
# of Addressees: 8	Overall Date Closed: 08/10/10	
Addressee: American Association of Motor Vehicle Administrators	Overall Status: Closed - Acceptable Action	Addressee Date Closed: 08/10/10
09/10/02	NTSB -1	<p>The Safety Board has not received responses from the AAMVA on any of these five recommendations. The Board is interested in knowing whether and how its recommendations are implemented, both to ensure the public the highest level of safety and to identify creative solutions that might be shared with others. That is why we are monitoring the progress of these recommendations.</p> <p>The Safety Board believes that the AAMVA carries considerable influence with the states, and a commitment from the AAMVA to support and help to implement these recommendations would make a considerable difference. The Safety Board looks forward to receiving an update concerning the AAMVA's progress in helping to implement these recommendations. In the interim, Safety Recommendations H-98-38 and -39, and H-01-26, -32, and -33, will remain classified OPEN – AWAIT RESPONSE.</p>

Recommendation Report

04/09/09	Address 2090258 ee	<p>Letter Mail Controlled 4/24/2009 1:48:34 PM MC# 2090258: - From Neil D. Schuster, President and CEO: AAMVA agrees that there needs to be some sort of uniform formal training for personnel involved in escorting large oversize commercial loads on the highway and those aspects of CDL training criteria that would fit into required training for pilot or escort drivers would be of benefit for these drivers. AAMVA believes collaboration with FHWA and other related organizations (ie, the Specialized Carriers and Rigging Association) to develop a best practice or requirements analysis of what type of training should be required in a model pilot/escort car program should include all the recommendations that NTSB makes in the report, including:</p> <ul style="list-style-type: none"> - How to conduct route surveys - The maneuvering limitations of heavy-haul vehicles - The effects of fatigue on performance - The need to assess the dangers at railroad crossings, particularly with low clearance vehicles - The need and requirements to notify the railroads before an oversize/overweight vehicle is escorted across a highway/rail grade crossing - Uniform education and testing requirements <p>AAMVA suggests the formation of a working group with all interested parties to address the issues outlined in this letter.</p>
03/19/10	NTSB 2090258	<p>Although AAMVA's sole response to these recommendations provided no information regarding actions it has taken to address them, we are aware that the FHWA worked with the Specialized Carriers & Rigging Association, the Commercial Vehicle Safety Alliance, and many other entities, including federal, regional, and state agencies, to produce three excellent resource guides, titled Pilot Car Escort Best Practices Guidelines, Law Enforcement Escort Best Practices Guidelines, and Pilot Car Escort Training Manual. Nevertheless, Safety Recommendations H-01-32 and -33 are classified CLOSED – UNACCEPTABLE ACTION, because AAMVA did not respond to the recommendation for 8 years and did not work with FHWA as requested. Although we are closing these recommendations, we urge AAMVA to distribute information on the published guides to its member organizations. Copies of these documents are available from the FHWA's website at http://ops.fhwa.dot.gov/freight/size_weight.htm.</p>
05/06/10	Address 2100175 ee	<p>Letter Mail Controlled 5/20/2010 12:13:51 PM MC# 2100175 - From Neil D. Schuster, President and CEO: Thank you for your March 19, 2010 correspondence regarding Safety Recommendations H 01-32 and H-01-33. AS noted in your correspondence, the Specialized Carriers & Rigging Association (SCRA) and the Commercial Vehicle Safety Alliance (CVSA) worked closely with the Federal Highway Administration (FHWA) to develop three resource guides, titled Pilot Car Escort Best Practices Guidelines, Law Enforcement Escort Best Practices Guidelines, and Pilot Car Escort Training Manual . The American Association of Motor Vehicle Administrators (AAMVA) has obtained the best practices guidelines documents which will be posted on our website for use by our members. We have also reached out to FHWA and CVSA to obtain the Pilot Car Escort Training Manual. Once received, this manual will also be posted to the website. AAMVA thanks the NTSB for its recommendations and continued work in furthering roadway safety. We look forward to working with the Board in the future and welcome the opportunity to work collaboratively in advancing national safety priorities.</p>
08/10/10	NTSB 2100175	<p>The NTSB is pleased that AAMVA obtained and posted on its website the best practices guidelines developed by the Specialized Carriers & Rigging Association and the Commercial Vehicle Safety Alliance in cooperation with the FHWA and will post the Pilot Car Escort Training Manual once it receives a copy of that document. Although AAMVA did not work directly with the FHWA as recommended, the intent of the recommendation has been met. Accordingly, Safety Recommendation H-01-33 is classified CLOSED – ACCEPTABLE ACTION.</p>

Recommendation Report

Addressee:	American Association of State Highway and Transportation Officials	Closed - Exceeds Recommended Action	Addressee Date Closed: 07/29/05
03/30/04	Address -1 ee	AASHTO has signed a Memorandum of Understanding with the Federal Transit Administration, the American Public Transportation Association and the Community Transportation Association to develop a bus safety and security program. It is considered a "voluntary" program, but AASHTO is encouraging transit systems to participate.	
07/20/04	NTSB -1	NMC# 102473: Safety Board staff presented these issues to AASHTO's Subcommittee on Highway Transport in November 2003, and the issue of escort vehicles was again discussed at its June 2004 meeting, which Safety Board staff attended. Pending the development of the requested guidelines, Safety Recommendations H-01-32 through -34 are classified OPEN – ACCEPTABLE RESPONSE.	
07/29/05	NTSB -1	The Safety Board has received a copy of the Pilot Car Escort Best Practices Guidelines and the Law Enforcement Escort Best Practices Guidelines prepared in response to this recommendation. These documents were prepared with input from subject matter experts representing AASHTO as well as specialized carriers, other pilot car escort organizations, permitting officials, Federal highway officials, State enforcement officers, training specialists, and many other government and industry entities. Thank you for your participation in this effort. The Board notes that the documents address all eight elements of the recommendation, including the need for escorts; training, testing, and certification needs; height poles and traffic controls; route surveys; maneuvering limitations; fatigue issues; railroad crossings; and highway-rail grade crossings. Again, the documents also address other important factors to consider for an oversize/overweight movement including maintaining a list of contacts, contingency plans, and communication needs. We also believe that the checklist contained in the Law Enforcement Best Practices Guidelines will prove to be particularly useful for oversize/overweight vehicle movements. As the completed guidelines exceed the expectations of the Board in issuing this recommendation, Safety Recommendation H-01-33 is classified CLOSED – EXCEEDS RECOMMENDED ACTION.	
Addressee:	California Professional Escort Car Association	Closed - Exceeds Recommended Action	Addressee Date Closed: 07/29/05
01/25/02	Address 2020094 ee	Letter Mail Controlled 01/29/2002 5:07:41 PM MC# 2020094 - From Barbara Payne, Professional Escort Car Association: A committee has been formed within our organization to address the issues brought to our attention as the result of the Highway Accident Report, Glendale, California. Gary Van Etten has attended two of our meetings within the past six months to explain what is expected of our organization. I will keep you apprised of our progress as we address the eight issues. My hope is to have something concrete to present to Michele McMurtry and Gary Van Etten at the SC & RA Oversize/Overweight Symposium the first week in March.	
04/03/02	NTSB 2020094	The Safety Board is also aware through staff contact that the Professional Escort Car Association is committed to moving forward and implementing the Board's recommendations. The Board further understands that a committee within the Professional Escort Car Association has been established to address the specific issues of the Glendale, California, accident. We appreciate your commitment to addressing these important issues. Pending further response, Safety Recommendations H-01-32 and -33 are classified OPEN – ACCEPTABLE RESPONSE. Thank you for your positive response. I look forward to receiving progress reports from you regarding your activities related to the above recommendations.	

Recommendation Report

07/29/05

NTSB -1

The Safety Board has received a copy of the Pilot Car Escort Best Practices Guidelines and the Law Enforcement Escort Best Practices Guidelines prepared in response to this recommendation. These documents were prepared with input from subject matter experts representing the Association as well as specialized carriers, other pilot car escort organizations, permitting officials, Federal highway officials, State enforcement officers, training specialists, and many other government and industry entities. Thank you for your participation in this effort. The Board notes that the documents address all eight elements of the recommendation, including the need for escorts; training, testing, and certification needs; height poles and traffic controls; route surveys; maneuvering limitations; fatigue issues; railroad crossings; and highway-rail grade crossings. Again, the documents also address other important factors to consider for an oversize/overweight movement including maintaining a list of contacts, contingency plans, and communication needs. We also believe that the checklist contained in the Law Enforcement Best Practices Guidelines will prove to be particularly useful for oversize/overweight vehicle movements. As the completed guidelines exceed the expectations of the Board in issuing this recommendation, Safety Recommendation H-01-33 is classified CLOSED – EXCEEDS RECOMMENDED ACTION.

Recommendation Report

Addressee:	Commercial Vehicle Safety Alliance	Closed - Exceeds Recommended Action	Addressee Date Closed: 07/29/05
07/01/02	Address 2020672 ee	<p>Letter Mail Controlled 07/12/2002 5:08:53 PM MC# 2020672 - From Stephen F. Campbell, Executive Director: This letter responds to the Safety Board's December 20, 2001 correspondence on Highway Safety Recommendations H-01-32, 33, and 36. These recommendations deal with pilot car driver training programs, oversize/overweight vehicle movement guidelines, and encouragement of CVSA members to train their officers on permits, safety briefings, provisions for off-route loads, and notification of railroads before an oversize/overweight vehicle is escorted across. These recommendations are a result of circumstances arising from the January 28,2000 tractor-combination vehicle and train collision in Glendale, California. We apologize for not providing a prompt response to the Safety Board's letter. As a result of the Board's letter CVSA intends to take the following actions:</p> <ol style="list-style-type: none"> 1. Prepare an article for our quarterly newsletter, The Guardian, to inform inspectors of the findings; concerns; and recommendations raised by the Board in its accident investigation. 2. At the CVSA fall workshop to be held August 24-29, 2002 in Boston, Massachusetts, there will be a four-hour training, discussion, and Q & A session on: <ul style="list-style-type: none"> · Pilot car training programs · Oversize/overweight vehicle movement procedures and guidelines · Current training practices including: reviewing and verifying permits, safety briefings discussing routings and special conditions (i.e. hazards of moving oversize/overweight vehicles over grade crossings), provisions for handling off-route loads and notifications to railroads made prior to escorting a load across a highway/rail grade crossing · Regulations and permitting of weights, lengths, and widths of commercial motor vehicles · Technology solutions and recommendations · Best practices for administration and enforcement of oversize/overweight loads · Any data or information on the safety fitness of these loads 3. Committee discussions will be held to address the recommendations of the National Transportation Safety Board, and various oversize/overweight commercial motor vehicle and highway-railroad grade crossing safety concerns. 4. Outcomes of the committee discussions, to include training recommendations and guidelines, will be posted on the CVSA web-site. <p>At the April 2002 CVSA Spring Workshop in South Dakota, the Driver-Traffic Enforcement Committee deliberated on the issue of adding a specific endorsement to the Commercial Driver's License for drivers of oversize/overweight shipments. In response to the discussion, a letter was sent to FMCSA requesting safety statistics on movements of oversize/overweight commercial vehicles to aid the Committee in developing a position on the safety fitness of these movements. Likewise, the Driver-Traffic Enforcement Committee has initiated discussions with Operation Lifesaver to explore collective actions on joint highway rail crossing safety initiatives.</p> <p>If the Board has additional suggestions or recommendations for CVSA to consider, we welcome its ideas. For our part, we will continue to be vigilant in our effort to promote proper oversize/overweight vehicle operations and education. We look forward to furthering our excellent relationship with the NTSB in making positive impacts on commercial vehicle and highway safety.</p>	

Recommendation Report

12/30/02	NTSB	2020672	<p>CVSA indicated that its fall workshop included discussion and training about pilot car training programs, oversize/overweight vehicle movement procedures and guidelines, reviewing and verifying permits, routings and special conditions (i.e. hazards of moving oversize/overweight vehicles over grade crossings), provisions for handling off-route loads, and notifications to railroads made prior to escorting a load across a highway/rail grade crossing. In addition, CVSA discussed issues with its members such as training, testing, and certification of pilot car operators, police officers, and truck drivers in the movement of overweight loads, and the effects of fatigue on performance. Pending an update on the development of model oversize/overweight vehicle movement guidelines that includes these issues, Safety Recommendation H-01-33 is classified OPEN – ACCEPTABLE RESPONSE.</p>
07/29/05	NTSB	-1	<p>The Safety Board has received a copy of the Pilot Car Escort Best Practices Guidelines and the Law Enforcement Escort Best Practices Guidelines prepared in response to this recommendation. The Board notes that these documents were prepared by the SC&RA and CVSA using funding from the FHWA and with input from subject matter experts representing specialized carriers, other pilot car escort organizations, permitting officials, Federal highway officials, State enforcement officers, training specialists, and many other government and industry entities. Thank you for your participation in this effort. We note that the documents address all eight elements of the recommendation, including the need for escorts; training, testing, and certification needs; height poles and traffic controls; route surveys; maneuvering limitations; fatigue issues; railroad crossings; and highway-rail grade crossings. Again, the documents also address other important factors to consider for an oversize/overweight movement including maintaining a list of contacts, contingency plans, and communication needs. We also believe that the checklist contained in the Law Enforcement Best Practices Guidelines will prove to be particularly useful for oversize/overweight vehicle movements. As the completed guidelines exceed the expectations of the Board in issuing this recommendation, Safety Recommendation H-01-33 is classified CLOSED – EXCEEDS RECOMMENDED ACTION.</p> <p>The Safety Board commends the CVSA and the other participants for their comprehensive response to not only the letter of these recommendations but also their spirit. We appreciate the effort involved in preparing these documents and the ongoing initiatives to distribute them and provide training. Please continue your work with the other agencies and organizations in these efforts.</p>
Addressee: FMCSA			Closed - Exceeds Recommended Action Addressee Date Closed: 07/29/05
03/17/03	NTSB	-1	<p>NMC# 102027: At a meeting held on July 10, 2002, representatives of the FMCSA and the Board agreed that Safety Recommendations H-01-32 and H-01-33 should be closed for the FMCSA and the issue pursued with the FHWA, which was issued companion recommendations. Accordingly, Safety Recommendations H-01-32 and H-01-33 to the FMCSA are classified CLOSED – RECONSIDERED.</p>

Recommendation Report

07/29/05	NTSB -1	<p>NMC# 102681: The Safety Board has received a copy of the Pilot Car Escort Best Practices Guidelines and the Law Enforcement Escort Best Practices Guidelines prepared in response to this recommendation. These documents were prepared by the SC&RA and CVSA using funding from the FHWA and with input from subject matter experts representing specialized carriers, other pilot car escort organizations, permitting officials, Federal highway officials, State enforcement officers, training specialists, and many other government and industry entities, including the FMCSA. Thank you for your participation in this effort. The Board notes that the documents address all eight elements of the recommendation, including the need for escorts; training, testing, and certification needs; height poles and traffic controls; route surveys; maneuvering limitations; fatigue issues; railroad crossings; and highway-rail grade crossings. Again, the documents also address other important factors to consider for an oversize/overweight movement including maintaining a list of contacts, contingency plans, and communication needs. We also believe that the checklist contained in the Law Enforcement Best Practices Guidelines will prove to be particularly useful for oversize/overweight vehicle movements. As the completed guidelines exceed the expectations of the Board in issuing this recommendation, Safety Recommendation H-01-33 is classified CLOSED – EXCEEDS RECOMMENDED ACTION.</p> <p>The Safety Board commends the FMCSA and the other participants for their comprehensive response to not only the letter of these recommendations but also their spirit. We appreciate the effort involved in preparing these documents and the ongoing initiatives to distribute them and provide training.</p>
Addressee:	Specialized Carriers and Rigging Association	Closed - Exceeds Recommended Action Addressee Date Closed: 07/29/05
03/12/02	Address 2020339 ee	<p>Letter Mail Controlled 03/27/2002 6:41:20 PM MC# 2020339 - From Joel M. Dandrea, Executive Vice President: With regard to developing a model pilot car training program and model oversize/overweight vehicle movement guidelines, SCXRA agrees with the fundamental premise that improved planning, communications and training can help promote safety performance and help reduce accidents, injuries, fatalities and property losses. SC&&A believes the specific issues identified by NTSB for inclusion in recommended guidelines and training address many of the fundamental elements integral to the safe movement of oversize/overweight loads.</p>
07/22/02	NTSB 2020339	<p>The Safety Board is aware through staff contact that the SC&RA is committed to implementing the Board's recommendations. The Board further understands that a committee with the assistance of the SC&RA has been established to address the specific issues of the Glendale, California, accident and to work with the FHWA in developing a model pilot car driven training program and model oversize/overweight vehicle movement guidelines. We appreciate your commitment to addressing these important issues. As progress is made on these model programs, the Safety Board would appreciate an update. In the meantime, Safety Recommendations H-01-32 and -33 are classified OPEN – ACCEPTABLE RESPONSE.</p>

Recommendation Report

07/29/05 NTSB -1

The Safety Board has received a copy of the Pilot Car Escort Best Practices Guidelines and the Law Enforcement Escort Best Practices Guidelines prepared in response to this recommendation. These documents were prepared by the SC&RA and CVSA using funding from the FHWA and with input from subject matter experts representing specialized carriers, other pilot car escort organizations, permitting officials, Federal highway officials, State enforcement officers, training specialists, and many other government and industry entities. The Board notes that the documents address all eight elements of the recommendation, including the need for escorts; training, testing, and certification needs; height poles and traffic controls; route surveys; maneuvering limitations; fatigue issues; railroad crossings; and highway-rail grade crossings. Again, the documents also address other important factors to consider for an oversize/overweight movement including maintaining a list of contacts, contingency plans, and communication needs. We also believe that the checklist contained in the Law Enforcement Best Practices Guidelines will prove to be particularly useful for oversize/overweight vehicle movements. As the completed guidelines exceed the expectations of the Board in issuing this recommendation, Safety Recommendation H-01-33 is classified CLOSED – EXCEEDS RECOMMENDED ACTION.

The Safety Board commends the SC&RA and the other participants for their comprehensive response to not only the letter of these recommendations but also their spirit. We appreciate the effort involved in preparing these documents and the ongoing initiatives to distribute them and provide training.

Addressee: Texas Pilot Car Association

Closed - Exceeds Recommended Action

Addressee Date Closed: 07/29/05

07/29/05 NTSB -1

The Safety Board has received a copy of the Pilot Car Escort Best Practices Guidelines and the Law Enforcement Escort Best Practices Guidelines prepared in response to this recommendation. These documents were prepared with input from subject matter experts representing the Association as well as specialized carriers, other pilot car escort organizations, permitting officials, Federal highway officials, State enforcement officers, training specialists, and many other government and industry entities. Thank you for your participation in this effort. The Board notes that the documents address all eight elements of the recommendation, including the need for escorts; training, testing, and certification needs; height poles and traffic controls; route surveys; maneuvering limitations; fatigue issues; railroad crossings; and highway-rail grade crossings. Again, the documents also address other important factors to consider for an oversize/overweight movement including maintaining a list of contacts, contingency plans, and communication needs. We also believe that the checklist contained in the Law Enforcement Best Practices Guidelines will prove to be particularly useful for oversize/overweight vehicle movements. As the completed guidelines exceed the expectations of the Board in issuing this recommendation, Safety Recommendation H-01-33 is classified CLOSED – EXCEEDS RECOMMENDED ACTION.

The Safety Board commends all the parties involved for their comprehensive response to not only the letter of these recommendations but also their spirit. We appreciate the effort involved in preparing these documents and the ongoing initiatives to distribute them and provide training.

Recommendation Report

Addressee:	United Safety Car Association	Closed - Exceeds Recommended Action	Addressee Date Closed: 07/29/05
07/29/05	NTSB -1	<p>The Safety Board has received a copy of the Pilot Car Escort Best Practices Guidelines and the Law Enforcement Escort Best Practices Guidelines prepared in response to this recommendation. These documents were prepared with input from subject matter experts representing the Association as well as specialized carriers, other pilot car escort organizations, permitting officials, Federal highway officials, State enforcement officers, training specialists, and many other government and industry entities. Thank you for your participation in this effort. The Board notes that the documents address all eight elements of the recommendation, including the need for escorts; training, testing, and certification needs; height poles and traffic controls; route surveys; maneuvering limitations; fatigue issues; railroad crossings; and highway-rail grade crossings. Again, the documents also address other important factors to consider for an oversize/overweight movement including maintaining a list of contacts, contingency plans, and communication needs. We also believe that the checklist contained in the Law Enforcement Best Practices Guidelines will prove to be particularly useful for oversize/overweight vehicle movements. As the completed guidelines exceed the expectations of the Board in issuing this recommendation, Safety Recommendation H-01-33 is classified CLOSED – EXCEEDS RECOMMENDED ACTION.</p>	

Recommendation Report

Notation Id: 7410_6**Accident Date:** 01/28/00**Issue Date:** 12/20/01**City/State:** Glendale, CA**NTSB Report #:** HAR-01-02**Most Wanted:** No

This recommendation addresses the lack of low-clearance warning signs. The recommendation is derived from the Safety Board's investigation of the January 28, 2000, tractor-combination vehicle and train collision in Glendale, California, and is consistent with the evidence we found and the analysis we performed. As a result of this investigation, the Safety Board has issued eight safety recommendations, one of which is addressed to the city of Glendale, California. Information supporting this recommendation is discussed below. The Safety Board would appreciate a response from you within 90 days addressing the actions you have taken or intend to take to implement our recommendation.

Recommendation # : H-01-035	Overall Status: Closed - Acceptable Action	Priority:
The NTSB recommends that the city of Glendale, California: Install low-clearance highway-railroad grade crossing signs (W10-5s) at the Grandview Avenue crossing and evaluate other crossings to determine whether the signs are warranted and, if so, install them.		
# of Addressees: 1		Overall Date Closed: 05/17/02
Addressee: State of California, City of Glendale	Closed - Acceptable Action	Addressee Date Closed: 05/17/02
01/31/02	Address 2020225 ee	Letter Mail Controlled 03/01/2002 4:01:15 PM MC# 2020225 Thank you for your recent letter dated December 20, 2001 regarding the recommendation to install the "Low-ground Clearance Warning Highway-railroad Grade Crossing" sign (Manual on Uniform Traffic Control Devices (MUTCD), WIO-5) at the railroad crossing on Grandview Avenue just west of San Fernando Road in the City of Glendale, California. We are pleased to inform you that the signs were installed on December 28, 2001. Attached is a copy of the work order for your file. Thank you for taking the time and bringing your concerns to our attention. If you have any questions, please contact Khang Vu at (818) 548-3960, ext. 8372.
05/17/02	NTSB -1	Mr. Baghdanian indicates that the recommended signs were installed on December 28, 2001, at the railroad grade crossing on Grandview Avenue. Per our discussion with Mr. Vu of your staff on April 8, 2002, all other grade crossings have been inspected and were found not to warrant these signs. Accordingly, Safety Recommendation H-01-35 is classified "Closed-Acceptable Action."

Recommendation Report

Notation Id: 7410_4**Accident Date:** 01/28/00**Issue Date:** 12/20/01**City/State:** Glendale, CA**NTSB Report #:** HAR-01-02**Most Wanted:** No

On January 28, 2000, about 5:56 a.m. in Glendale, California, a tractor-combination vehicle, operated by Mercury Transportation, Inc., was transporting an oil refinery condenser unit. The vehicle missed a turn in its planned route, traversed a highway-railroad grade crossing, turned around, and was attempting to retrace the crossing when it became lodged on the railroad tracks. About 90 seconds later, northbound Metrolink commuter train 901, operated by the Southern California Regional Rail Authority, collided with the semitrailer. The engineer, conductor, and four passengers received minor injuries. Total damages were estimated to be over \$2 million.

Recommendation Report

Recommendation # : H-01-036 **Overall Status:** Closed - Acceptable Action **Priority:** CLASS II

TO THE COMMERCIAL VEHICLE SAFETY ALLIANCE, INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE AND THE NATIONAL SHERIFFS' ASSOCIATION: Notify your members of the circumstances of the Glendale, California, accident and encourage them to train their officers to make sure (1) that documentation regarding permits is reviewed and verified; (2) that safety briefings to discuss routings and special conditions, including the hazards associated with moving oversize/overweight vehicles over grade crossings, are conducted; (3) that provisions for handling off-route loads are in place; and (4) that necessary notification to the railroads is made before an oversize/overweight vehicle is escorted across a highway/rail grade crossing.

Recommendation Report

# of Addressees:	3	Overall Date Closed:	05/05/11
Addressee:	Commercial Vehicle Safety Alliance	Closed - Acceptable Action	Addressee Date Closed: 12/30/02
07/01/02	Address 2020672 ee	<p>Letter Mail Controlled 07/12/2002 5:08:53 PM MC# 2020672 - From Stephen F. Campbell, Executive Director: This letter responds to the Safety Board's December 20, 2001 correspondence on Highway Safety Recommendations H-01-32, 33, and 36. These recommendations deal with pilot car driver training programs, oversize/overweight vehicle movement guidelines, and encouragement of CVSA members to train their officers on permits, safety briefings, provisions for off-route loads, and notification of railroads before an oversize/overweight vehicle is escorted across. These recommendations are a result of circumstances arising from the January 28, 2000 tractor-combination vehicle and train collision in Glendale, California. We apologize for not providing a prompt response to the Safety Board's letter. As a result of the Board's letter CVSA intends to take the following actions:</p> <ol style="list-style-type: none"> 1. Prepare an article for our quarterly newsletter, The Guardian, to inform inspectors of the findings; concerns; and recommendations raised by the Board in its accident investigation. 2. At the CVSA fall workshop to be held August 24-29, 2002 in Boston, Massachusetts, there will be a four-hour training, discussion, and Q & A session on: <ul style="list-style-type: none"> · Pilot car training programs · Oversize/overweight vehicle movement procedures and guidelines · Current training practices including: reviewing and verifying permits, safety briefings discussing routings and special conditions (i.e. hazards of moving oversize/overweight vehicles over grade crossings), provisions for handling off-route loads and notifications to railroads made prior to escorting a load across a highway/rail grade crossing · Regulations and permitting of weights, lengths, and widths of commercial motor vehicles · Technology solutions and recommendations · Best practices for administration and enforcement of oversize/overweight loads · Any data or information on the safety fitness of these loads 3. Committee discussions will be held to address the recommendations of the National Transportation Safety Board, and various oversize/overweight commercial motor vehicle and highway-railroad grade crossing safety concerns. 4. Outcomes of the committee discussions, to include training recommendations and guidelines, will be posted on the CVSA web-site. <p>At the April 2002 CVSA Spring Workshop in South Dakota, the Driver-Traffic Enforcement Committee deliberated on the issue of adding a specific endorsement to the Commercial Driver's License for drivers of oversize/overweight shipments. In response to the discussion, a letter was sent to FMCSA requesting safety statistics on movements of oversize/overweight commercial vehicles to aid the Committee in developing a position on the safety fitness of these movements. Likewise, the Driver-Traffic Enforcement Committee has initiated discussions with Operation Lifesaver to explore collective actions on joint highway rail crossing safety initiatives.</p> <p>If the Board has additional suggestions or recommendations for CVSA to consider, we welcome its ideas. For our part, we will continue to be vigilant in our effort to promote proper oversize/overweight vehicle operations and education. We look forward to furthering our excellent relationship with the NTSB in making positive impacts on commercial vehicle and highway safety.</p>	

Recommendation Report

12/30/02	NTSB	2020672	CVSA's fall workshop included training and discussion of the four items of this recommendation, including permit documentation, routings and special conditions, provisions for handling off-route loads, and notification of railroads before an oversize/overweight vehicle is escorted across a highway/rail grade crossing. In addition, the CVSA published details about the Glendale, California, accident and H-01-36 in the summer 2002 issue of their newsletter, The Guardian. CVSA has met the intent of Safety Recommendation H-01-36, which is classified CLOSED ACCEPTABLE ACTION.
Addressee:		International Association of Chiefs of Police	Closed - Unacceptable Action - No Response Received
		Addressee Date Closed: 05/05/11	
12/04/02	NTSB	-1	NMC# 101784: The Safety Board is interested in knowing whether and how its recommendations are implemented, both to ensure the public the highest level of safety and to identify creative solutions that might be shared with others. That is why we attempt to monitor the progress of all of our recommendations. The Board is also particularly interested in establishing constructive dialogues with the IACP on safety issues of mutual interest to our respective organizations. The Board would appreciate receiving information from the IACP, therefore, on any actions being contemplated in response to Safety Recommendations H-01-36 and H-02-6. If you have any questions regarding these recommendations, please contact Mr. Ed Pacchetti in the Safety Board's Office of Safety Recommendations and Accomplishments at (202) 314-6077, or Mr. Ken Suydam in the Safety Board's Office of Highway Safety at (404) 562-1660.
04/22/10	NTSB	-1	NMC# 103416: The NTSB is interested in knowing whether and how its recommendations are implemented, both to ensure the public the highest level of safety and to identify creative solutions that might be shared with others. That is why we attempt to monitor the progress of all of our recommendations. The NTSB would appreciate receiving information from the IACP, therefore, on any actions being contemplated in response to Safety Recommendations H-01-36, H-02-6 and A-09-138. Note, this is the second request for information on Safety Recommendations H-01-36 and H-02-6. Copies of the NTSB's December 20, 2001, May 24, 2002, December 4, 2002, and November 13, 2009, letters are enclosed. Please refer to Safety Recommendations H-01-36, H-02-6 and A-09-138 in your reply, and address your response to Chairman Deborah A.P. Hersman. The full report of the Fox River Grove, Illinois (Report Number: HAR-01/02), the Jackson, Tennessee (Report Number: HAR-02/01, and the District Heights, Maryland (Report Number: AAR-09/07), accidents are available on our Web site at www.nts.gov .
11/23/10	NTSB	201000386	The NTSB is interested in knowing whether and how its recommendations are implemented, both to ensure the public the highest level of safety and to identify creative solutions that might be shared with others. That is why we attempt to monitor the progress of all our recommendations. Accordingly, the NTSB would appreciate receiving information from the IACP regarding any actions taken or being contemplated in response to Safety Recommendations H-01-36, H-02-6, I-07-3 and A-09-138. Please note that this is our third request for information about Safety Recommendations H-01-36 and H-02-6. Copies are enclosed of the following letters: the NTSB's December 20, 2001 (enclosure 1), May 24, 2002 (enclosure 2), December 4, 2002 (enclosure 3), June 27, 2007 (enclosure 4), May 2, 2008 (enclosure 5), November 13, 2009 (enclosure 6), and April 22, 2010 (enclosure 7), letters, and the IACP's August 20, 2007 (enclosure 8) letter. Please refer to Safety Recommendations H-01-36, H-02-6, I-07-3, and A-09-138 in your reply.

Recommendation Report

05/05/11 NTSB 201100072 On December 4, 2002, the NTSB sent a letter to the IACP requesting information on what action, if any, your organization had taken or had planned to take to implement Safety Recommendations H-01-36 and H-02-6. On April 22, 2010, the NTSB sent a letter requesting information on what action, if any, the IACP had taken or had planned to take to implement Safety Recommendations H-01-36, H-02-6 and A-09-138. On November 23, 2010, the NTSB sent a letter requesting information on what action, if any, IACP had taken or had planned to take to implement Safety Recommendations H-01-36, H-02-6, I-07-3 and A-09-138. With the exception of the IACP's May 2, 2008, reply to the NTSB's August 20, 2007, letter, which resulted in our classifying Safety Recommendation I-07-3 "Open—Acceptable Response," we have received no information from the IACP regarding what, if anything, your organization has done to address these important safety issues.

The NTSB is vitally interested in knowing whether and how its recommendations are implemented, both to ensure that the traveling public is provided the highest level of safety and to identify creative solutions that might be shared with others. That is why we monitor the implementation of all of our recommendations.

Accordingly, because the NTSB has been unable to confirm that the IACP has completed action to address these issues, Safety Recommendations H-01-36, H-02-6, and A-09-138 are classified CLOSED – UNACCEPTABLE ACTION – NO RESPONSE RECEIVED, and Safety Recommendation I-07-3 is classified "Closed—Unacceptable Action." Should the NTSB receive a timely response from you indicating that the IACP has acted to address these recommendations, with details of the actions taken, we may reevaluate their classifications.

Addressee:	National Sheriffs' Association	Closed - Acceptable Action	Addressee Date Closed: 12/04/03
06/13/03	NTSB -1	NMC# 102079: The Safety Board believes that providing the transportation community with information on the specific issues uncovered during our investigations will help prevent future accidents. For your convenience, we have prepared the enclosed article that we request you insert in the publication that has the widest distribution to your membership and place on your Web site, if possible, if you have not already printed a similar article. We would appreciate receiving a copy of the document containing the article, once it has been published, or a copy of the article you have already published to address this recommendation.	
09/10/03	Address 2030466 ee	Letter Mail Controlled 9/16/2003 10:59:49 AM MC# 2030466 - From Juan Cardona, Director Traffic Safety: This letter is a response to your letter dated June 13,2003, in which you mentioned several recommendations that the National Transportation Safety Board issued to the National Sheriffs' Association (specifically, R-98-64, H-01-36 and H-02-6).	
		Regarding recommendation R-98-64, no action was taken because you stated that it had been classified as "Closed—Reconsidered." As for recommendations H-01-36 and H-02-6, they have been published in our bi-monthly publication Sheriff. In addition, copies of the recommendations, description of the accident in Glendale California, and the Federal Register/ VoL 68, No. 88/Proposed Rules (Federal Highway Administration/ Work zone Safety and Mobility), were distributed to every member of the Traffic safety committee during our annual conference.	
		Thank you for bringing this matter to my attention. Should you have any questions or need further assistance, please do not hesitate to contact me.	

Recommendation Report

12/04/03

NTSB

2030466

Thank you for the copy of the September-October 2003 issue of your publication, Sheriff, in which you printed the recommendation and the circumstances of this accident. In addition, the Safety Board notes that the NSA distributed copies of the recommendation, the circumstances of the accident, and the Federal Register/Vol. 68, No. 88/Proposed Rules (Federal Highway Administration/ Work Zone Safety and Mobility) to every member of your Traffic Safety Committee during your annual conference. These actions meet the intent of the recommendation; accordingly, Safety Recommendation H-01-36 is classified CLOSED -- ACCEPTABLE ACTION.

Recommendation Report

Notation Id: 7410_5

Accident Date: 01/28/00

Issue Date: 12/20/01

City/State: Glendale, CA

NTSB Report #: HAR-01-02

Most Wanted: No

On January 28, 2000, about 5:56 a.m. in Glendale, California, a tractor-combination vehicle, operated by Mercury Transportation, Inc., was transporting an oil refinery condenser unit. The vehicle missed a turn in its planned route, traversed a highway-railroad grade crossing, turned around, and was attempting to retrace the crossing when it became lodged on the railroad tracks. About 90 seconds later, northbound Metrolink commuter train 901, operated by the Southern California Regional Rail Authority, collided with the semitrailer. The engineer, conductor, and four passengers received minor injuries. Total damages were estimated to be over \$2 million.

Recommendation # : H-01-037	Overall Status: Closed - Acceptable Action	Priority:
<p>The NTSB recommends that the Specialized Carriers and Rigging Association: Notify your members of the circumstances of the Glendale, California, accident and during in-service training for heavy-haul drivers, (1) highlight the potential hazards associated with moving low-clearance trailers over grade crossings and (2) emphasize the need to notify the railroads before an oversize/overweight vehicle is escorted across a highway/rail grade crossing.</p>		
# of Addressees: 1		Overall Date Closed: 07/29/05
Addressee: Specialized Carriers and Rigging Association	Closed - Acceptable Action	Addressee Date Closed: 07/29/05
03/12/02	Address 2020339 ee	Letter Mail Controlled 03/27/2002 6:41:20 PM MC# 2020339 With specific reference to H-01-32, -33 and -37, SC&RA has been actively working with the NTSB over the course of the past 20 months to educate our members on oversize/overweight transportation accidents. NTSB has made presentations at 3 SC&&A transportation and safety conferences within the last 12 months on the Intercession City, Florida and Glendale, California accidents. SC&&A has also cooperated with NTSB in publishing information on state laws and regulations as they pertain to grade crossings. As additional information is compiled, SC&RA is committed to continuing education.
07/22/02	NTSB -1	The SC&RA has been working with Safety Board staff to educate its members regarding oversize/overweight accidents, and Safety Board staff have participated in SC&RA's recent conferences. While this is certainly beneficial, the intent of Safety Recommendation H-01-37 is specifically to educate all SC&RA members of the facts and circumstances of the Glendale, California, accident. Enclosed with this letter is an article that the Safety Board drafted addressing the Glendale accident; we encourage you to publish it in your SC&RA Newsletter. This would satisfy this recommendation and reach all members, including those members who were unable to attend the transportation and safety conferences referenced in your letter. Pending consideration of this request, Safety Recommendation H-01-37 is classified "Open--Acceptable Response."
07/29/05	NTSB -1	The Safety Board is pleased that, as requested, the SC&RA recently published an article in the SC&RA Newsletter regarding oversize/overweight accidents. Because the article reaches all members, Safety Recommendation H-01-37 is classified Closed Acceptable Action.