



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: July 12, 2012

In reply refer to: H-12-20 through -22;
H-99-47 and -48
(Reiterated)

The Honorable David L. Strickland
Administrator
National Highway Traffic Safety Administration
Washington, DC 20590

On June 5, 2012, the National Transportation Safety Board (NTSB) adopted its report concerning a March 12, 2011, accident, in which a motorcoach departed the roadway and collided with a vertical highway signpost, resulting in 15 fatalities and 18 injuries.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>.

As a result of this investigation, the NTSB reiterated previously issued Safety Recommendations H-09-15 and -16, H-10-9, and H-08-13 to the Federal Motor Carrier Safety Administration (FMCSA) and H-99-47 and -48 to the National Highway Traffic Safety Administration (NHTSA). In addition, the NTSB issued 16 new recommendations, including 7 to the FMCSA; 2 to the Federal Highway Administration; 3 to the American Association of State Highway and Transportation Officials; 1 to the American Bus Association, the National Motorcoach Network, and the United Motorcoach Association; and the following 3 recommendations to NHTSA:

H-12-20

Develop performance standards for advanced speed-limiting technology, such as variable speed limiters and intelligent speed adaptation devices, for heavy vehicles, including trucks, buses, and motorcoaches.

¹ *Motorcoach Run-Off-the-Road and Collision With Vertical Highway Signpost, Interstate 95 Southbound, New York City, New York, March 12, 2011*, Highway Accident Report NTSB/HAR-12/01 (Washington, DC: National Transportation Safety Board, 2012).

H-12-21

After establishing performance standards for advanced speed-limiting technology for heavy commercial vehicles, require that all newly manufactured heavy vehicles be equipped with such devices.

H-12-22

Evaluate the effects of seat spacing and armrests as factors for potential occupant injury, and if safer spacing or armrest configurations are identified, develop and implement appropriate guidelines.

The NTSB also reiterated two previously issued recommendations to NHTSA:

H-99-47

In 2 years, develop performance standards for motorcoach occupant protection systems that account for frontal impact collisions, side impact collisions, rear impact collisions, and rollovers.

H-99-48

Once pertinent standards have been developed for motorcoach occupant protection systems, require newly manufactured motorcoaches to have an occupant crash protection system that meets the newly developed performance standards and retains passengers, including those in child safety restraint systems, within the seating compartment throughout the accident sequence for all accident scenarios.

These recommendations are derived from the NTSB's investigation and are consistent with the evidence we found and the analysis we performed. Chairman HERSMAN, Vice Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days addressing the actions you have taken or intend to take to implement these recommendations. When responding, please refer to Safety Recommendations H-12-20 through -22 and H-99-47 and -48. We encourage you to submit your response electronically to correspondence@ntsb.gov. If your response includes attachments that exceed 5 megabytes,

please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Sincerely,

[Original Signed]

Deborah A.P. Hersman
Chairman