



**Motor Carrier Attachment – AGL Carrier Officials Interview**

**February 7, 2023**

**Louisville, NY**

**HWY23FH005**

**(38 pages)**

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FATAL CRASH OF A FREIGHTLINER BOX  
TRUCK & BUS IN LOUISVILLE,  
NEW YORK ON JANUARY 28, 2023

Accident No.: HWY23FH005

\* \* \* \* \*

Interview of: TONY RAMDASS, Vice President of Operations

STACY GIBBONS, Freight Manager  
Aero Global Logistics

Aero Global Logistics  
2983 South Pleasant Valley Road  
Winchester, Virginia

Tuesday,  
February 7, 2023

APPEARANCES:

MICHAEL FOX, Senior Highway Accident Investigator  
National Transportation Safety Board

JOHN HUMM, Survival Factors Investigator  
National Transportation Safety Board

DONALD ORYE, Special Agent  
United States Department of Transportation

JAKE SHADOAN, Regional Manager  
Mid-Atlantic Operations for Aero Global Logistics

THOMAS BAGAGLIO, Manager  
New England Boston Network

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I N T E R V I E W

1  
2 MR. FOX: Good afternoon. This is Michael Fox, investigator  
3 for the National Transportation Safety Board, investigator out of  
4 the Washington, D.C. office. I'm here at Aero Global Logistics,  
5 and we're going to be interviewing some of the staff here on some  
6 of the operational questions. Is it okay if we record the  
7 interview?

8 MR. RAMDASS: Yes.

9 MR. FOX: Okay. And we'll go ahead and start off with some  
10 of the NTSB staff that's here. We'll start off with John. State  
11 your name, spell your last name and your title.

12 MR. HUMM: John Humm, H-U-M-M, survival factors investigator.

13 MR. ORYE: Donald Orye, O-R-Y-E, special agent, USDOT Federal  
14 Motor Carrier Safety Administration.

15 MR. SHADOAN: Jake Shadoan, S-H-A-D-O-A-N. Regional manager,  
16 Mid-Atlantic Operations for Aero Global Logistics.

17 MR. BAGAGLIO: Thomas Bagaglio, B-A-G-A-G-L-I-O, manager of  
18 the New England Boston Network.

19 MR. RAMDASS: Tony Ramdass, R-A-M-D-A-S-S. PPO for Aero  
20 Global Logistics.

## INTERVIEW OF TONY RAMDASS:

21  
22 BY MR. FOX:

23 Q. Okay. Thanks for meeting with me again today. We've been  
24 looking at some of the paperwork, and the way our systems work, it  
25 looks at a whole bunch of different things. And some of the

1 things I can't quite figure out, so I wanted to ask you so that I  
2 have some clarification. Some of the things we talked about on  
3 day one, but now that I've looked at it, I just wanted to get a  
4 little bit more clarification. So, for example, who is -- or can  
5 you identify Chris Mitchell?

6 A. Chris Mitchell is our safety director.

7 Q. And he's the safety director for this operation?

8 A. For the whole company.

9 Q. For the company. Okay. And he is -- I haven't seen him or  
10 met him.

11 A. No. He's got some medical procedures happening this week, so  
12 that's why he couldn't make it.

13 Q. Okay. Fair enough. And some of these companies we talked  
14 about, but they're popping up on your profile and I just need to  
15 get clarification. So the first company is Chopper DDS,  
16 Incorporated. Do you have any affiliation with that company?

17 A. No. Chopper was the company that went bankrupt. That's  
18 where Shawn and I originated from.

19 Q. That was the original company that had the auto parts -- I  
20 mean the --

21 A. Yeah. They were doing --

22 Q. -- business model of what you're doing now?

23 A. They were doing this prior to, and then they went bankrupt.  
24 That's when Shawn started up this company.

25 Q. Okay.

- 1 A. No affiliation with Chopper.
- 2 Q. Okay. Because --
- 3 A. Chopper 79, Chopper Logistics, Pumpernickel Express, he had  
4 those -- Joe Guttilla had those different companies.
- 5 Q. Okay. Took the words right out of my mouth because the next  
6 one is Pumpernickel --
- 7 A. Yeah.
- 8 Q. -- because it shows --
- 9 A. And that was up north.
- 10 Q. -- Chris Mitchell on that entity, and then it shows Shawn  
11 Shariff as Chopper.
- 12 A. Yeah. So Joe back then, if I remember correctly, the way he  
13 was doing it, he took some employees --
- 14 Q. Who is Joe?
- 15 A. Joe Guttilla. He was the owner of Chopper Express.
- 16 Q. Okay.
- 17 A. Chopper Logistics.
- 18 Q. Okay.
- 19 A. So when he formed these different entities, I think Shawn's  
20 name is on it. Chris Mitchell also worked for Chopper. So the  
21 three of us came from that company. I believe Chris Mitchell --  
22 some of the higher guys that he had, he put those companies as his  
23 name.
- 24 Q. Okay. Was there a reason there was so many different  
25 companies, or that's just --

1 A. Well, because he had so many trucks, I guess he just decided  
2 to not put everything under one umbrella. He --

3 Q. Okay.

4 A. You know? And he had so many different accounts.

5 Q. I see.

6 A. He was delivering, like I said, 5,000 -- almost 5,000  
7 dealerships at night.

8 Q. Wow.

9 A. Yeah. He owned the entire east coast.

10 Q. I mean from Maine to Florida?

11 A. From Maine to Florida.

12 Q. Really?

13 A. Oh, yeah, down to Miami.

14 Q. So there was --

15 A. All the way out West to Smyrna, Mississippi.

16 Q. Sure.

17 A. Be the (Indiscernible) that's the first one that pops up in  
18 my head. But he was (indiscernible).

19 Q. So there was perhaps a lot of little companies like that,  
20 like Chopper that was in part of this conglomeration or whatever  
21 word you want to --

22 A. If you give me some of the names, you know, the ones I read  
23 off is the ones I remember properly. But if you mention the  
24 names, I could --

25 Q. Okay. Yeah. Because some of these people pop up on, like I



1 said, that's why it's -- it cross-references them and that's why I  
2 was saying, I don't know who they are. So the next one would be  
3 TMD Logistics.

4 A. That's another company of his, Joe Guttilla.

5 Q. Joe Guttilla. It shows --

6 A. No affiliation with Aero.

7 Q. But it has Charles Connolly (ph.).

8 A. Charles Connolly. So Charles Connolly was -- Shawn and  
9 Charles Connolly was the original owners. Shawn bought out  
10 Charles Connolly, what do you think, two years ago, two plus years  
11 ago?

12 MR. SHADOAN: Something like that.

13 MR. RAMDASS: So Charles Connolly was -- also worked for  
14 Chopper. He was their director of design. He did all the  
15 routing.

16 BY MR. FOX:

17 Q. And Shawn bought out Charles Connolly.

18 A. Correct.

19 Q. Because Charles Connolly's on the original MCS 150 for Aero.

20 A. Right.

21 Q. Okay. Along the same lines, CMD Logistics.

22 A. Yep. That's also another Joe Guttilla company. No  
23 affiliation with Aero Global Logistics.

24 Q. Okay. Again, Charles Connolly was the --

25 A. Yeah.

- 1 Q. -- common denominator between them. KVC Logistics?
- 2 A. KVC, I believe that was another Pumper (ph.) -- not Pumper,  
3 but Chopper Express.
- 4 Q. Okay. Again, Charles Connolly on there. And then MFMFC  
5 Logistics?
- 6 A. Yep. Chopper Logistics.
- 7 Q. And Chris Mitchell owned that.
- 8 A. Mitchell. Yeah.
- 9 Q. Were there any others that you were familiar with, or --
- 10 A. No.
- 11 Q. No?
- 12 A. Again, if you mention the names, you know, I do remember TMD,  
13 now that you mention it. Chopper 79 is there? Is there a Chopper  
14 79?
- 15 Q. It just says -- it says Chop -- it may have a doing business  
16 as, but the proper -- I mean the official name in the Micness  
17 (ph.) system is Chopper capital D, small D, S, Incorporated.
- 18 A. Oh, so Chopper Dds.
- 19 Q. Yes, sir.
- 20 A. Yeah. So that's basically what we do, and we're a DDS  
21 company dedicated.
- 22 Q. But you were mentioning Chopper 79?
- 23 A. There was a Chopper 79. Shit. If I want, you know, I mean I  
24 could call Shawn. He's got a better memory when it comes to that.
- 25 Q. Well, there's just so many --

1 A. Yeah.

2 Q. There's so many companies, it's mind-blowing.

3 A. I know.

4 Q. So the last one is AKDI, LLC.

5 A. AKDI is a contractor we use here in Winchester for Aero  
6 Global Logistics.

7 MR. ORYE: He's located here in Winchester?

8 MR. RAMDASS: Well, he's located here. But his company, it's  
9 Maryland, right?

10 MR. SHADOAN: It's based somewhere in Maryland, yes.

11 MR. RAMDASS: Yeah.

12 BY MR. FOX:

13 Q. Okay. So he's a contractor, is he affiliated with the  
14 company though in any way?

15 A. No. He's just a contractor.

16 Q. Because of all of them, that has -- you got 15 drivers that's  
17 between the two companies working for both, there's a lot of  
18 crossover.

19 A. Well, we weren't aware of any crossovers. But like I said --  
20 mentioned yesterday, maybe the -- his decal wasn't on his truck,  
21 meaning his company name with his DOT number.

22 Q. Yeah.

23 A. He could of -- that could have been when somebody got pulled  
24 over. You know, I'm not here and I don't think these guys here at  
25 night monitoring these routes either, maybe they use our truck one

1 night. Don't know.

2 Q. Well, the only thing that's a little odd is typically a motor  
3 carrier will -- if it's not their inspection, they'll refute it.  
4 So they haven't been refuted, all these inspections. So that's  
5 what's odd is you have drivers that work with you and working for  
6 the other company. So that's --

7 A. We did hire some of his drivers. So I'll give an example.  
8 Neri Blanco (ph.), Alfonzo Rodriguez (ph.), and there was a third  
9 one.

10 MR. SHADOAN: William Martel.

11 MR. RAMDASS: William Martel.

12 BY MR. FOX:

13 Q. And --

14 A. I don't remember all of the names, and we've been doing  
15 business here three plus years.

16 Q. Yeah. No, I get it.

17 A. Yeah.

18 Q. And that company is owned by Roberto Figula (ph.). Am I  
19 pronouncing that right?

20 A. Correct.

21 Q. And does he work here though? I mean --

22 A. Roberto. Yeah, he manages the warehouse.

23 Q. So he is -- he's more than a contractor. He's physically  
24 here managing your warehouse?

25 A. Managing -- yeah.

1 MR. ORYE: So is he an employee of Aero Global Logistics?

2 MR. FOX: (Indiscernible).

3 MR. RAMDASS: We pay him as a contractor. He's not on our  
4 payroll.

5 MR. ORYE: Pay him as a contractor (indiscernible).

6 MR. FOX: To supervise your employees?

7 MR. RAMDASS: He sends his invoice every week, and we pay  
8 that invoice.

9 BY MR. FOX:

10 Q. Forgive me for asking, so these dock workers are your  
11 employees, yes?

12 A. Fifty percent.

13 Q. And he's supervising -- an outside -- I'm trying to just get  
14 it straight in my head.

15 A. So --

16 Q. Let me ask the question. I understand that he's a  
17 contractor. He runs a separate trucking company that runs some  
18 freight for you, but he also is supervising your dock workers.

19 A. Well, his employees that's on the dock here (indiscernible).

20 MR. SHADOAN: So he also -- excuse me. Through AKDI, we  
21 utilize dock workers as well. So roughly, to Tony's  
22 (indiscernible), about half of our dock staff are AKDI contracted  
23 employees that essentially report directly to Roberto. So that's  
24 what we utilize Roberto for as far as supervising his employees  
25 that are on our dock.

1 MR. FOX: But he's also supervising your employees as well?

2 MR. SHADOAN: We have other supervisors that are Aero Global  
3 employees to do that.

4 MR. FOX: Okay.

5 MR. RAMDASS: He monitors his own because, again, he invoice  
6 us weekly based on the people he had on the dock.

7 MR. FOX: Okay. I'll probably want to take a look at that,  
8 how that's going on.

9 MR. ORYE: Does he supervise any Aero Global Logistics  
10 drivers?

11 MR. RAMDASS: Does he?

12 MR. SHADOAN: No.

13 MR. ORYE: Does he dispatch them, direct them, tell them  
14 here's your route for the night?

15 MR. SHADOAN: No, we have dispatchers to do that, and our  
16 terminal managers put together the line-up every night.

17 MR. ORYE: And your terminal manager, is that Stacy?

18 MR. SHADOAN: Correct. Stacy Gibbons (ph.).

19 MR. FOX: Okay. So along those same lines -- well, we had  
20 requested a driver list from AKDI. And Stacy Gibbons -- am I just  
21 hearing it correctly -- she's a dock manager? Or what --

22 MR. SHADOAN: She's the terminal manager of (indiscernible).

23 MR. FOX: She's the terminal manager.

24 MR. SHADOAN: Correct.

25 MR. FOX: Okay. So she sent to FMCSA the driver list for

1 AKDI. Why would that be?

2 MR. SHADOAN: Well, I wasn't aware of that.

3 MR. FOX: I have the email.

4 MR. SHADOAN: No. I believe you.

5 MR. FOX: She sent an email. Why --

6 MR. SHADOAN: It's possible that he utilized her just as a  
7 resource to help fill out the spreadsheet.

8 MR. FOX: Okay. Because it says right here Stacy Gibbons,  
9 freight manager for Aero Global Logistics, attached see the AKDI  
10 drivers.

11 MR. RAMDASS: Yeah, she probably helped him put it together.

12 MR. ORYE: Okay.

13 MR. FOX: As you can see, it seems a little odd.

14 MR. SHADOAN: Agreed. Yeah.

15 MR. FOX: I mean it didn't -- AKA -- I mean Roberto didn't  
16 send it. Your manager sent it. And like I said, what our concern  
17 is you have your drivers on his profile, and then you have your  
18 manager sending his drivers to us. So that's why it's a little  
19 confusing for us as you can well imagine because typically drivers  
20 are assigned to one company.

21 MR. RAMDASS: Oh, yeah.

22 MR. FOX: Work for one company, are dispatched from one  
23 company, are controlled by one company. Not a mixing of the two.  
24 Do you follow what I'm saying? Typically.

25 MR. SHADOAN: I do.

1 MR. FOX: You usually have one supervisor, one paycheck  
2 coming from one company. So that's why this is becoming very  
3 confusing as you can see. That's what the paperwork shows from  
4 roadside inspections and crashes. So that's why it's a little  
5 weird.

6 MR. ORYE: So when -- I guess when does Roberto report to  
7 this location? When does he get here?

8 MR. RAMDASS: Usually around 5:00.

9 MR. ORYE: Yeah.

10 MR. FOX: Okay. I'm going to want to talk to him tonight  
11 when he comes in. Do you have any influence over him, a phone  
12 number I can call him?

13 MR. RAMDASS: Yeah. I could (indiscernible) him.

14 BY MR. FOX:

15 Q. Yeah, you can get it later. Text him to see what time is he  
16 expected in and, I'll probably want to talk to him.

17 A. His phone number is [REDACTED]. And I'll text him, see if  
18 he could be here a little early.

19 Q. That would be --

20 A. -- time.

21 Q. Whenever he can. Now. No, I don't mean now. Wherever's  
22 convenient for him. If he's in the area, that would be awesome.  
23 But, you know, I can wait till 5:00. It's no big deal.

24 A. So he still stays in a hotel here, right?

25 MR. SHADOAN: Mm-hmm.



1 MR. RAMDASS:

2 MR. ORYE: Just so that I can recap it. So Roberto owns  
3 AKDI, which is based in Maryland. But you pay him as a contractor  
4 here not only to provide transportational services, but he has his  
5 own staff of warehouse employees that he provides to Aero  
6 Logistics, and he manages those workers?

7 MR. RAMDASS: Correct. Manages and pay those people.

8 BY MR. ORYE:

9 Q. Has no oversight or anything of any Aero Global Logistics'  
10 employees?

11 A. No.

12 Q. Okay. And that is the sole responsibility of Stacy who is  
13 the terminal manager?

14 A. Right.

15 MR. FOX: What is Stacy's hours?

16 MR. SHADOAN: Operational needs.

17 MR. RAMDASS: Yeah.

18 MR. SHADOAN: I mean, regular basis, she's a standard kind of  
19 day/time shift, like a 7:00 to 5:00. But again, operational  
20 needs. Sometimes she's later.

21 MR. FOX: Sure. Yeah.

22 MR. SHADOAN: What have you.

23 MR. FOX: She flexes. Right. I understand. So is there an  
24 Aero Global Logistics supervisor for the night shift?

25 MR. RAMDASS: We have Faith (ph.) who's our dispatcher. She

1 goes out there and help manage. And Marianna (ph.). Yeah,  
2 Marianna. She's a dock lead. Guerra (ph.).

3 MR. FOX: Those are my questions. Did you want to cover that  
4 other part there, Donald?

5 MR. ORYE: Would there ever be an instance where any of Aero  
6 Global drivers would go to work for AKDI in running a route that  
7 you're aware of?

8 MR. RAMDASS: Not that I'm aware of.

9 BY MR. ORYE:

10 Q. Okay. So with the, you know, the couple of trips that I had  
11 asked you about, you know, like with Ruben (ph.), you know, you  
12 show a hire date of 7-8, but he has an inspection with AKDI in  
13 August of '21 after his hire date with Aero.

14 A. And Ruben is up in Boston, and that's what we find kind of  
15 odd.

16 MR. FOX: Well, what's the Ruben's last name we're talking  
17 about here?

18 MR. ORYE: Texeira (ph.). Texeira.

19 MR. SHADOAN: Ruben Tesaria (ph.) was a W-2 employee for Aero  
20 Global in Boston. He lived I believe in like Providence or  
21 something like that as well. I can't tell you how he'd even be  
22 associated with ADKI.

23 MR. ORYE: Okay. And then the same thing for Carlos  
24 Rodriguez (ph.) that, you know, you have a hire date of 6-8 of  
25 '20, but then he has an AKDI inspection on 9-8. So three months

1 after he's hired for Aero, he has an inspection under AKDI.

2 MR. RAMDASS: Well, Carlos and Roberto, those guys -- that's  
3 a brother, right?

4 MR. SHADOAN: Mm-hmm.

5 MR. RAMDASS: So it's a possibility maybe he was driving his  
6 truck one day because that's his brother, Carlos. I know him as  
7 Alfonzo, his brother. Was he driving his truck one day?  
8 Possible. No idea.

9 MR. ORYE: Because since we had been here, we have received a  
10 formal complaint regarding safety and compliance at Aero. I can't  
11 go into, you know, details of who said what. But that's -- they  
12 did mention the AKDI relationship. So that's why we need -- we  
13 need to get it all out of what's going on here with this other  
14 company.

15 MR. RAMDASS: Right.

16 MR. ORYE: And that's why we want to talk to Roberto as well.

17 MR. RAMDASS: So you received a safety complaint from  
18 somebody?

19 MR. ORYE: A complaint regarding safety and compliance.

20 MR. RAMDASS: Okay.

21 MR. ORYE: That's all I had.

22 MR. FOX: It came through DOT, not our office.

23 MR. ORYE: Right.

24 MR. FOX: And just to follow with Donald's Orye's, very  
25 specific legal protections for a whistleblower just to, you know,

1 let you know about that, there's some federal protections. So,  
2 you know, we have to -- we have to --

3 MR. RAMDASS: No, I understand.

4 MR. FOX: -- ask certain things to make sure that we're clear  
5 and that we've done our due diligence and our job. We have to  
6 figure it out. And in light of, you know, some of the things that  
7 have been, you know, transpired, we need to --

8 MR. ORYE: Is Stacy here now?

9 MR. RAMDASS: Yeah. She's next door.

10 MR. ORYE: Is she available to bring her in?

11 MR. RAMDASS: Can you find out?

12 MR. SHADOAN: Mm-hmm.

13 MR. ORYE: But she's primarily daytime, correct?

14 MR. RAMDASS: Yeah.

15 MR. FOX: Yeah. Like 7:00 to 5:00, or whatever Jake was  
16 saying, operational needs. Is she close by or is she in another  
17 building?

18 MR. RAMDASS: Maybe she might be out on the dock. I don't  
19 know.

20 MR. FOX: Yeah, maybe on the dock.

21 MR. RAMDASS: Yeah.

22 MR. FOX: So I'll go ahead and just stop the recording for a  
23 second.

24 MR. RAMDASS: Okay.

25 (Off the record)

1 (On the record)

2 MR. FOX: So she's coming in. Good afternoon.

3 MS. GIBBONS: Good afternoon.

4 MR. FOX: Stacy. I'm Michael Fox, NTSB. How are you?

5 MS. GIBBONS: Good. How are you?

6 MR. FOX: Show you my credentials, give you a card. We've

7 been here investigating the fatal crash up in --

8 MS. GIBBONS: Okay.

9 MR. FOX: -- New York. So you've seen us around.

10 MS. GIBBONS: Yes.

11 MR. FOX: There's my card. We just wanted to ask you a

12 couple questions.

13 INTERVIEW OF STACY GIBBONS:

14 BY MR. FOX:

15 Q. So the first question is that the way our systems work is  
16 they talk to -- the multiple systems for DOT which tracks driver  
17 activity, road side inspections, things like that, was showing  
18 some irregularities where we had some drivers and entities for  
19 your company popping up with other entities for example. So one  
20 of the things that we wanted to find out was there was a company  
21 specifically called AKDI.

22 A. Correct.

23 Q. We actually had -- or DOT had gotten a complaint saying that  
24 there was an unusual relationship with AKDI. And Tony was just  
25 explaining it. We had contacted FMCSA to send an investigator

1 over there and get a driver list for AKDI. And then that one came  
2 through the Maryland division office up through headquarters, and  
3 then came back to me. And it appears that it came from you, the  
4 driver list. So I wanted to ask you why was that?

5 A. Unless he used my email, I'm not sure. But it didn't come  
6 from me.

7 Q. Okay. I want to show you what I'm looking at. Let's see.  
8 So this is coming from Maryland, FMCSA. Let's see if I can make  
9 it bigger. See (indiscernible) out of the FMCSA office from  
10 another investigator in FMCSA. And then it's coming from AKDI --  
11 it says, "Please see attached, Stacy Gibbons." Isn't that you?

12 A. Yeah, that's me.

13 Q. Okay. I'm just trying to --

14 A. What is it that he sent?

15 Q. A drivers list.

16 MR. RAMDASS: Could it be the one from yesterday?

17 MS. GIBBONS: So is it the one that I -- oh, that the one I  
18 typed it up for him. But I didn't send it to anybody except for  
19 him. I helped him type it up.

20 BY MR. FOX:

21 Q. Okay. You did not email this list?

22 A. Not to you guys, no.

23 MR. RAMDASS: So Roberto probably did.

24 MS. GIBBONS: Yeah.

25 MR. RAMDASS: He helped her. She helped him type that up.

1 MR. FOX: Oh, okay.

2 MR. RAMDASS: She probably sent the email to him and all he  
3 did was forward that email --

4 MS. GIBBONS: Yeah.

5 MR. RAMDASS: -- to you --

6 MR. FOX: Okay. So it's --

7 MR. RAMDASS: -- to your guy.

8 MR. FOX: He's here. He works with you?

9 MS. GIBBONS: He's our contractor.

10 MR. RAMDASS: Roberto was here yesterday.

11 MS. GIBBONS: Yes.

12 MR. RAMDASS: You guys probably seen him walk around.

13 MR. FOX: He's your contractor?

14 MS. GIBBONS: Yeah. He's the guy that came in in the  
15 evening.

16 MR. FOX: The first day? He kind of has like little --

17 MS. GIBBONS: Yesterday.

18 MR. FOX: -- little --

19 MR. RAMDASS: Patches of hair.

20 MR. FOX: -- patches? Yeah.

21 MR. RAMDASS: Yeah.

22 MR. FOX: Okay. So I thought that was him.

23 MR. RAMDASS: Yeah.

24 MR. FOX: I didn't know for sure. I've never seen him.

25 But --

1 MS. GIBBONS: Yeah.

2 MR. FOX: -- I figured it was him.

3 MS. GIBBONS: Yeah. No. I helped him type it up. And he  
4 probably -- he's not the best with emails, so he probably just  
5 forwarded it.

6 MR. FOX: I just needed to explain.

7 MS. GIBBONS: Yeah.

8 MR. FOX: I needed clarification on how -- I was like, well,  
9 why is she sending that. That just blew my mind.

10 MR. RAMDASS: Does it say forward on there?

11 BY MR. FOX:

12 Q. I don't know. It just --

13 A. No. It says -- see how it says Monday, February 6th --

14 Q. Yeah.

15 A. -- in the email? That's because he forwarded it.

16 Q. I see.

17 A. Or he copied and pasted it.

18 Q. Copied and he pasted it. So I like, well, how did get into  
19 your email.

20 A. Yeah. No. He didn't.

21 Q. He didn't?

22 A. I just forwarded it.

23 Q. But you helped him --

24 A. Or he forwarded it.

25 Q. You helped him -- you helped facilitate, you know, writing up



1 the requested document?

2 A. Right.

3 Q. Okay. So you say you do work with Roberto though?

4 A. Yeah. He is our contractor.

5 Q. Okay. And does he supervise your people?

6 A. No. He only facilitates supervision for his drivers and his  
7 dock loaders. I supervise the AGL employees.

8 Q. Okay.

9 A. And then at night, Faith, our dispatcher, she'll handle any  
10 AGL employees on second shift.

11 Q. Okay. Okay. Donald.

12 BY MR. ORYE:

13 Q. How many drivers do you manage during your shift? What is  
14 your, I guess --

15 A. I mean I manage all of them. And any problems that need to  
16 be escalated to Roberto, will go to him and just his drivers.

17 Q. Okay. But --

18 A. But then I handle all of the others. So we have 30 --

19 Q. You manage everybody for Aero Global?

20 A. Yes.

21 Q. Yeah. Okay.

22 MR. RAMDASS: Well, if there's a dealer complaint that  
23 Roberto driver was involved, she'll talk to that guy. If it needs  
24 to go to Roberto's attention, you know, like a driver -- a dealer  
25 would call, hey, your driver didn't sign my paperwork, right?

1 MR. ORYE: Yeah.

2 MR. RAMDASS: Because they don't know -- they don't know the  
3 difference between AKDI or Aero Global. All they know is getting  
4 deliveries. So if they didn't sign the paperwork, they'll contact  
5 Stacy or send an email to the group. And when they come back,  
6 most of these drivers see the day people.

7 MR. ORYE: Yeah.

8 MR. RAMDASS: And they'll address it at that time.

9 MR. ORYE: Okay.

10 MR. RAMDASS: If it's a repeat offender, that's maybe when  
11 they'll probably get --

12 MS. GIBBONS: Yeah.

13 MR. RAMDASS: -- Roberto involved and say you need to talk to  
14 your driver.

15 MR. FOX: Sure.

16 MR. RAMDASS: He's not doing protocols.

17 MR. FOX: Got you. How long have you been with Global  
18 Logistics?

19 MS. GIBBONS: The 14th will be four years.

20 MR. FOX: Four years.

21 MR. ORYE: Does AKDI, do they have dedicated routes? Or how  
22 do they get their routes? Are they assigned the same route every  
23 day, day in and day out?

24 MS. GIBBONS: One of them -- two of them, yes. But AGL  
25 employees take priority.

1 BY MR. ORYE:

2 Q. So two drivers do have dedicated routes. What route numbers  
3 are --

4 A. 12-1 and 17-1.

5 Q. 12-1 and 17-1. And filling -- and helping him filling out  
6 the drivers list, did he give you the driver information, or did  
7 you have that?

8 A. Yeah. He had all of his files. We have a copy of files also  
9 just for here. But he has the main files, and he just gave me all  
10 of their information and I just typed it up for him.

11 Q. Okay. With the drivers that he did provide you the  
12 information for, was that consistent with what you see as far as  
13 trucks that -- AKDI drivers at AKDI --

14 A. Yes.

15 Q. -- has any driver ever come to you to complain? Any Aero  
16 Global driver ever come to you to complain about Roberto or  
17 anything with his other drivers or workers?

18 A. No.

19 MR. ORYE: That's all I got for now.

20 MR. FOX: One of the things we've been looking at is that  
21 there are inspections, roadside, you know, trooper pulling over  
22 vehicles that have Aero Global Logistic drivers, but they're on  
23 AKDI profile being assigned to that carrier.

24 MS. GIBBONS: Do you know when those are from?

25 MR. FOX: Over the past several years.

1 MR. RAMDASS: So, Stacy, just to give you a little  
2 background.

3 MS. GIBBONS: Yeah.

4 MR. RAMDASS: Stacy, she's been with this company for four  
5 years. She only has been a manager for this facility, how long?

6 MS. GIBBONS: It's only since March.

7 MR. RAMDASS: March.

8 MR. FOX: Okay. Yeah.

9 MR. RAMDASS: So she used to be over the Chrysler building  
10 as -- she used to be our ex-HR/customer service.

11 MR. FOX: Well, welcome to the transportation industry.

12 MS. GIBBONS: Thanks.

13 MR. FOX: Aren't you happy now?

14 MR. RAMDASS: So she was recently promoted, so, you know, the  
15 question that you were leading up to that you asked us earlier,  
16 she probably will have no clue about that.

17 MS. GIBBONS: Yeah. No.

18 MR. FOX: Okay.

19 MS. GIBBONS: Don't know about that stuff.

20 BY MR. FOX:

21 Q. Well, you know, part of this questioning that we have is that  
22 that's an anomaly that you have drivers that are on your payroll  
23 and they're operating in AKDI trucks. So that's kind of a  
24 problem. And we're just trying to flush it out. So we don't know  
25 why that is. But that's a fact. And you're not aware of that?

1 A. I'm not. I don't have the answer for that.

2 Q. Okay. And to your knowledge, I mean do you have any  
3 knowledge of drivers that are being asked to run extra loads after  
4 they finish their loads here and are being asked to drive them --  
5 operate for AKDI?

6 A. No.

7 Q. You don't have any knowledge of that?

8 A. We have daytime drivers that recover routes. But they're  
9 specifically daytime drivers for that reason.

10 Q. Meaning that they are like substitute --

11 A. Like if --

12 Q. -- for a driver who calls off sick?

13 A. Yeah.

14 MR. RAMDASS: Right.

15 MS. GIBBONS: And the routes sits, then we'll have a daytime  
16 driver pick it up so it doesn't put that driver out of service for  
17 the next night or run him over.

18 MR. FOX: Okay. Okay. That's all we have. We really  
19 appreciate your time.

20 MS. GIBBONS: Thank you.

21 MR. FOX: Thank you for visiting with us.

22 MR. RAMDASS: Thanks, Stacy.

23 MR. FOX: Donald, do you have any other questions along those  
24 lines?

25 MR. ORYE: Not at this point. I just want to wait for

1 Roberto.

2 MR. FOX: Yeah. So we'll -- or I can text him and see what  
3 his status is.

4 MR. RAMDASS: Yeah. I texted him, but he hasn't --

5 MR. FOX: Yeah. Of course, he could be doing whatever.

6 MR. RAMDASS: Yeah.

7 MR. FOX: He normally comes in at 5:00, it's only 3:00.

8 MR. RAMDASS: So.

9 MR. FOX: I can't read that, I'm old.

10 MR. RAMDASS: I just -- "Hey, can you come in early for --  
11 NTSB wants to interview you?"

12 MR. FOX: Okay. He's --

13 MR. RAMDASS: But he hasn't responded yet.

14 MR. FOX: He's like what.

15 MR. ORYE: So you can understand our concern here.

16 MR. RAMDASS: Oh, definitely. And it's a little bit of our  
17 concern, too, as well, because, you know, if there's something  
18 that's happening at night and we're not aware of, we need to put a  
19 stop to that and --

20 (Crosstalk)

21 MR. RAMDASS: -- have that conversation.

22 MR. FOX: And typically --

23 MR. ORYE: This was something that was, you know, mentioned  
24 in his complaint about drivers being approached --

25 MR. RAMDASS: Yeah.

1 MR. ORYE: -- to run extra routes, you know? And I think --  
2 and like a, you know, we looking at some of the crashes, you know,  
3 not just this particular one, but as a whole, it's looking like,  
4 you know, fatigue may be an issue in some of these crashes. And  
5 if you have drivers that are picking up extra routes on the side,  
6 that's not helping that.

7 MR. RAMDASS: Well, to clarify, is it extra routes or extra  
8 stops?

9 MR. FOX: We don't know.

10 MR. ORYE: That I don't know yet.

11 MR. FOX: We don't know.

12 MR. RAMDASS: Yeah. So -- because we do have drivers who do  
13 extra stops sometimes, like maybe a stop that's close by for  
14 various reason, right? That's (indiscernible).

15 MR. ORYE: So when you say an extra stop, he's got his  
16 normal -- got his normal route.

17 MR. RAMDASS: He's got his normal route, yeah. And then --

18 MR. ORYE: And then you just have something that couldn't fit  
19 on another truck, or --

20 MR. RAMDASS: Correct.

21 MR. FOX: Close by or whatever.

22 MR. ORYE: And he happens to be going that way.

23 MR. RAMDASS: Correct.

24 MR. ORYE: Okay.

25 MR. RAMDASS: Extra routes, no. Extra stops, yes.

1 MR. ORYE: Okay.

2 MR. RAMDASS: So it's impossible for a driver to do extra  
3 route, especially, you can't --

4 MR. ORYE: Well, I won't say it's impossible.

5 MR. RAMDASS: Well --

6 (Crosstalk)

7 MR. RAMDASS: Yeah. He --

8 MR. FOX: Not under the --

9 MR. ORYE: It's not impossible.

10 MR. FOX: Not under the regulations anyway.

11 MR. RAMDASS: Well, for us --

12 MR. ORYE: Yeah.

13 MR. RAMDASS: -- because the way we run, technically he would  
14 have to run -- do his route or do the extra route first, right?  
15 Come back and then do his route because the majority of the time  
16 the freight's not going to fit in one truck.

17 MR. ORYE: Yeah.

18 MR. RAMDASS: Right?

19 MR. ORYE: And that's what we're saying.

20 MR. RAMDASS: And then he would have to come back again to  
21 run a route at night, no. I could tell you that's not happening.  
22 Extra stops, yes.

23 MR. FOX: And those extra stops, to bring it full circle,  
24 it's plausible that it could be being done in AKDI trucks  
25 because --



1 MR. RAMDASS: I believe he --

2 MR. FOX: -- if --

3 MR. RAMDASS: -- I believe his drivers do extra stops as  
4 well.

5 MR. FOX: Do you follow what I'm saying because that would be  
6 the reason why you have your drivers in -- that's on your payroll  
7 on his profile.

8 MR. RAMDASS: And, you know, while we're talking here, too.  
9 Is it possible a mistake was made one night when they backed a  
10 straight truck in the door, right? One is an AKDI, one is an AGL  
11 truck, they misload the wrong truck? That driver took off, didn't  
12 really pay attention. It's a possibility, right? But --

13 MR. ORYE: So then if it is a possibility, then what -- my  
14 follow-up question to that would be, then what steps is Aero  
15 Global putting in place to prevent that from happening?

16 MR. FOX: See -- yeah. And not to answer the question for  
17 you, it's bringing us back to our original questioning where you  
18 got this switching of drivers and vehicles which is making it very  
19 convoluted and confusing. And it could be an innocent error like  
20 you say. But it's messing up your paperwork. And it's kind of  
21 throwing this into a tizzy right here, you know? It's throwing a  
22 monkey wrench into all of this.

23 MR. BAGAGLIO: Right.

24 MR. FOX: Am I making sense?

25 MR. BAGAGLIO: Oh, perfectly.

1 MR. FOX: Yeah.

2 MR. BAGAGLIO: No. (Indiscernible).

3 MR. FOX: So if you have drivers that are assigned to here  
4 and working for AKDI or driving AKDI trucks picking up extra  
5 stops, but getting, you know, getting inspected under the AKDI  
6 USDOT number, it's really throwing everything into a kilter here.

7 MR. RAMDASS: So to answer your question, you know, Mark --  
8 that was here yesterday, Mark Burler (ph.), right, prior to them  
9 two, we had John Sidle (ph.), right? And John Sidle didn't, you  
10 know, he recommended Mark Burler. Mark Burler now goes in almost  
11 weekly, looks at our data queue, and for instance like that, if it  
12 happens, he'll pick it up right away, contact us and let us know  
13 what's happening. So we've been doing that. I don't know if it  
14 has anything to do with the MVR, but usually what we started  
15 doing -- what we were -- MVRs was run annually, right, on the  
16 driver's --

17 MR. FOX: Yeah.

18 MR. RAMDASS: -- hire date.

19 MR. FOX: Yeah.

20 MR. RAMDASS: We actually start doing real-time monitoring  
21 now, anything that changes with a driver's license, we get  
22 notification right away. We don't have to wait that one year.

23 MR. FOX: Okay. Now --

24 MR. ORYE: Now is that through the Virginia DMV?

25 MR. RAMDASS: That's through Foley, the company name is

1 Foley.

2 MR. FOX: Yeah, yeah, yeah.

3 MR. ORYE: Right.

4 MR. FOX: We know them. Oh, so if they get an infraction, it  
5 gives you an alert?

6 MR. RAMDASS: Correct.

7 MR. ORYE: Well, the Virginia DMV has the DMV alerts that --

8 MR. FOX: Yeah.

9 MR. ORYE: -- if you register with Virginia DMV. Now with  
10 third party providers like Foley, I don't -- I can't say that  
11 their system is 100 percent.

12 MR. RAMDASS: Okay.

13 MR. ORYE: And I'll just leave it there.

14 MR. RAMDASS: Well, the reason why we use Foley because, you  
15 know, we're company-wide. You have drivers down in Boston, Rhode  
16 Island, here. You got Virginia, North Carolina, Pennsylvania. So  
17 for Virginia will just do the Virginia drivers.

18 MR. ORYE: Yeah.

19 MR. RAMDASS: Right? Pennsylvania probably don't offer that  
20 service. I highly doubt it. So that's why we contract at Foley.

21 MR. FOX: Sure.

22 MR. ORYE: Yeah. I --

23 MR. FOX: No, that's a good company.

24 MR. ORYE: I've come across instances where, yeah, Foley was  
25 doing that. But it doesn't catch it all because not all states

1 report.

2 MR. FOX: Right.

3 MR. ORYE: Virginia, you can sign up directly with DMV and  
4 get it yourself. You can actually get access into Virginia DMV,  
5 run your own driving record, get your own alerts. New York does  
6 it. And they have an alert system. North Carolina has one. I  
7 don't think -- I know Pennsylvania doesn't. And I believe  
8 Maryland doesn't. But, yeah, the third-party providers like that,  
9 they're good to a point. They're only as good as the --

10 MR. RAMDASS: Oh, absolutely.

11 MR. ORYE: -- the information they receive.

12 MR. RAMDASS: Yeah. Well, you know, you know, as a step that  
13 we're taking, right? And it's probably going to catch some stuff.  
14 The other thing that we implemented probably about a month ago  
15 with our payroll company, any new hire, as they're going through  
16 the paperwork and if there's any red flag, they'll send that MVR  
17 to us. Jake, myself, Shawn, we review it, and we'll either give  
18 it a thumb's up or a thumb's down depending on what we see and  
19 what we read on that driver MVR. Speeding is number one thing  
20 that we look at, right? How long it was, right? Seat belts,  
21 crashes are the three things that -- main things that we look at  
22 on those MVRs.

23 MR. FOX: Okay. That's all the questions I have. Donald,  
24 did you have anything else?

25 MR. ORYE: No, that's all.

1 MR. FOX: John? Okay. So we will wait and talk to Roberto  
2 when he comes in.

3 MR. RAMDASS: Okay.

4 MR. FOX: Thank you very much for your time.

5 MR. RAMDASS:

6 MR. FOX: And we'll end this interview. It's now 2:59 p.m.

7 (Whereupon, at 2:59 p.m., the interview was concluded.)  
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CERTIFICATE

This is to certify that the attached proceeding before the  
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: FATAL CRASH OF A FREIGHTLINER BOX  
TRUCK & BUS IN LOUISVILLE, NEW YORK  
ON JANUARY 28, 2023  
Interview of John Smith

ACCIDENT NO.: HWY23FH005

PLACE: Winchester, Virginia

DATE: February 7, 2023

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been transcribed  
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Transcriber