

NTSB Update - TRB Mid-Year Meeting

- **Truck and Bus Safety Forum (May 2011)**
http://www.nts.gov/news/events/2011/truck_bus/index.html
- **Indianapolis, Indiana** – On 10/22/09 a Truck tractor in combination with a cargo semi-trailer rolled over on a connection ramp. The tank contained liquefied petroleum gas. The driver of the truck and 4 occupants of nearby passenger vehicles sustained injuries from the post-crash fire. **The probable cause** of the accident was the excessive, rapid, evasive steering maneuver that the truck driver executed after the combination unit began to encroach upon the occupied left lane. Contributing to the rollover was the driver's quickly steering the combination unit from the right shoulder to the right lane, the reduced cross slope of the pave shoulder, and the susceptibility of the combination unit to rollover because of its high center of gravity.
Report - <http://www.nts.gov/doclib/reports/2011/HAR1101.pdf>
- **Munfordville, KY** – On 3/26/2010 around 5:14 in the morning, a truck tractor semi-trailer was traveling south on I-65, when it departed the left lane at a shallow angle and entered the 60 foot wide depressed earthen median. The truck traveled across the median, struck and overrode the median barrier and entered northbound I-65. At that time, a 2000 Dodge 15-passenger van occupied by a driver and 11 passengers was travelling in the left lane. As the truck crossed in front of the van, its tractor was struck by the van. As a result of the accident, the truck driver, the van driver, and nine van passengers died. Two child passengers in the van, who were using child restraints, sustained minor injuries. **The probable cause** of the accident was the truck driver's failure to maintain control of the combination vehicle because he was distracted by use of his cellular telephone. Contributing to the severity of the accident was a median barrier not designed to safely contain or redirect the heavy vehicle and the lack of guidance to the states in the form of high-performance median barrier warrants.
Report - <http://www.nts.gov/doclib/reports/2011/HAR1102.pdf>
- **New Most Wanted List Program** <http://www.nts.gov/safety/mwl.html>
 - The NTSB's Most Wanted List represents the NTSB's advocacy priorities. It is designed to increase awareness of, and support for, the most critical changes needed to reduce transportation accidents and save lives. Specific safety recommendations issued by the NTSB are no longer on the Most Wanted List. However, associated safety recommendations illustrate those measures that, when adopted, would help address the issue areas on the list. Some of the issue areas include Fatigue, SMS and Bus Occupant Safety.
- **Report on Curbside Motorcoach Safety**
 - After several serious motorcoach accidents this year involving curbside carriers, the Board conducted an investigation on motorcoach safety with a focus on curbside

operations. The report 1) describes the characteristics of the curbside business model among interstate motorcoach carriers; 2) describes the safety record of interstate motorcoach carriers, including those that use the curbside business model; 3) evaluates the safety oversight of those carriers using the curbside model.

Report - <http://www.nts.gov/doclib/safetystudies/SR1101.pdf>

Current Investigations

Gray Summit, MO - <http://www.nts.gov/news/2010/100805b.html>

Board Meeting Tentatively Scheduled for December 13 at 9:30 am.

<http://www.nts.gov/news/events.html> - **Live webcast**

- On Thursday morning, August 5, 2010, in Gray Summit, Missouri, traffic slowed in an active work zone on eastbound I-44, as motor vehicles merged from the left to the right lane. A 2007 Volvo truck-tractor with no trailer was traveling in the right lane and slowed behind traffic in the work zone. A 2007 GMC pickup truck, merged from the left to the right lane and struck the rear of the truck-tractor.
- A 2003 Blue Bird 71-passenger bus occupied by 23 passengers, was the lead in a two-bus convoy was also traveling in the right lane of I-44, approaching the slowed traffic and the accident ahead. Following closely behind the lead bus was a 2001 Blue Bird 72-passenger bus, occupied by 31 passengers. Seconds after the lead school bus passed a motorcoach that had stopped on the shoulder, it struck the rear of the GMC pickup. Moments later, the left front of the second school bus struck the right rear of the lead bus. This collision pushed the pickup forward, and it overturned onto the back of the Volvo tractor. The front of the lead bus was ramped upward, and it came to rest on top of the GMC pickup and the Volvo tractor. The second bus remained engaged with the lead bus.

As a result of this accident sequence, the driver of the GMC pickup and one passenger seated in the rear of the 2003 Blue Bird bus were killed. A total of 31 school bus passengers from both buses, the two school bus drivers, and the driver of the Volvo tractor received injuries ranging from minor to serious. Twenty-two people were uninjured.

New York City, NY - http://www.nts.gov/investigations/2011/bronx_ny.html

- On Saturday, March 12, 2011, about 5:45 a.m. a 1999 Prevost motorcoach, operated by World Wide Travel of Greater New York, was returning from a casino in Connecticut, to New York City. At the time of the crash, the motorcoach was traveling southbound on Interstate 95, in New York City. The motorcoach departed from the travel lanes to the right and crossed over the 11-foot-wide paved shoulder into a barrier.

- The motorcoach then traveled about 480 feet while rolling onto the passenger side. The front of the vehicle subsequently collided with a vertical support pole for an overhead guide sign. Impact with the pole was directed through the vehicle's windshield, along the base of the passenger windows. The impact resulted in the vehicle's roof panel being detached from the bus body for almost the entire length of the bus. The accident resulted in 15 occupant fatalities and 18 injuries.

Doswell, VA - http://www.nts.gov/investigations/2011/doswell_va.html

- On Tuesday, May 31, 2011, about 455 am, a 2000 Setra motorcoach, operated by Sky Express Incorporated, was traveling northbound on I-95 near Doswell, Virginia. The motorcoach, which was occupied by a driver and 60 passengers, had departed from Greensboro, North Carolina, and was en route to New York City.
- As the motorcoach entered a left-hand curve it departed from the right lane of the interstate, completely left the roadway, where it collided with a 3-strand cable barrier. As the motorcoach traveled along the cable barrier, it began to move back toward the roadway, where it subsequently rolled over.
- The motorcoach came to rest on its roof. As a result of the accident, four passengers received fatal injuries.

Miriam, NV - http://www.nts.gov/investigations/2011/miriam_nv.html

- About 11:21 a.m. Pacific daylight time, an Amtrak passenger train, the California Zephyr, was struck broadside by a truck tractor in combination with two side-dump trailers. As a result of the collision, the truck driver and five people on the train were killed. The crossing was an active crossing with gates, bells and flashing lights.