

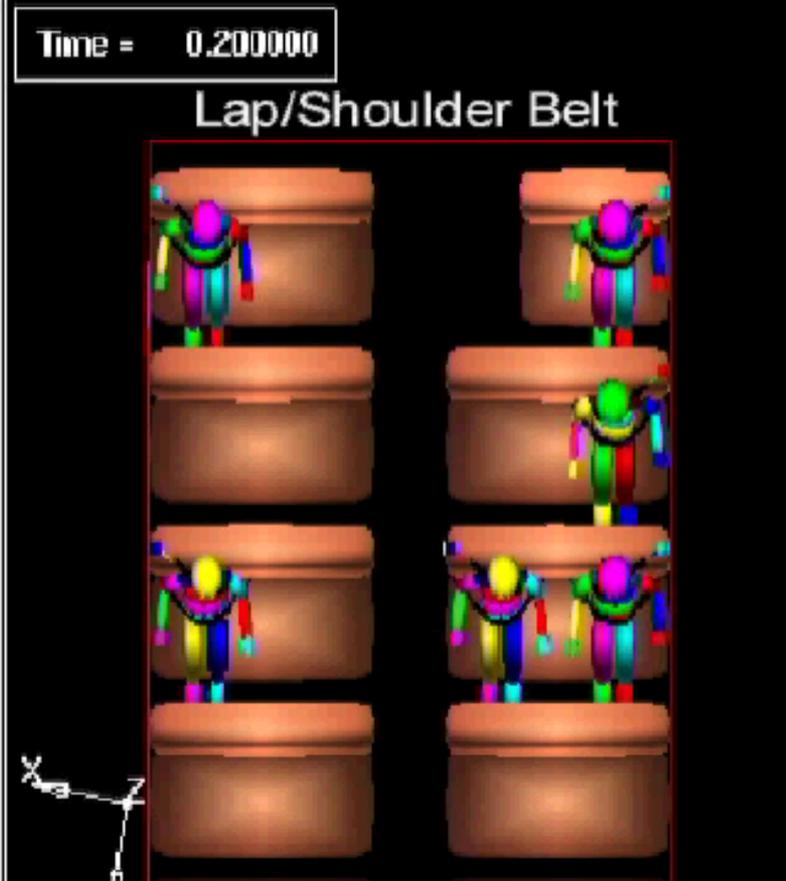
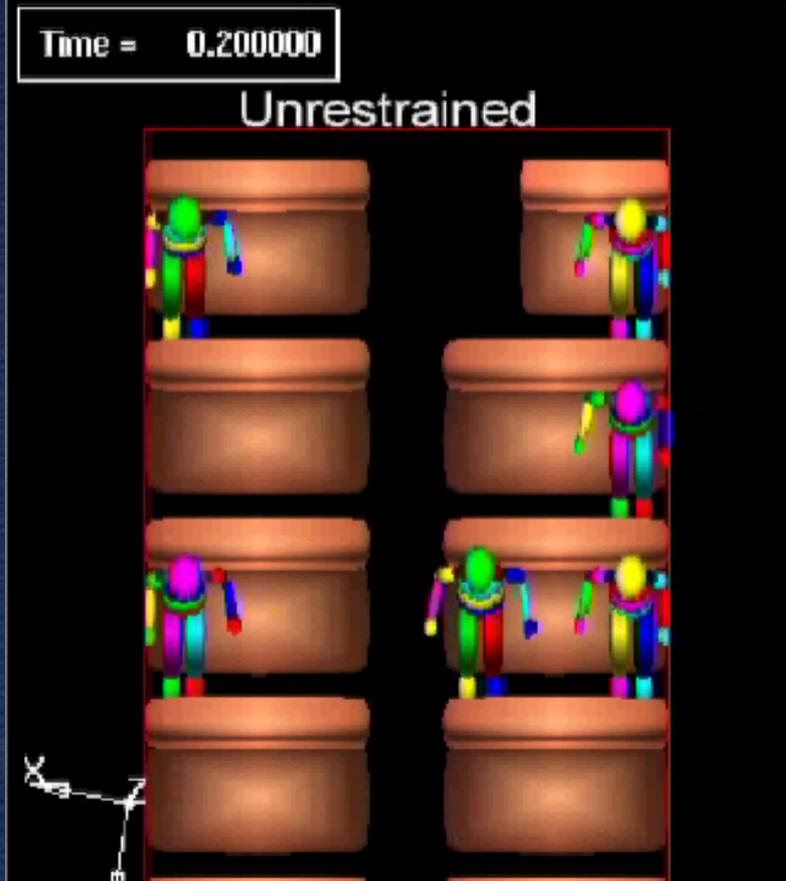


NTSB National Transportation Safety Board

Federal Most Wanted Transportation Safety Improvements

Enhance Protection For School Bus Passengers

Monticello, MN Simulation



Safety Improvements Wanted

- Develop performance standards for school bus occupant protection systems that account for frontal impact collisions, side impact collisions, rear impact collisions, and rollovers. **H-99-45**
- Once standards have been developed, require newly manufactured school buses 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. **H-99-46**



NHTSA Actions

2007:

- Public meeting for stakeholders to discuss seat belts on large school buses and NPRM
- Notice of Proposed Rulemaking (NPRM)



NHTSA Actions

2008: Final rule

- Lap/shoulder belts at all seating positions in small school buses
- Minimum seat back height raised 4” for all school buses
- Test procedures for seat belt anchorages incorporated into standard
- Self latching mechanism



Enhance Protection for School Bus Passengers

Safety Board Action

- Propose H-99-45 status: Closed – Acceptable Alternate Action
- Remove issue area from Most Wanted List





NTSB National Transportation Safety Board

Federal Most Wanted Transportation Safety Improvements

Enhance Protection for Motorcoach Passengers

Safety Improvements Wanted

- Easy opening window and roof exits that stay open during evacuations **H-99-9**
- Develop Standards for an Occupant Protection System for all accident types **H-99-47**
- Roof strength requirements to provide maximum survival space **H-99-50**



NHTSA Actions

2007: NHTSA's Approach to Motorcoach Safety

- Full-scale frontal crash test

2008: Additional Testing

- Roof strength tests (FMVSS 220 and ECE R.66)
- Sled tests

2009: Additional Testing

- Roof strength test (ECE R.66)



NHTSA Actions, continued

U.S. Department of Transportation **Motorcoach Safety Action Plan**



Enhance Protection for Motorcoach Passengers

Proposed Safety Board Action

- Keep issue area on Most Wanted List
- Change to RED classification:
Unacceptable response.

Timeliness Designation

Red





NTSB National Transportation Safety Board

Federal Most Wanted Transportation Safety Improvements

**Require Electronic On-board
Data Recorders**

Safety Improvements Wanted

- Require all interstate commercial vehicle carriers to use electronic on-board recorders that collect and maintain data concerning driver hours of service in a valid accurate and secure manner under all circumstances including accident conditions to enable carriers and their regulators to monitor and assess hours-of-service compliance. **H-07-41**



FMCSA Action

- Issued NPRM January 18, 2007
 - New Performance Standards for EOBRs effective 2 years after Final Rule
 - Requirement only for Motor Carriers with
 - High Accident Rate
 - History of Hours of Service Violations
 - Affects about 930 of 700,000 Carriers (about 0.1%)



FMCSA Plan

- Issue Proposed Rulemaking
 - Publication anticipated in March 2010
- Encourage voluntary installation of EOBRs by eliminating paperwork
- Random examination of driver records during compliance review
- Considering expansion of EOBR requirements to other carriers



Require Electronic On-board Data Recorders

Proposed Safety Board Action

- Issue area remain on Most Wanted List
- Retain red designation: Unacceptable response

Timeliness Designation

Red





NTSB National Transportation Safety Board

Federal Most Wanted Transportation Safety Improvements

Improve the Safety of Motor Carrier Operations

Safety Improvements Wanted

- Change the way safety fitness ratings are determined so adverse vehicle and driver performance alone are sufficient to result in an overall unsatisfactory rating for the carrier **H-99-6**



FMCSA Actions

- Under Comprehensive Safety Analysis 2010, developing new performance-based operational model
- Operational Model Testing Phase I began February 2008
- Operational Model Testing Phase II began September 2008



FMCSA Actions

- Compliance Reviews continue during Operational Model Testing of CSA 2010
- Safety Fitness Determination Regulations in place by late 2010; NPRM in April 2010
- FMCSA Motor Carrier Safety Advisory Committee



Improve the Safety of Motor Carrier Operations

Proposed Safety Board Action

- Keep issue area on Most Wanted List
- Change to red designation: Unacceptable response

Timeliness Designation

Red

