

Actions needed by States/Industry

HIGHWAY

Improve Child Occupant Protection

- Enact State laws requiring booster seats for young children.

Enact Primary Seat Belt Enforcement Laws

- Increase the number of people who wear seat belts through stronger enforcement laws.

Promote Youth Highway Safety

- Strengthen underage drinking and driving laws.
- Enact graduated driver licensing legislation.
- Prohibit nighttime driving by young novice drivers.
- Restrict the number of teen passengers traveling with young novice drivers.

Eliminate Hard Core Drinking Driving

- Enact State legislation and take other actions that are proven to reduce crashes involving those who repeatedly drink large amounts of alcohol and drive including:
 - frequent, statewide sobriety checkpoints.
 - legislation to create stricter sanctions for those arrested the first time with a high blood alcohol concentration (≥ 0.15 BAC).
 - zero blood alcohol requirement for convicted DWI offenders when they get their license back.
 - administrative rather than court-based license revocation for refusing to take or failing the sobriety test.
 - vehicle sanctions for DWI offenders.
 - eliminate plea-bargaining DWI offenses and programs that divert offenders and purge the offense record.
 - retain DWI offense records (to identify and prosecute repeat offenders) for at least 10 years.
 - develop and operate special sanction (court-based) programs for hard core DWI offenders.

Improve School Bus/Grade Crossing Safety

- Install stop signs at passive crossings.
- Prioritize for upgrade to lights and gates, crossings that school buses traverse that now only have warning signs.
- Install noise-reducing switches on new buses.
- Enhance bus driver training and evaluation.
- Include grade crossing questions on CDL exams.

MARINE

Enhance Recreational Boating Safety

- Require mandatory education of boat operators.
- Require use of life jackets for children.
- Require safety instruction prior to personal watercraft rental.



NTSB

MOST WANTED

Transportation Safety Improvements

2004 - 2005

Critical changes needed to reduce transportation accidents and save lives.

NTSB MOST WANTED

AVIATION

The Federal Aviation Administration should act to:

Require Restraint Systems for Children Under Age 2

- Require restraints for infants and small children during takeoff, landing, and in turbulent conditions to provide them the same level of safety as other passengers.

Reduce Dangers to Aircraft Flying in Icing Conditions

- Use current research on freezing rain and large water droplets to revise the way aircraft are designed and approved for flight in icing conditions.
- Give flight crews accurate information to quickly recognize dangers of all types of icing and maintain airspeeds to avoid loss of aircraft control.

Eliminate Flammable Fuel/Air Vapors in Fuel Tanks on Transport Category Aircraft

- Modify procedures to reduce the potential for flammable fuel/air vapors in fuel tanks until permanent changes can be implemented.
- Implement design changes to eliminate the generation of flammable fuel/air vapors in all transport category aircraft.

Stop Runway Incursions/Ground Collisions of Aircraft

- Give immediate warnings of probable collisions/incursions directly to flight crews in the cockpit.

Improve Audio and Data Recorders/Require Video Recorders

- Require cockpit voice recorders to retain at least 2 hours of audio.
- Require back-up power sources so cockpit voice recorders collect an extra 10 minutes of data when an aircraft's main power fails.
- Inspect and maintain data recorders yearly to make sure they operate properly.
- Install video recorders in cockpits to give investigators more information to solve complex accidents.

RAILROAD

The Federal Railroad Administration should act to:




Implement Positive Train Control Systems

- Prevent train collisions and overspeed accidents by requiring automatic control systems to override mistakes by human operators.

Improve Survivability of Recorders

- Improve event recorder design survivability on new and rebuilt locomotives to protect data from fire and impact forces during train accidents.

NTSB CLASSIFICATION

-  Unacceptable response
-  Acceptable response, progressing slowly
-  Acceptable response, progressing in a timely manner

Actions needed by Federal Agencies

HIGHWAY

The Federal Motor Carrier Safety Administration should act to:

Improve the Safety of Motor Carrier Operations

- Prevent motor carriers from operating if they put vehicles with mechanical problems on the road or unqualified drivers behind the wheel.

Prevent Medically-Unqualified Drivers from Operating Commercial Vehicles

- Establish a comprehensive medical oversight program for interstate commercial drivers.
- Ensure that examiners are qualified and know what to look for.
- Track all medical certificate applications.
- Enhance oversight and enforcement of invalid certificates.
- Provide mechanisms for reporting medical conditions.

The National Highway Traffic Safety Administration and U.S. DOT should act to:

Enhance Protection for Bus Passengers

- Redesign motor coach window emergency exits so passengers can easily open them.
- Issue standards for stronger bus roofs and require them in new motor coaches.
- Devise new standards to protect motor coach passengers from being thrown out of their seats or ejected when a bus sustains a front, side, or rear impact or rolls over.

MARINE

The U.S. Coast Guard should act to:

Improve Drug and Alcohol Testing of Crews After Accidents

- Strengthen and clarify regulations to require that drug and alcohol testing be conducted quickly after serious marine accidents.

Require Voyage Data Recorders

- Mandate that all large ocean-going vessels be equipped with voyage data recorders to help investigators determine causes of accidents and incidents.

INTERMODAL

The U.S. Department of Transportation, Federal Aviation Administration, U.S. Coast Guard and Research and Special Programs Administration should act to:

Update Hours-of-Service Regulations in Aviation, Marine and Pipeline Industries

- Set working hour limits for flight crews, aviation mechanics, pipeline controllers, mariners and other transportation operators, and provide predictable work and rest schedules based on current fatigue research, circadian rhythms, sleep and rest requirements.



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