

Actions needed by States

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

- Enact graduated driver licensing legislation.
- Restrict the number of teen passengers traveling with young novice drivers.
- Prohibit use of wireless communications devices by 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 of 0.15 or higher.
 - 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 records for at least 10 years to identify and prosecute repeat offenders.
 - Develop and operate special sanction court-based programs for hard core DWI offenders.

MARINE

Enhance Recreational Boating Safety

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



National Transportation Safety Board

490 L' Enfant Plaza, SW • Washington, DC 20594
(202) 314.6000 • <http://www.nts.gov>

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NTSB MOST WANTED LIST

Transportation Safety Improvements

2008

*Critical changes needed to reduce
transportation accidents and save lives.*

NTSB MOST WANTED LIST

AVIATION: The Federal Aviation Administration should act to:

Improve Runway Safety

- Give immediate warnings of probable collisions/incursions directly to flight crews in the cockpit
- Require specific air traffic control clearance for each runway crossing.
- Require landing distance assessment with an adequate safety margin for every landing.

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.
- Conduct additional research with NASA to identify realistic ice accumulation and incorporate new information into aircraft certification and pilot training requirements.

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

- Implement design changes to eliminate the vulnerabilities of flammable fuel/air vapors in all transport category aircraft.

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.
- Install video recorders in cockpits to give investigators more information to solve complex accidents.
- Install dual combination recorders.

Reduce Accidents and Incidents Caused by Human Fatigue

- Set working hour limits for flight crews, aviation mechanics and air traffic controllers* based on fatigue research, circadian rhythms, and sleep and rest requirements.
- Develop a fatigue awareness and countermeasures program for air traffic controllers.

Improve Crew Resource Management

- Require commuter and on-demand air taxi flight crews to receive crew resource management training.

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.

Reduce Accidents and Incidents Caused by Human Fatigue

- Set limits on working hours and limbo time for train crewmembers based on fatigue research, circadian rhythms, and sleep and rest requirements.

NTSB CLASSIFICATION

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

Actions needed by Federal Agencies

PIPELINE: The Pipeline and Hazardous Materials Safety Administration should act to:

Reduce Accidents and Incidents Caused by Human Fatigue

- Set working hour limits for pipeline controllers based on fatigue research, circadian rhythms, and sleep and rest requirements.

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 should act to:

Enhance Protection for Motorcoach Passengers

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

Enhance Protection for School Bus Passengers

- Devise new standards to protect school bus passengers from being thrown out of their seats or ejected when a school bus sustains a front, side, or rear impact or rolls over.

Prevent Collisions with Enhanced Vehicle Safety Technology

- Complete rulemaking on adaptive cruise control and collision warning system standards for all new passenger and commercial vehicles.

MARINE:

The U.S. Coast Guard should act to:

Reduce Accidents and Incidents Caused by Human Fatigue

- Set working hour limits for mariners based on fatigue research, circadian rhythms, and sleep and rest requirements.

* This recommendation requires action by both the FAA and the National Air Traffic Controllers Association.