

National Transportation Safety Board

Office of the Chairwoman

Washington, DC 20594



September 24, 2025

The Honorable Sean McMaster
Administrator
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator McMaster:

This letter provides information about the National Transportation Safety Board's (NTSB) September 3, 2025, report *Multivehicle Collision and Postcrash Fire on Interstate 70, Etna, Ohio, November 14, 2023*, NTSB/HIR-25-05. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Inadequate guidance for traffic incident management to reduce the incidence of secondary crashes
- Driver inattention and lack of standards for collision avoidance technology for heavy vehicles
- Inadequate standards for postcrash fire protection on motorcoaches and insufficient school district processes for chartering motorcoach transportation

Accordingly, the NTSB makes the following safety recommendations to the Federal Highway Administration (FHWA). Additional information regarding these recommendations can be found in the noted sections of the report.

Issue guidance to states to clarify that:

- traffic incident classification (as minor, intermediate, or major) should consider not only the duration of lane closure but also factors such as

location of vehicles when moved off the roadway, number of lanes available, queue development, and lanes affected; and

- communications between responding and transportation agencies are critical for all traffic incidents in which a queue has formed or is likely to form. (H-25-17) (See section 2.3.1)

Revise your *Manual on Uniform Traffic Control Devices for Streets and Highways* to address traffic queues, including:

- ensuring that all traffic incident classifications (minor, intermediate, and major) are defined using a consistent standard, such as the incident's overall effect on the flow of traffic;
- emphasizing the importance of communications between responding and transportation agencies for all incidents in which a traffic queue has formed or is likely to form; and
- ensuring that traffic queues are monitored and procedures established throughout the traffic incident management to notify road users of the queue. (H-25-18) (See section 2.3.1)

Update your Proven Safety Countermeasures publication to incorporate end-of-queue protections as well as effective communication strategies to provide advance warning to drivers approaching the end of a traffic queue, especially on freeways and highways. (H-25-19) (See section 2.3.2.3)

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-17 through -19). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairwoman
On behalf of the entire Board

Enclosure

National Transportation Safety Board

Office of the Chairwoman

Washington, DC 20594



September 24, 2025

The Honorable Jonathan Morrison
Administrator
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Morrison:

This letter provides information about the National Transportation Safety Board's (NTSB) September 3, 2025, report *Multivehicle Collision and Postcrash Fire on Interstate 70, Etna, Ohio, November 14, 2023*, NTSB/HIR-25-05. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Inadequate guidance for traffic incident management to reduce the incidence of secondary crashes
- Driver inattention and lack of standards for collision avoidance technology for heavy vehicles
- Inadequate standards for postcrash fire protection on motorcoaches and insufficient school district processes for chartering motorcoach transportation

Accordingly, the NTSB makes the following safety recommendation to the National Highway Traffic Safety Administration (NHTSA). Additional information regarding this recommendation can be found in the noted section of the report.

For all commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds, require driver monitoring systems that detect risky driving behavior, including but not limited to driver inattention, and that provide instantaneous feedback that communicates to the driver

through multimodal signaling the need to bring attention back to the driving task. (H-25-20) (See section 2.4.1)

In addition, the NTSB reiterates the following previously issued safety recommendation to NHTSA:

Complete, as soon as possible, the development and application of performance standards and protocols for the assessment of forward collision avoidance systems in commercial vehicles. (H-15-5) (See section 2.4.2)

In the same report, we also reiterate and classify one previously issued safety recommendation to NHTSA:

Revise Federal Motor Vehicle Safety Standard 302 to adopt the more rigorous performance standards for interior flammability and smoke emissions characteristics already in use throughout the US Department of Transportation for commercial aviation and rail passenger transportation. (H-15-12, reiterated and classified Open–Unacceptable Response in section 2.5)

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-20, H-15-5, and H-15-12). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairwoman
On behalf of the entire Board

Enclosure

National Transportation Safety Board

Office of the Chairwoman

Washington, DC 20594



September 24, 2025

Ms. Pamela Boratyn
Director
Ohio Department of Transportation
1980 West Broad St.
Columbus, OH 43223

Dear Ms. Boratyn:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Ohio Department of Transportation (ODOT) to act on the safety recommendation in this letter because we believe your agency can help reduce the risk of future accidents.

This letter also includes information about our September 3, 2025, report *Multivehicle Collision and Postcrash Fire on Interstate 70, Etna, Ohio, November 14, 2023*, NTSB/HIR-25-05. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Inadequate guidance for traffic incident management to reduce the incidence of secondary crashes
- Driver inattention and lack of standards for collision avoidance technology for heavy vehicles

- Inadequate standards for postcrash fire protection on motorcoaches and insufficient school district processes for chartering motorcoach transportation

Accordingly, the NTSB makes the following safety recommendation to ODOT. Additional information regarding this recommendation can be found in the noted section of the report.

Implement a statewide strategy for the use of variable speed limits at locations with high congestion, high crash rates, or a high likelihood of queue formation after a traffic incident occurs. (H-25-21) (See section 2.3.2.1)

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement this recommendation. When replying, please refer to the safety recommendation by number (Safety Recommendation H-25-21). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

All communications regarding safety recommendations are stored by the NTSB and viewable by the public. Please do not send privileged or confidential communications in response to this recommendation. Responses marked as confidential or privileged (or similar designations) will be considered nonresponsive. In the likely event that your agency uses auto-generated and/or preformatted confidentiality statements on letterhead or outgoing e-mails, please include a statement in your letter indicating that the information can be publicly released. If you have concerns about this protocol, please contact us at ExecutiveSecretariat@ntsb.gov.

Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairwoman
On behalf of the entire Board

Enclosure

National Transportation Safety Board

Office of the Chairwoman

Washington, DC 20594



September 24, 2025

Mr. Sean M. O'Brien
General President
International Brotherhood of Teamsters
International Headquarters
25 Louisiana Ave., NW
Washington, DC 20001

Dear Mr. O'Brien:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the International Brotherhood of Teamsters to act on the safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents.

This letter also includes information about our September 3, 2025, report *Multivehicle Collision and Postcrash Fire on Interstate 70, Etna, Ohio, November 14, 2023*, NTSB/HIR-25-05. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Inadequate guidance for traffic incident management to reduce the incidence of secondary crashes

- Driver inattention and lack of standards for collision avoidance technology for heavy vehicles
- Inadequate standards for postcrash fire protection on motorcoaches and insufficient school district processes for chartering motorcoach transportation

Accordingly, the NTSB makes the following safety recommendations to the Teamsters. Additional information regarding these recommendations can be found in the noted sections of the report.

Inform your members about the Etna, Ohio, crash, and promote the potential safety benefits of in-cab alert technology to encourage owner-operators and carriers to use these systems. (H-25-22) (See section 2.3.2.2)

Inform your members about the Etna, Ohio, crash; the safety benefits of collision avoidance technologies including forward collision warning (FCW), automatic emergency braking (AEB), and driver monitoring systems; and the safety risks associated with opting out of purchasing the advanced driver assistance systems, including FCW and AEB, offered by heavy vehicle manufacturers. (H-25-23) (See section 2.4.2)

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-22 and -23). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

Because these recommendations ask you to inform your members of the circumstances of this accident, we are also attaching an article that you may use, either in its entirety or modified to fit the length and style considerations of your publication and/or website. We ask that you publish it, or similar content, in the next issue of your newsletter and/or website, and that you send us a copy of the newsletter or a link to the website article once it has been published.

If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

All communications regarding safety recommendations are stored by the NTSB and viewable by the public. Please do not send privileged or confidential communications in response to these recommendations. Responses marked as confidential or privileged (or similar designations) will be considered nonresponsive. In the likely event that your organization uses auto-generated and/or preformatted confidentiality statements on letterhead or outgoing e-mails, please include a statement in your letter indicating that the information can be publicly released. If you have concerns about this protocol, please contact us at ExecutiveSecretariat@ntsb.gov.

Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairwoman
On behalf of the entire Board

Enclosure

National Transportation Safety Board

Office of the Chairwoman

Washington, DC 20594



September 24, 2025

Mr. John A. Costa
International President
Amalgamated Transit Union
International Headquarters
10000 New Hampshire Ave.
Silver Spring, MD 20903

Dear Mr. Costa:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Amalgamated Transit Union (ATU) to act on the safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents.

This letter also includes information about our September 3, 2025, report *Multivehicle Collision and Postcrash Fire on Interstate 70, Etna, Ohio, November 14, 2023*, NTSB/HIR-25-05. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Inadequate guidance for traffic incident management to reduce the incidence of secondary crashes

- Driver inattention and lack of standards for collision avoidance technology for heavy vehicles
- Inadequate standards for postcrash fire protection on motorcoaches and insufficient school district processes for chartering motorcoach transportation

Accordingly, the NTSB makes the following safety recommendations to the ATU. Additional information regarding these recommendations can be found in the noted sections of the report.

Inform your members about the Etna, Ohio, crash, and promote the potential safety benefits of in-cab alert technology to encourage owner-operators and carriers to use these systems. (H-25-22) (See section 2.3.2.2)

Inform your members about the Etna, Ohio, crash; the safety benefits of collision avoidance technologies including forward collision warning (FCW), automatic emergency braking (AEB), and driver monitoring systems; and the safety risks associated with opting out of purchasing the advanced driver assistance systems, including FCW and AEB, offered by heavy vehicle manufacturers. (H-25-23) (See section 2.4.2)

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-22 and -23). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

Because these recommendations ask you to inform your members of the circumstances of this accident, we are also attaching an article that you may use, either in its entirety or modified to fit the length and style considerations of your publication and/or website. We ask that you publish it, or similar content, in the next issue of your newsletter and/or website, and that you send us a copy of the newsletter or a link to the website article once it has been published.

If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairwoman
On behalf of the entire Board

Enclosure

National Transportation Safety Board

Office of the Chairwoman

Washington, DC 20594



September 24, 2025

Mr. Fred Ferguson
President and CEO
American Bus Association
111 K Street NE, 9th Flr
Washington, DC 20002

Dear Mr. Ferguson:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the American Bus Association (ABA) to act on the safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents.

This letter also includes information about our September 3, 2025, report *Multivehicle Collision and Postcrash Fire on Interstate 70, Etna, Ohio, November 14, 2023*, NTSB/HIR-25-05. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Inadequate guidance for traffic incident management to reduce the incidence of secondary crashes
- Driver inattention and lack of standards for collision avoidance technology for heavy vehicles

- Inadequate standards for postcrash fire protection on motorcoaches and insufficient school district processes for chartering motorcoach transportation

Accordingly, the NTSB makes the following safety recommendations to the ABA. Additional information regarding these recommendations can be found in the noted sections of the report.

Inform your members about the Etna, Ohio, crash, and promote the potential safety benefits of in-cab alert technology to encourage owner-operators and carriers to use these systems. (H-25-22) (See section 2.3.2.2)

Inform your members about the Etna, Ohio, crash; the safety benefits of collision avoidance technologies including forward collision warning (FCW), automatic emergency braking (AEB), and driver monitoring systems; and the safety risks associated with opting out of purchasing the advanced driver assistance systems, including FCW and AEB, offered by heavy vehicle manufacturers. (H-25-23) (See section 2.4.2)

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-22 and -23). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

Because these recommendations ask you to inform your members of the circumstances of this accident, we are also attaching an article that you may use, either in its entirety or modified to fit the length and style considerations of your publication and/or website. We ask that you publish it, or similar content, in the next issue of your newsletter and/or website, and that you send us a copy of the newsletter or a link to the website article once it has been published.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairwoman
On behalf of the entire Board

Enclosure

National Transportation Safety Board

Office of the Chairwoman

Washington, DC 20594



September 24, 2025

Mr. Dennis Dellinger
Chairman
American Trucking Associations
ATA Headquarters
80 M St. SE, Ste 800
Washington, DC 20003

Dear Mr. Dellinger:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the American Trucking Associations (ATA) to act on the safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents.

This letter also includes information about our September 3, 2025, report *Multivehicle Collision and Postcrash Fire on Interstate 70, Etna, Ohio, November 14, 2023*, NTSB/HIR-25-05. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Inadequate guidance for traffic incident management to reduce the incidence of secondary crashes

- Driver inattention and lack of standards for collision avoidance technology for heavy vehicles
- Inadequate standards for postcrash fire protection on motorcoaches and insufficient school district processes for chartering motorcoach transportation

Accordingly, the NTSB makes the following safety recommendations to the ATA. Additional information regarding these recommendations can be found in the noted sections of the report.

Inform your members about the Etna, Ohio, crash, and promote the potential safety benefits of in-cab alert technology to encourage owner-operators and carriers to use these systems. (H-25-22) (See section 2.3.2.2)

Inform your members about the Etna, Ohio, crash; the safety benefits of collision avoidance technologies including forward collision warning (FCW), automatic emergency braking (AEB), and driver monitoring systems; and the safety risks associated with opting out of purchasing the advanced driver assistance systems, including FCW and AEB, offered by heavy vehicle manufacturers. (H-25-23) (See section 2.4.2)

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-22 and -23). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

Because these recommendations ask you to inform your members of the circumstances of this accident, we are also attaching an article that you may use, either in its entirety or modified to fit the length and style considerations of your publication and/or website. We ask that you publish it, or similar content, in the next issue of your newsletter and/or website, and that you send us a copy of the newsletter or a link to the website article once it has been published.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairwoman
On behalf of the entire Board

Enclosure

National Transportation Safety Board

Office of the Chairwoman

Washington, DC 20594



September 24, 2025

Mr. Todd Spencer
President
Owner-Operator Independent Drivers Association
OOIDA Headquarters
1 NW OOIDA Drive
Grain Valley, MO 64029

Dear Mr. Spencer:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Owner-Operator Independent Drivers Association (OOIDA) to act on the safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents.

This letter also includes information about our September 3, 2025, report *Multivehicle Collision and Postcrash Fire on Interstate 70, Etna, Ohio, November 14, 2023*, NTSB/HIR-25-05. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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- Inadequate standards for postcrash fire protection on motorcoaches and insufficient school district processes for chartering motorcoach transportation

Accordingly, the NTSB makes the following safety recommendations to OOIDA. Additional information regarding these recommendations can be found in the noted sections of the report.

Inform your members about the Etna, Ohio, crash, and promote the potential safety benefits of in-cab alert technology to encourage owner-operators and carriers to use these systems. (H-25-22) (See section 2.3.2.2)

Inform your members about the Etna, Ohio, crash; the safety benefits of collision avoidance technologies including forward collision warning (FCW), automatic emergency braking (AEB), and driver monitoring systems; and the safety risks associated with opting out of purchasing the advanced driver assistance systems, including FCW and AEB, offered by heavy vehicle manufacturers. (H-25-23) (See section 2.4.2)

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-22 and -23). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairwoman
On behalf of the entire Board

Enclosure

National Transportation Safety Board

Office of the Chairwoman

Washington, DC 20594



September 24, 2025

Mr. John Samuelsen
International President
Transport Workers Union of America
1220 19th St. NW, 6th Flr
Washington, DC 20036

Dear Mr. Samuelsen:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Transport Workers Union of America (TWU) to act on the safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents.

This letter also includes information about our September 3, 2025, report *Multivehicle Collision and Postcrash Fire on Interstate 70, Etna, Ohio, November 14, 2023*, NTSB/HIR-25-05. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

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- Inadequate standards for postcrash fire protection on motorcoaches and insufficient school district processes for chartering motorcoach transportation

Accordingly, the NTSB makes the following safety recommendations to the TWU. Additional information regarding these recommendations can be found in the noted sections of the report.

Inform your members about the Etna, Ohio, crash, and promote the potential safety benefits of in-cab alert technology to encourage owner-operators and carriers to use these systems. (H-25-22) (See section 2.3.2.2)

Inform your members about the Etna, Ohio, crash; the safety benefits of collision avoidance technologies including forward collision warning (FCW), automatic emergency braking (AEB), and driver monitoring systems; and the safety risks associated with opting out of purchasing the advanced driver assistance systems, including FCW and AEB, offered by heavy vehicle manufacturers. (H-25-23) (See section 2.4.2)

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-22 and -23). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

Because these recommendations ask you to inform your members of the circumstances of this accident, we are also attaching an article that you may use, either in its entirety or modified to fit the length and style considerations of your publication and/or website. We ask that you publish it, or similar content, in the next issue of your newsletter and/or website, and that you send us a copy of the newsletter or a link to the website article once it has been published.

If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

All communications regarding safety recommendations are stored by the NTSB and viewable by the public. Please do not send privileged or confidential

communications in response to these recommendations. Responses marked as confidential or privileged (or similar designations) will be considered nonresponsive. In the likely event that your organization uses auto-generated and/or preformatted confidentiality statements on letterhead or outgoing e-mails, please include a statement in your letter indicating that the information can be publicly released. If you have concerns about this protocol, please contact us at ExecutiveSecretariat@ntsb.gov.

Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairwoman
On behalf of the entire Board

Enclosure

National Transportation Safety Board

Office of the Chairwoman

Washington, DC 20594



September 24, 2025

Mr. Scott Michael
President and Chief Executive Officer
United Motorcoach Association
2034 Eisenhower Ave., Ste 247
Alexandria, VA 22314

Dear Mr. Michael:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the United Motorcoach Association (UMA) to act on the safety recommendations in this letter because we believe your organization can help reduce the risk of future accidents.

This letter also includes information about our September 3, 2025, report *Multivehicle Collision and Postcrash Fire on Interstate 70, Etna, Ohio, November 14, 2023*, NTSB/HIR-25-05. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Inadequate guidance for traffic incident management to reduce the incidence of secondary crashes
- Driver inattention and lack of standards for collision avoidance technology for heavy vehicles

- Inadequate standards for postcrash fire protection on motorcoaches and insufficient school district processes for chartering motorcoach transportation

Accordingly, the NTSB makes the following safety recommendations to the UMA. Additional information regarding these recommendations can be found in the noted sections of the report.

Inform your members about the Etna, Ohio, crash, and promote the potential safety benefits of in-cab alert technology to encourage owner-operators and carriers to use these systems. (H-25-22) (See section 2.3.2.2)

Inform your members about the Etna, Ohio, crash; the safety benefits of collision avoidance technologies including forward collision warning (FCW), automatic emergency braking (AEB), and driver monitoring systems; and the safety risks associated with opting out of purchasing the advanced driver assistance systems, including FCW and AEB, offered by heavy vehicle manufacturers. (H-25-23) (See section 2.4.2)

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendations H-25-22 and -23). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

Because these recommendations ask you to inform your members of the circumstances of this accident, we are also attaching an article that you may use, either in its entirety or modified to fit the length and style considerations of your publication and/or website. We ask that you publish it, or similar content, in the next issue of your newsletter and/or website, and that you send us a copy of the newsletter or a link to the website article once it has been published.

If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

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communications in response to these recommendations. Responses marked as confidential or privileged (or similar designations) will be considered nonresponsive. In the likely event that your organization uses auto-generated and/or preformatted confidentiality statements on letterhead or outgoing e-mails, please include a statement in your letter indicating that the information can be publicly released. If you have concerns about this protocol, please contact us at ExecutiveSecretariat@ntsb.gov.

Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairwoman
On behalf of the entire Board

Enclosure

National Transportation Safety Board

Office of the Chairwoman

Washington, DC 20594



September 24, 2025

Dr. Derek Varansky
Superintendent
Tuscarawas Valley Local School District
2637 Tusky Valley Road
Zoarville, OH 44656

Dear Dr. Varansky:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge the Tuscarawas Valley Local School District (TVLSD) to act on the safety recommendation in this letter because we believe your organization can help reduce the risk of future accidents.

This letter also includes information about our September 3, 2025, report *Multivehicle Collision and Postcrash Fire on Interstate 70, Etna, Ohio, November 14, 2023*, NTSB/HIR-25-05. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Inadequate guidance for traffic incident management to reduce the incidence of secondary crashes
- Driver inattention and lack of standards for collision avoidance technology for heavy vehicles

- Inadequate standards for postcrash fire protection on motorcoaches and insufficient school district processes for chartering motorcoach transportation

Accordingly, the NTSB makes the following safety recommendation to the TVLSD. Additional information regarding this recommendation can be found in the noted section of the report.

Update your process for chartering motorcoach and other large bus transportation to prioritize the selection of operators that provide and require the use of lap/shoulder belts for all seating positions. (H-25-24) (See section 2.5)

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement this recommendation. When replying, please refer to the safety recommendation by number (Safety Recommendation H-25-24). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

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Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairwoman
On behalf of the entire Board

Enclosure

Be Safety Forward! Drivers' Inattention and Lack of Collision Avoidance Technologies on Commercial Vehicles are Deadly

Rear-end collisions on the interstate highway system often result in multiple-vehicle fatalities and secondary crashes. Equipping commercial vehicles with driver assistance technology such as driver monitoring systems, forward collision warning, and automatic emergency braking is an investment in the safety of your drivers and the traveling public that share the roads with you, as these can help avoid or mitigate rear-end collisions. Some of these technologies are often marketed as standard equipment but can be omitted during the ordering process. For motor carriers and operators, investing in collision avoidance and other technologies not only helps protect passengers, drivers, and other road users, but also reduces costly crash-related repairs, liability, and gaps in service. Also, emerging technologies that interface with electronic logging devices to provide in-cab, traffic-related warning messages such as traffic slowdowns or queues ahead to commercial motor vehicles have the potential to reduce the likelihood of such crashes occurring.

NTSB investigation of a fatal multivehicle collision and postcrash fire

The [National Transportation Safety Board](#) (NTSB) investigated a collision in Etna, Ohio, in which a tractor-trailer encountered a traffic queue that had formed due to an earlier crash. The tractor-trailer, traveling 72 mph, did not slow down and crashed into the rear of the traffic queue, causing a chain-reaction collision and postcrash fire that involved five vehicles. Salient cues, in the form of slow traffic and illuminated brake lights, were present at the end of the traffic queue to inform the truck driver of the changing traffic conditions and the need to slow his vehicle. The NTSB determined that the truck driver's inattention and failure to respond, for unknown reasons, to the visibly slow-moving vehicles at the end of a traffic queue caused the crash. The lack of an in-vehicle driver monitoring system to return the truck driver's attention to the forward roadway contributed to the crash. Also contributing to the crash was the lack of strategies to monitor the development of the traffic queue on Interstate 70 after a minor incident and to inform travelers of the traffic conditions ahead. The crash-involved truck-tractor was not equipped with forward collision warning or automatic emergency braking despite those systems being marketed by the manufacturer as standard equipment.

What can motor carriers and operators do?

- **Stay alert and informed!** Driver monitoring systems that detect risky driving behavior and provide instantaneous feedback to the driver as well as emerging technologies such as in-cab alerts to inform drivers about traffic slowdowns ahead have the potential to improve safety by bringing a driver's attention back to the driving task.
- **Invest in collision avoidance and other technologies.** Opting out of purchasing advanced driver assistance systems, including forward collision warning and automatic

Suggested article for recipients of Safety Recommendations H-25-22 and H-25-23

emergency braking, offered as standard equipment by heavy vehicle manufacturers, is risky, as shown in the Etna, Ohio crash.

Need additional information?

To access the NTSB's report, visit the [Etna, Ohio, investigation page](#).