Public Transportation Safety Board
NYSDOT

Statewide Standardization
The Determination of Accident Preventability
Helpful Links

NYSDOT Website, [www.nysdot.gov](http://www.nysdot.gov)

PTSB Website

Public Transportation Safety Board Rules & Regulations,
17 NYCRR Part 990.1-990.20

NYSDOT Safety Regulations & Information
NYSDOT STATEWIDE STANDARDIZATION

“The Determination of Accident Preventability”

For many years, the transportation industry has taken the position that professional drivers who are involved in accidents should be carefully scrutinized to determine if involvement in the accident was foreseeable and avoidable, resulting in the rating of preventable or non-preventable.

The terms “preventable” and “non-preventable” have clearly different meaning than the terms “fault” and “not-at-fault”, in which the second is more for the legal system and the ordinary driver—the person who drives for mere convenience.

While preventability most frequently is applied when looking at driver behavior, it is just as relevant in looking at vehicle maintenance, dispatching, and hiring and training practices by the organization.

By using a higher standard for the professionals in our industry, we will be able to concentrate on the activity of avoiding accidents rather than being overwhelmed by the results of them.

Since 1984, the NYSDOT Public Transportation Safety Board has been investigating commercial motor vehicle bus accidents to determine the probable root cause and contributing factors relating to the preventability of the accident. This investigative process goes deeply into the background of the involved professional driver and the
company responsible for the hiring, training, honing skills, and safe management of its employees.

In support of the NYSDOT PT SB mission goal of reducing the recurrence of serious bus accidents, a program was developed to standardize the process used to determine the preventability of an accident throughout the State of New York. This program is intended to support a statewide uniform approach including management policies and procedures, defensive-driver training concepts, preventive maintenance practices and a detailed accident investigation process that all transportation systems can employ.

The details of this program were presented at the 1999 NYSDOT Motor Carrier Safety Conference, and carried the support of over 350 career transportation professionals using a voting process to ensure consistency with industry standards. The goal is simple: reduce the recurrence of serious bus accidents.

There are three essential ingredients vital to the success of a standardized preventability program:
1. A company policy that defines the parameters of the program with integral support from executive management;
2. Clearly defined company standards for defensive driving, preventive maintenance, hiring and training, and other safety-sensitive functions; and
3. An accident investigation program that includes performance of root-cause analysis.

In conjunction with these ingredients, there is a five-step recommended process in which the company must:
1. Have appropriate policies and procedures in place for support of defensive-driving concepts, proper vehicle maintenance, hiring and training, and other related safety functions.

2. Inform employees of the professional standards they will be held accountable to:
   - Mechanics - skills to service and repair vehicles, and competence to identify unsafe conditions;
   - Professional Drivers - skills and ability above and beyond the standards of the ordinary driver;
   - All other employees - in parallel with accepted industry safety standards.

3. Train skilled professional drivers to have a full understanding of defensive-driving concepts and techniques. Train maintenance staff to meet minimum manufacturer’s standards and local conditions. Offer professional development for Safety staff.

4. After an accident occurs, and prior to determining its preventability, the company should gather as much information about the incident as necessary and possible.

5. The Company must ensure that the individuals reviewing the incident and those responsible for rating preventability are knowledgeable of and/or experienced with:
   - Company policies and procedures, including defensive-driving standards, maintenance and training programs;
   - Industry-accepted defensive-driving practices, maintenance practices, and other safety functions;
   - All available information including causes and contributing factors of the incident.
Traditionally, the scope of many programs used by companies dealt with the preventability of an accident only at the driver’s level. The PTSB encourages all transportation providers to expand that thought process to include the activities of the entire company: Maintenance, Operations (dispatch, etc.), and Training departments.

The following text is reprinted from the North American Transportation Management Institute, which provides the industry’s point of view on the topic of “preventability”.

In any fleet safety program, it is imperative that the fleet supervisor set forth standards for defensive driving. The overall performance of drivers should be evaluated constantly. When an accident occurs, the events leading up to the accident, the causes, the collision and the post-accident events must be carefully evaluated for errors made in driver performance. The standards that are generally applied deal with the concept of accident preventability.

In reviewing the accident for preventability, it is necessary first to understand the basis of defensive driving. In simplest terms, defensive driving is not making errors with the vehicle being operated by the driver, as well as looking out and making allowances for the errors of the drivers on the road. A definition of defensive driving is: driving in a manner to avoid accident involvement despite adverse conditions created by roads, weather, traffic, or the actions of other drivers or pedestrians. With this basis, it is generally true that when
a driver makes errors or fails to react reasonably to the actions of others, the accident is considered preventable.

When classifying accidents into the categories of preventable or non-preventable, it is important to recognize that such a classification is not related to legal liability.

Legal liability is established through the judicial system, by the involved party's insurance carriers, or by the legal counsel for the parties involved. While some of the information developed to establish legal liability may be used in the determination of preventability, it must be emphasized that legal liability does not necessarily have any bearing on the preventability of the accident.

Many professional drivers have difficulty in understanding why their accident was classified as preventable when the adverse party was cited for a violation of traffic laws. The concept of defensive driving must be thoroughly explained to new-driver employees, and all drivers will need constant reminding that, as a professional driver, they are expected to drive in a defensive manner. The accident prevention program will not be very successful if all the involved people do not understand the rules.

Preventability of accidents is an important concept in motor fleet safety. Preventability is commonly used in the motor fleet as the basis for Safe Driver Award programs, safety incentive programs, and other accident prevention and morale-boosting programs. It is also used as the gauge to measure the effectiveness of the fleet's loss-prevention program. One of the most important
aspects of a professional driver’s work record is reflected in the ability to avoid being involved in accidents that are classified as preventable.

**PREVENTABILITY AS A SAFETY TOOL**

When automobiles first came on the scene at the turn of the century, history records a collision between two cars in Ohio: the only two automobiles registered in the state. For several years, these types of collisions between the few automobiles on the road were thought to be a matter of luck—bad luck.

As more and more vehicles became involved in a greater number of accidents, government authorities enacted laws regulating the operation of cars and trucks. As a result, vehicles had to be driven on the right-hand side of the road, traffic laws were developed, stop signs and traffic signals were erected, and driving rules and regulations were put into effect. When accidents occurred, the parties involved looked to see who violated the law and who was legally to blame. Despite these traffic laws, accidents were still occurring and creating a heavy cost burden to the motor transportation industry.

The motor transportation industry studied their accidents to determine the causes involved. They found that most accidents resulted from driver error. Fleet supervisors felt that if their drivers could avoid these driving errors, then their drivers could prevent accidents, despite the adverse conditions in which they drive and despite the mistakes of other drivers.

From these studies evolved the definition of a preventable accident. A preventable accident is:
One in which the driver failed to do everything that could be reasonably expected to be done to prevent it.

The key to this definition is the word "reasonable." If the word 'possible' were used, that would be everything the driver could have possibly done: the driver could have stayed home that day. But the driver’s job is to drive, so the concept of ‘reasonable’ is applied instead.

Transportation companies went one step further and developed the concept of defensive driving. Knowing that drivers could prevent accidents by adjusting their driving to adverse conditions and the improper actions of others, the Industry described this process as defensive driving. The formula developed for defensive driving is:

1. Identify the accident potential
2. Know the corrective action
3. Adjust driving in time

Defensive driving is simply a proactive positive approach to driving. It gives the driver the ability to keep the control of safety in his own hands.

CLASSIFYING ACCIDENTS

When reviewing accidents, they should be classified preventable or non-preventable, based on the definitions of preventability and defensive driving.

The standard accident prevention formula should be applied to the accident to determine if the driver appropriately applied the steps in trying to prevent the accident. To do this, complete details are needed of what the driver saw, when it was seen and whether action
taken was appropriate to the circumstances. If the driver did not see or recognize a hazard on a timely basis, information should be developed as to why the hazard was not recognized in time or as to why the appropriate action was not taken in time to prevent the accident.

The decision of preventability should always be based solely on what the company driver did or did not reasonably do to prevent the accident. Evidence of a violation of the law is a clear-cut indication of the preventability of the accident. However, the absence of any violation does not make the accident non-preventable. What action other drivers did or failed to do should have no bearing on the preventability of the company driver's accident. Even though the adverse driver may have violated a traffic law or may have been legally wrong for any reason, this should not influence the preventability decision on the company driver's accident.

This approach applies the true concept of defensive driving where the driver adjusts his driving to prevent accidents despite adverse driving conditions and despite the improper actions of other drivers.

- **Gathering the Information**

To assure that the driver is treated fairly in the classification of the accident, it is extremely important that the supervisor assemble all the facts and information that is available. Many accidents will not require an extensive, on-the-scene investigation. These accidents may fall into the category of the vehicle striking fixed objects or parked cars. Using the guidelines for
determining preventability outlined in this article, these accidents will generally be preventable since no other driver was involved.

The supervisor should interview the involved driver as quickly as possible after the accident. The driver's account of the accident should be reduced to writing and is to be signed by the driver. This will help to avoid the driver's account becoming distorted and changed later.

During the interview, the supervisor should attempt to learn from the driver what, if anything, the driver thinks could have been done to have prevented the accident. Replies such as “I guess I could have slowed down prior to entering the intersection” are an indication that the driver realized that by exercising more caution, it is possible the accident could have been prevented.

Accidents involving other moving vehicles, pedestrians, or animals may require an on-the-scene investigation by the supervisor. This investigation should be done as quickly as possible after the occurrence. This will permit the examination of temporary physical evidence such as brake marks, fire marks, and pavement scuffs. The supervisor may want to consider taking the involved driver to the scene of the accident to explain the events leading up to the accident.

The supervisor making the investigation must bear in mind that information developed during the investigation is subject to the discovery procedure by the plaintiff's attorney should a civil action result. The supervisor should coordinate the investigation with the fleet's insurance carrier and/or attorneys to avoid
jeopardizing the company's position in any civil action that might result. Every effort should be made to verify the driver's account of the accident. Such steps could include comparison of the driver's statement with police reports, witness statements, and the supervisor's findings at the scene of the accident.

If the driver alleges that a mechanical condition of the vehicle caused or was a contributing factor to the accident, the vehicle must be inspected by a qualified person as quickly as possible and before the alleged defective part(s) has been replaced or disturbed.

- **Making the Decision**

After all the information pertaining to the accident and to the events leading up to the accident has been assembled, the accident must be classified as preventable or non-preventable. How this is done and who makes the decision varies from company to company.

In some companies, the Safety Director studies all the facts and classifies the accident. If the driver disagrees with the classification, some companies allow the driver to request that the accident be reviewed by a company accident review board.

Even though each accident must be judged individually, experience in fleet safety over the years has shown that certain types of accidents are generally preventable on the part of the driver. The following types of accidents listed below cannot cover every accident that may occur. The listing is intended as a guideline in making the
preventability determination and is provided through the courtesy of the motor transportation department of the National Safety Council.

ACCIDENT PREVENTABILITY GUIDELINES

- **Intersections**

Professional drivers are responsible to approach, enter, and cross intersections prepared to avoid accidents that might occur through the action of others. Complex traffic movement, blind intersections, or failure of another driver or pedestrian to conform to law or traffic control devices will not automatically discharge an accident as “not preventable.” Intersection accidents are often preventable even when the professional driver has not violated traffic regulations. His failure to take precautionary measures prior to entering the intersection is a factor to be studied when deciding preventability. When a professional driver crosses an intersection and the obvious actions of the other driver indicates possible involvement either because of his speed, crossing his lane in turning, or coming from behind a blind spot, the decision based on such entrapment should be PREVENTABLE.

- **Backing**

Practically every backing accident is preventable. A driver is not relieved of his responsibility to back safely when a guide is involved in the maneuver. A guide cannot control the movement of the vehicle. Therefore, a driver must check all clearances for himself.
• **Front-end Collisions**

Regardless of the abrupt or unexpected stop of a vehicle ahead, a professional driver can prevent accidents by maintaining a safe following distance at all times. This includes being prepared for possible obstructions on the highway—either in plain view or hidden by the crest of a hill or the curve of a roadway. Overdriving headlights at night is a common cause of front-end collisions. Night speed should not be greater than that which will permit the vehicle to come to a stop within the forward distance illuminated by the vehicle's headlights.

• **Rear-end Collisions**

Investigation will often disclose that a driver risked being struck from behind by failing to maintain a margin of safety in his own following distance. Rear-end collisions preceded by a roll back, an abrupt stop at a grade crossing, a traffic signal change, or when your driver fails to signal a turn at an intersection, should be charged preventable. Failure to signal intentions or to slow down gradually should be considered preventable.

• **Passing**

Failure to pass safely indicates faulty judgment and the possible failure to consider one or more of the important factors a driver must observe before attempting the maneuver. Unusual actions of the driver being passed or of oncoming traffic might appear to exonerate a driver involved in a passing accident. However, the entire
passing maneuver is considered voluntary and becomes the driver's responsibility.

- **Being Passed**

Sideswipes and cut-offs involving a professional driver while he is being passed are preventable when he fails to yield to the passing vehicle by slowing down or moving to the right where possible.

- **Lane Encroachment**

A safe driver is rarely a victim of entrapment by another driver when changing lanes. Similarly, entrapment in merging traffic is an indication of unwillingness to yield to other vehicles or to wait for a break in traffic.

Blind spots are not valid excuses for lane encroachment accidents. Drivers must make extra allowances to protect themselves in areas of limited sight distances. Competition for space, causing involvement with parked cars, pillars, and other road structures, can be prevented by dropping back when it is apparent that the other driver is forcing the issue or contesting a common portion of the road.

- **Grade Crossings**

Collisions with trains or streetcars occurring at grade crossings, in traffic, in a rail yard, switch area, or on private property are the responsibilities of the professional driver to prevent. A driver must determine if it is safe and permissible to cross railroad tracks and, furthermore, must stand by in case conditions change by the movement of the rail cars.
• **Opposing Vehicles**

It is extremely important to check the actions of the company driver when involved in a head-on collision or a sideswipe accident with a vehicle approaching from the opposite direction. Exact location of vehicles prior to and at the point of impact, must be carefully verified. Even though an opposing vehicle enters your driver’s traffic lane, it may have been possible for your driver to have avoided the collision. For example, if the opposing vehicle was in a passing maneuver and your driver failed to slow down, stop, or move to the right to allow the vehicle to re-enter his own lane, he has failed to act to prevent the occurrence. Failing to signal the opposing driver by flashing the headlights or sounding the horn should also be considered.

• **Turning**

Turning movements, like passing maneuvers, require the most exacting care by a professional driver. Competition for space involving other vehicles, scooters, bicycles, or pedestrians at left or right turns are the responsibility of the driver making the turn. Failure to signal, properly position the vehicle for the turn, check the mirrors, check pedestrian lanes, or take any other defensive action should be considered. Sudden turns by other drivers should be carefully examined. You may find that your driver failed to take precautionary action from “tip-offs” from the other vehicle immediately preceding the incident. U-turns by your driver that result in a collision are preventable.
• **Customer Accidents**

Customer accidents in any type of vehicle are preventable when they are caused by faulty operation of the vehicle.

Even an incident does not involve a collision of the vehicle, it must be considered preventable when your driver stops, turns, or accelerates abruptly. Emergency action by the company driver to avoid a collision that results in customer injury should be checked to determine if proper driving prior to the emergency would have eliminated the need for the evasive maneuver.

• **Pedestrians**

Traffic regulations and court decisions generally favor the pedestrian hit by a moving vehicle. An unusual route of a pedestrian at mid-block or from between parked vehicles does not necessarily relieve a driver from taking precautions to prevent such accidents. Whether speed limits are posted or the area is placarded with warning signs, speed that is too fast for conditions may be involved. School zones, shopping areas, residential streets, and other areas with special pedestrian traffic must be traveled at reduced speeds appropriate for the situation. Young and inexperienced operators generally operate bicycles, motor scooters and similar equipment. The driver who fails to reduce his speed when this type of equipment is operated within his possible sight, has failed to take the necessary precaution to prevent an accident. Keeping within posted speed limits is not taking
the proper precaution when unusual conditions call for voluntary reduction of speed.

- **Weather**

Adverse weather conditions are not a valid excuse for being involved in an accident. Rain, snow, fog, sleet, or icy pavement has never caused an accident. These conditions merely increase the hazards of driving. Failure to adjust driving to the prevailing weather conditions, or to “call it a day” when necessary, should be cause for deciding an accident preventable. Failure to use safety devices such as skid chains, etc., provided by the company, should be cause for a preventable decision when it is reasonable to expect the driver to use such devices.

- **Alleys, Driveways, and Plant Entrances**

Accidents involving traffic originating from alleys, driveways, plant entrances, and other special intersecting locations should be carefully analyzed to determine what measures the professional driver might have taken to avoid the occurrence. Failure to slow down, sound a warning, or to yield to the other driver can be considered cause to judge such an accident preventable.

- **Fixed Objects**

Collisions with fixed objects are preventable. They usually involve failure to check or properly judge clearances. New routes, strange delivery points, resurfaced pavements under viaducts, inclined
entrances to docks, marquees projecting over traveled section of road, and similar situations are not in themselves valid reasons for excusing a driver being involved. He must be constantly on the lookout for such conditions to avoid accidents in which they are involved.

- **Private Property**

  When a driver is expected to make deliveries at unusual locations or construction sites, or on driveways not built to support heavy commercial vehicles, it is his responsibility to discuss the operation with the proper authorities and to obtain permission prior to entering the area.

- **Parking**

  Unconventional parking locations, including double parking, failure to put out warning devices, etc., generally constitute evidence for judging an accident preventable. Roll-away accidents from a parked position normally should be classified preventable. This includes unauthorized entry into an unlocked or unattended vehicle, failure to properly block wheels or to turn wheels toward the curb, or other means to prevent vehicle movement.

- **Mechanical Failure**

  Any accident caused by mechanical failure that reasonably could have been detected by the driver but went unheeded, should be judged preventable. It is the driver's responsibility to report unsafe vehicle conditions for repairs and to obtain immediate repairs where
continued operation could result in an accident or other unsafe condition. When mechanical difficulties occur unexpectedly during a trip and a driver, upon discovery, fails to check with his company for emergency instructions prior to an accident, the accident is preventable.

An accident caused by mechanical failure that results from abusive driving should be considered preventable.

- **Non-Collision**

Many accidents, such as overturning, jack-knifing, or running off the road may result from emergency action by the driver to prevent being involved in a collision. Examination of his driving practice prior to the incident may reveal following too close or driving too fast for conditions. The company driver’s actions prior to involvement should be examined for possible errors or lack of defensive-driving practice.

- **Miscellaneous**

Loose objects falling from vehicle, loose chains, doors swinging open, etc., resulting in damage to other property are preventable when the driver's action or failure to secure them are evidenced.

Cargo damage, resulting from unsafe vehicle operation, is preventable by drivers. This includes overhead bridge hits where only cargo is damaged.
• Conclusion

It is impossible to describe in detail the many ways a driver might prevent an accident without being primarily or legally responsible. The paragraphs of this guide merely highlight the most frequent occurrences based on past decisions of Accident Review Committees of the National Safety Council Commercial Vehicle Section. This guide cannot list every type of accident that may be encountered, nor can it list all the variable factors that may be involved. It can, however, serve as a starting point for examining the specifics when determining preventability.

ACCIDENT REVIEW BOARD

Accident review boards have been used with varying degrees of success in fleets. They were originally established to allow a committee to decide on the preventability of an accident rather than just one supervisor making the decision. It was felt that this would take any personality conflicts out of the decision-making.

The accident review board may meet to determine the preventability of all accidents, and it may be given the responsibility of recommending steps to be taken for the prevention of similar accidents in the future.

To be effective, members of the accident review board must have thorough training in the concept of preventability and defensive driving. All members of the board must have the same complete understanding of these concepts as the supervisory personnel in the company does. They must also be willing to apply these
concepts in a non-biased manner.

The key to a properly functioning accident review board is a common understanding of and an ability to apply the concepts of preventability and defensive driving. This is essential so that all members of the board will look at accidents with this common point-of-view and so they will apply the same standards of safe driving performance the same way when reviewing accidents.

- **Methods of Operation**

The accident review board should meet at intervals that will allow it to consider accidents on a "current event" basis. Extended delays in making preventability decisions is not an acceptable procedure for either the driver involved or the fleet management. In many fleets, the board acts only as an Appeals Court. In such cases, the fleet supervisor makes an initial determination as to the preventability of each accident. If the involved driver does not concur with the classification, a request may be made for the accident to be reviewed by the board. In some instances, the driver must give specific reasons for requesting such reconsideration. When enough appeals have accumulated, the board may be called into session. Regardless of the type of accident review board that is established, the primary role of the fleet supervisor should be that of chairman of the review board. As such, the chairman would present the facts of the accident and outline the reasons for considering the accident preventable.
Organization of the Accident Review Board

Accident review boards are generally composed of three to seven members, to provide an adequate range of background and thought in determining preventability. A large board may become cumbersome and use an excessive amount of time in reaching the preventability decision. Board membership should include driver representatives, management representatives, and the supervisor assigned to safety responsibilities. Some companies invite outside personnel such as an insurance company safety engineer to sit on the board. The outside person must have an in-depth understanding of the principles of preventability and defensive driving to function properly.

To be eligible to serve on the accident review board, all individuals must have an interest in accident prevention. A driver should be required to have at least one full year of accident-free driving with the company. Supervisors should have the respect of company employees. Top management, upon the recommendation of the fleet supervisor, should appoint members of the board. Driver representatives may be selected by other company drivers by a simple majority vote or may be appointed on a rotating basis. The rotating of all members is desirable to foster a widespread interest in the safety program. Members should not serve more than one year on the review board.
• **Board Procedure**

Meetings of the accident review board must be held at times that are convenient for all members. Each member should be provided with a copy of all written reports of the accident and, when feasible, with copies of any supplementary information that might be helpful in rendering a proper preventability decision. Provision should also be made for diagramming each accident on a chalkboard or one of the commercially-available accident-diagramming boards.

To promote impartiality of decisions, it is desirable that the board members not know the name of the involved driver or mechanic. In practice, however, such anonymity is often difficult to achieve. It may also be desirable to have the involved appear before the board to state their own case and to present any viewpoints on the facts being discussed. If the involved is permitted to appear before the board, then the individual should be asked to leave before the vote on the preventability is taken.

The fleet supervisor should remind the accident review board about the concept of preventability so each case is reviewed without bias toward the involved. Only the facts should be discussed as they relate to the definitions of preventability. The fleet supervisor should take an active role in any proceedings of the board, if they want to recommend measures for the prevention of future similar accidents.

A written record should be made of the board's decision and the reasoning behind it as well as a record of any recommended preventive and corrective measures. All
preventive measures recommended by the board should be discussed in open safety meetings with all involved departments, without mention of the name of the involved individual. The same material can be used for in-house publications, bulletins, directives, and letters.

SUMMARY

The concepts of preventability and defensive driving are essential to the operation of a fleet safety program. When accidents are reviewed on an in-depth basis, much can be accomplished. These accomplishments included:

- Driver and mechanic awareness of errors
- Safety activities are targeted properly
- Safety programs are highlighted
- Involvement in the program can be obtained through committee activities

Preventability standards and decisions must be fair and understood. This is where most strong preventability programs in motor transportation excel. The fleet supervisor must diligently work to create an awareness of not only the importance of preventability, but also the procedures that are involved.
PTSB Contact information

Jonathan Nicastro, Chief Investigator  
(jonathan.nicastro@dot.ny.gov) (516)457-3137

Upstate

- Gregory Buff, Investigator  
  (gregory.buff@dot.ny.gov) (518) 485-2448

Metro NY

- John Sheehan, Investigator  
  (john.sheehan@dot.ny.gov) (718)482-4577
- Frank O’Rourke, Investigator  
  (frank.orourke@dot.ny.gov) (718)482-4573

PTSB Bus Accident Notification (All Hours, Weekends and Holidays)  
(518) 457-3765

Reporting Criteria

- All fatal accidents
- All accidents which result in five or more injuries (includes all parties involved)
- All accidents caused by mechanical failure of the bus, including but not limited to, all fires that occur in revenue service that require passenger evacuation and response by a fire department, regardless of whether or not injuries occur.
NYSDOT PTSB-BAITFISH Course

Bus Accident Investigation Training For Identifying Safety Hazards (B.A.I.T.F.I.S.H.)

PTSB regulations require that each regulated bus property have a person on staff who has successfully completed the BAITFISH Course.

Learn how to conduct effective investigations.

Preventability skills are developed, roles/responsibilities of operators, maintainers, and management reviewed.

Learn to take effective steps to limit hazards by analyzing incidents, “don’t let a good crash go to waste”.

Safety Analysis and Hazard Mitigation

Incident Investigation

Determination of Preventability

Class One

Class Two

Class Three
ATTENTION ALL STOA RECIPIENTS
NOTE REVISED PTSB EMERGENCY CONTACT NUMBER
(718# discontinued)

This notice is to serve as a reminder of the requirements of all PTSB (STOA recipient) bus properties to immediately report by telephone all bus accidents that meet the specific criteria as defined in the PTSB Rules and Regulations. Such reporting shall not be delayed for more than 90 minutes.

Specifically:
1) All fatal accidents (death occurs within 24 hours of occurrence)
2) All accidents which result in five or more persons injured including any/all involved parties in the accident; and
3) All accidents caused by mechanical failure of the bus, including but not limited to, all fires that occur in revenue service that require passenger evacuation and response by a fire department, regardless of whether or not injuries were incurred.

STATEWIDE ACCIDENT NOTIFICATION PHONE NUMBERS

Calls accepted 24 hours per day including holidays/weekends
518-457-3765
or
800-866-9368