

Bus & Motorcoach NEWS

November 15, 2015

WHAT'S GOING ON IN THE BUS INDUSTRY

UNITED MOTORCOACH ASSOCIATION

MOTORCOACH EXPO 2016



UMA Motorcoach Expo 2016 will be held Jan. 31 to Feb. 4 at the Georgia World Congress Center in Atlanta. For information and registration go to www.motorcoachexpo.com.

Civil rights leader Andrew Young slated to address UMA Expo 2016

ALEXANDRIA, Va. — Andrew Young — a noted civil rights leader, diplomat, pastor and politician — will be a guest speaker at UMA Motorcoach Expo 2016 in Atlanta.

The former ambassador, Georgia congressman and mayor of Atlanta will speak at 8:30 a.m. on Feb 1.

“Our annual Expo show offers the best in education, industry news and networking opportunities, and we are pleased and excited to have Dr. Young address our group,” said UMA President and CEO Victor Parra.

Young will draw from his significant leadership experience to address how the same traits that made him successful in the public

sector — vision, passion and execution — also are important in building a successful private business, including a motorcoach company.

Deregulation of the motorcoach industry several years ago opened the door to entrepreneurs owning their own businesses. Individuals working as bus drivers, mechanics and ticket agents discovered unlimited opportunities to start and build their own businesses, many of which are now second-generation companies.

Expo offers several opportuni-



Andrew Young

ties for owners and management to refresh their leadership skills through a variety of presentations and seminars. Young’s speech will add another dimension to those events as he draws parallels between leadership traits in the political realm and private-sector businesses.

Young, who was born in New Orleans in 1932, has enjoyed an impressive career that began in the 1950s when he was appointed pastor of a church in Marion, Ala. He encouraged African Americans to register to vote in Alabama, and sometimes faced death threats while doing so. During that period he became a friend and ally of Dr. Martin Luther King Jr.

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Bill would require study prior to raising insurance

WASHINGTON — Congress has moved a step closer to agreeing on a comprehensive transportation-funding bill, and the latest version includes a provision requiring federal regulators to conduct a comprehensive study of passenger carrier insurance limits prior to increasing those limits.

That provision, which is similar to one included in an earlier bill supported by the United Motorcoach Association, is part of the Surface Transportation Reform and Reauthorization Act of 2015 passed last month by the House Transportation and Infra-

structure Committee.

The bill next goes to the full House for approval, followed by joint Senate and House committee hearings to reconcile it with a similar measure passed earlier this year by the Senate. They also have to agree on a funding source.

The House bill includes several provisions supported by UMA, the most significant ones dealing with a possible increase in the minimum amount of insurance required of motorcoach operators and reforming the Compliance, Safety, Accountability (CSA) program.

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Time is running out for registering under IRP

WASHINGTON — There is still time to beat the holiday rush and sign motorcoaches and buses up for the International Registration Plan (IRP), which becomes mandatory on Jan. 1 for most vehicles engaged in interstate travel.

Unregistered coaches and buses leaving their home states that morning will give law enforcement officers another opportunity to stop them and write a citation.

“It will really be up to law enforcement, if a bus or motorcoach is being operated in interstate operations after that date, to enforce the new registration provisions,” said Tim Adams, chief executive officer of IRP Inc., which administers the plan and the exchange of fees between states.

“A bus operating on a base state — intrastate only — plate after Jan. 1, 2016, could be subject to being cited for improper registration for not being registered as

IRP-apportioned. It will depend on enforcement actually catching them and taking action.”

Operators are advised to start early on learning their state’s filing processes and gathering essential paperwork so registrations can be filed before an end-of-year crush at department of motor vehicle offices. (See Aug. 1, 2015, *Bus & Motorcoach News*.)

IRP was created through a reciprocity agreement among the 48 contiguous U.S. states, the District of Columbia and 10 Canadian provinces. The plan issues apportionable registration credentials for commercial vehicles based on the mileage traveled in each jurisdiction.

For 40 years charter buses were exempt from IRP because operators often did not know what states they would be traveling through in the coming year and IRP had no way to handle the situation

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Transit buses may replace yellow buses in St. Paul

ST. PAUL, Minn. — The iconic yellow school bus may soon be replaced by city buses to transport high school students in St. Paul.

St. Paul Public Schools has launched a pilot program to study how feasible it may be to send high school students to and from school via city bus.

If the program proves successful, St. Paul may soon be joining Minneapolis in doing away with most yellow buses for its public high schools.

Such arrangements have been controversial in some cities, particularly where private contractors are supplying school bus transportation to districts. Private bus contractors argue that it is a violation of federal law banning taxpayer-funded transit agencies from competing with the private sector.

It is unclear whether district-run bus systems that contract with public transit agencies to transport their students have been challenged.

The St. Paul program, which is a partnership between the school system and Metro Transit, offers free bus passes to students at Johnson Senior High School. Students

can use the cards to ride city buses to and from school, as well as for personal use over the weekend.

School officials cite a number of reasons for the switch, including increasing attendance for classes and after-school activities, and improving the academic performance and health of their students.

But for St. Paul high schools, which host a large population of free- and reduced-cost lunch recipients, officials say the program will also help break down barriers for students of color and low-income families, who often can't participate in certain activities or obtain work because of a lack of good transportation options.

The district estimates the cost of providing the passes to be about the same as operating yellow buses.

"There is a realistic barrier that some of our students have to participating in activities," said Jackie Allen, assistant director of strategic planning and policy for the district. "For plenty of students, that's not a problem. But unfortunately for a lot of our students, it is."

Allen worked with Metro Tran-



sit to develop St. Paul's pilot program and said it will benefit all of their students in some way. But for students who don't have reliable transportation, she said, joining activities like academic clubs or sports, or even just staying after to get help with homework from a teacher will now become much more viable options.

Michael Thompson, principal of Johnson Senior High, said he's already seeing the pilot program fill in the gaps. It not only gives students more flexibility in attending

before and after school activities they most likely couldn't attend before, it also makes planning those activities easier for the school.

For example, Thompson said, the school's student leadership club had a 100 percent attendance rate with 230 kids showing up before school to participate. "We never would have been able to do that before," he said. "And if we did, we wouldn't be able to have very good attendance."

He also said the school is seeing better attendance across the

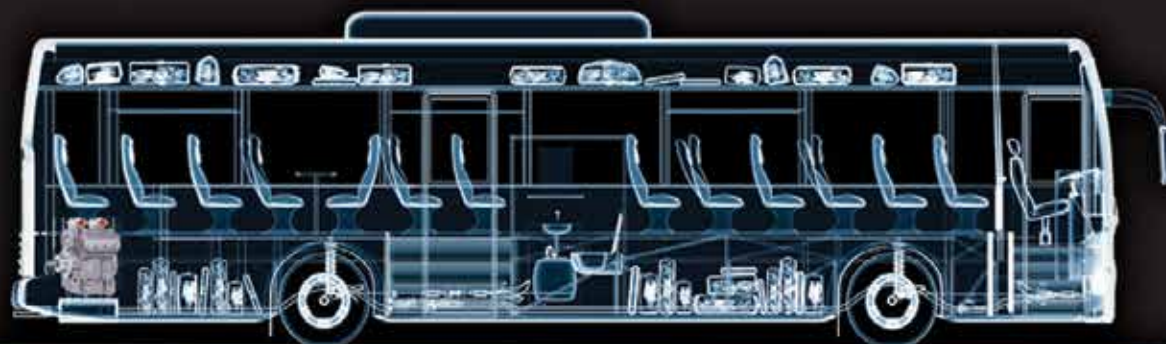
board in afterschool programs, and so far has issued 1,100 passes to students. Only 85 students opted out of the program.

Minneapolis Public Schools began using city buses for student transportation for five of their high schools in 2012, but upped it to seven the following year.

This year, around 6,500 high school students are using the program, according to Metro Transit, and another 40 schools throughout the metro region are buying into the program by the end of the year.

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THE DOCKET

Feds move toward requiring collision-avoidance systems

WASHINGTON — The National Highway Traffic Safety Administration has granted a petition for rulemaking filed by several safety groups that could be the first step toward requiring automatic forward collision systems on heavy vehicles, including motorcoaches.

The petition for rulemaking, submitted earlier this year by the Truck Safety Coalition, Center for Auto Safety, Advocates for Highway and Auto Safety and Road Safe America, asked NHTSA to require forward collision-avoidance and mitigation braking systems on all new buses and trucks having more than 10,000 pounds gross vehicle weight. (See March 15, 2015, *Bus & Motorcoach News*.)

Such technology already is an option on many models of new motorcoaches.

The petitioners claimed that the systems have the potential to

provide significant safety, economic and societal benefits.

They contend that the so-called F-CAM technology, which alerts drivers to stopped traffic and automatically brakes a vehicle if the driver does not respond, would markedly reduce crashes if it were mandated on commercial vehicles.

While the safety groups included “big buses” in their petition for the mandate, they focus

FMCSA works on sleep apnea rule

WASHINGTON — The FMCSA has started work on a potential rule that would set up screening and treatment requirements for drivers who are at risk for obstructive sleep apnea.

According to a monthly regulatory report issued by the Department of Transportation, FMCSA began work on the potential rule

mainly on big rigs. They cite several recent fatal accidents involving semi-trucks crashing into the rear of vehicles that had slowed down or stopped.

The systems, which cost upwards of \$300 per vehicle, use a combination of radar, cameras and computers to detect objects in front of the vehicle and then determine whether they pose a threat of an imminent crash. As a result, the safety groups believe that install-

ing them in trucks and buses could prevent more than 2,500 crashes annually.

In the petition approval document posted in the Federal Register last month, NHTSA said it has been studying the systems for several years and will “continue to conduct research and to evaluate real-world performance of these systems through track testing and field operational testing.”

Based on this research, the agency said it agrees with the petitioners that the systems have the potential to save lives by preventing or reducing the severity of rear-end crashes.

“NHTSA will determine whether to issue a rule in the course of the rulemaking proceeding, in accordance with statutory criteria,” the agency said.

The European Union Commission already requires that an advanced emergency braking system with forward collision warning be installed on most new heavy vehicles, with some exceptions, NHTSA said.

It said granting the petition does not mean that the agency will issue a final rule.

“The determination of whether to issue a rule is made after study of the requested action and the various alternatives in the course of the rulemaking proceeding,” the agency said.

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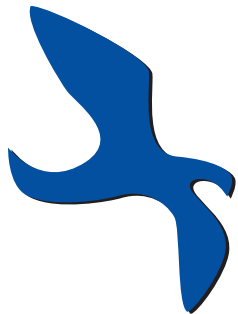
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FMCSA delays registration rule to fix website issues

WASHINGTON — The Federal Motor Carrier Safety Administration has re-issued its Unified Registration System rule to delay the compliance dates set in the original 2013 rule, citing technical delays in implementing the system as its reason.

The new compliance dates are Dec. 12, 2015, for new-entrant carriers and Sept. 30, 2016, for carriers that already have a U.S. DOT number.

FMCSA said the registration system would improve the registra-

tion process for motor carriers, property brokers, freight forwarders, intermodal equipment providers, hazardous materials safety permit applicants and cargo tank facilities required to register with the agency.

It also will streamline the existing federal registration processes to ensure FMCSA can more efficiently track these entities.

New applicants, defined by FMCSA as anyone who doesn't have and has never been assigned a U.S. DOT number, will be required

to use the new online application when requesting registration and a DOT number beginning Dec. 12. The new online application and database won't be available for those who already have a DOT number until Sept. 30, 2016.

FMCSA said once the system is available for all carriers, there won't be a need for separate provisions for new applicants, so the temporary sections will only be in effect through Sept. 29, 2016.

The URS will then be available for submission of all new registra-

tion requests, tracking applications, updating information and filing biennial updates, the agency said.

FMCSA is giving some carriers an extra three months for compliance to help the transition to the new system. Private hazmat carriers and exempt for-hire carriers registered with FMCSA as of Sept. 30, 2016, will be given three months from then — to Dec. 30, 2016 — to file their evidence of compliance with the financial responsibility requirements.

FMCSA estimated a two-year

period for development of the website for the system to implement the rule and had an initial compliance date of Oct. 23, 2015.

However, the agency said it has "experienced challenges completing the IT system necessary to fully implement" the rule.

The new dates will reflect the revised schedule for the completion of the website. The URS will replace four existing systems and combine 16 forms motor carriers and others now use to register and update data.

IRP FROM PAGE 1

equitably. Individuals and companies registering charter buses were allowed to apportion fees under the plan or to operate under registration reciprocity.

State and provincial motor vehicle administrators voted last year to end that exemption. Starting Jan. 1, every motorcoach that crosses state lines will need apportioned license plates or a trip permit under IRP. Charter bus operators who haven't used IRP registration will have to switch to the system.

"There is still the option for a

carrier to purchase a trip permit in lieu of having IRP," Adams said. "This is really only feasible for a carrier who would only make a couple of trips outside of their base state as it would just get too costly to trip-permit all the time for a carrier who operates interstate on a regular basis."

Full reciprocity under IRP went into effect last Jan. 1 for registered motor carriers. Under full reciprocity, a bus and truck operator registering under IRP will automatically be qualified every year — for purposes of vehicle registration — to operate in the 48 contiguous states,

the District of Columbia and all Canadian provinces.

Operators no longer will need to estimate mileage, pay extra fees for adding a state during a registration year or buy permits to go into a state, province or the District of Columbia.

How many motorcoach operators have registered so far? There is no way to know, Adams said. "We don't get into the specifics of who is registered. That is up to the jurisdictions. The clearing house, which exchanges fees electronically, is our system."

However, he said, "We just had

a meeting a couple of weeks ago and some of the jurisdictions were there. There didn't seem to be any issues the states had."

Carriers registering through IRP for the first time will find their fees vary according to their base states and the states in which they do a lot of business. A fee estimation calculator can be found at the IRP website, <http://IRPonline.org>.

Operators also should consider which vehicles require apportioned tags — those that operate only locally or intrastate do not require IRP registration. Contingencies, such as out-of-state breakdowns,

should be considered, however, so carriers do not find themselves short of apportioned buses when they are needed on short notice.

In May the IRP dispute resolution committee adopted a new rule that will affect first-time registrants.

"Carriers with existing operations will be allowed to use their actual distance, such as is reported on their IFTA (International Fuel Tax Association) returns for proper distance reporting instead of having to use the average per-vehicle-distance chart in their base jurisdiction," Adams said.

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2015 is almost over; Did you finish your to-do list?

By Christian Riddell
Motorcoach Marketing Council

I love this time of year. It represents for me not only the chance to focus on those things that matter most, like family and friends, but it also gives me the chance to reflect on the year that has now come and gone as well as look at the year ahead.

For many this time of year is the end to what has been a busy season. For others, this is the start of their season, filled with hope and optimism.

One of the things that I like to do most during these weeks between now and the first week of January is to look at how this year panned out, not only in terms of what really happened but what really didn't happen.

Although this is often one of the most painful parts of the exercise, it can also be one of the most fruitful.

Rolling it over

Let's face it. It is mid-November and for all intents and purposes the year is over except for the turkey and the tree. The list of "I am totally going to get to that" will now have to roll over from 2015 to 2016.

If you are anything like me you will probably hate that some of the things on that list are still not done. Things that you, like me, probably had thought you'd get done when you did this same thing last year.

These lists of things that haunt us as we move along in our days can be our greatest strengths or our biggest weaknesses. We have a tendency to let them ride around in the back of our minds, getting

pushed further and further back by the pressing matters of the day. Then, probably only once or twice a year, we dust them off and think about them once again.

I have a clear five-step process that I use this time of year to help me as I try to make sense of another year gone by and a list of un-reached objectives.

First

Be nice to yourself, but not too nice. If you are anything like the vast majority of the operators I have had the privilege of working with in this industry, your list may not have made the progress that you wanted it to.

This, however, was in all likelihood not because you were sitting by a pool somewhere sipping Mai Tais. It is probably because you were crazy busy just keeping the company moving along.

Now, while I certainly understand this, I also know this can be a crutch, something we simply use as a reason we didn't get where we wanted to go. Try to be honest with yourself. If you were indeed crazy busy, that's great. Good job getting done what you did. But, after careful self-evaluation, if you have some work to do here, do it.

Second

Don't be afraid to toss things off your list. Just because it has been on your list for a long time and still has not been done, that does not mean it has to stick around. I like to evaluate my lists with a few questions. Will this make my job easier? Will this make me more money? Is this realistic? If I can't answer a resounding yes to at least two of these

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questions I take it off my list.

Third

Don't forget the three O's of getting stuff done. Outsource. Outsource. Outsource. Ask yourself if you can give any of these items to someone else? Never, ever, underestimate the power of outsourcing.

Whether it is to your own company or to an outside company, accomplishing something without having to give it your own time can be a powerful way to move those pesky stuck objectives forward.

Fourth

Do you really want to do this? You may think that this should be up higher on the list, but it is fourth for a good reason. It has been said that many businesses fail because the people driving the ship do what they want to do, not what they should be doing.

If there is something that is riding your list that you simply don't want to do, but you just can't bring yourself to take it off, go back to No. 3.

Fifth

Decide. Lists are great things. In my sales development courses, I challenge all of my students to take a few minutes every day to plan their days, weeks and months. I believe in lists and I use them extensively in my business and in my personal life.

But I also have found that there is one universal truth when it comes to lists. The fact that you wrote it down does not mean it will get done. You have to decide that your list is not just some piece of paper but rather a commitment to yourself and to your company.

You must decide that if there is something worthy of making the list, by its very existence it is also worthy of your time and effort. You have to decide that you will no longer allow lists to pile up and be forgotten.

I believe that one of the most difficult things in this business is the challenge of simply being in business. The level of activity and chaos in the motorcoach industry is extraordinary. The number of moving parts in the day-to-day operation of a motorcoach company makes other businesses look, well, downright simple.

I also believe that it is critical that we take control of our businesses and that we decide these important lists of things — which will make our jobs easier, help make us more money and are indeed realistic — will get done.

This is the year

For the past few years, I have had the privilege of talking to

many operators at events where I see them at the same time each year. I have seen those who have made changes and met their objectives and I have met those who have year after year said the same thing: "This year we are going to..."

Year after year the same objectives, the same list.

If we are constantly waiting for that one moment on that one day when everything is going perfectly — when we finally sit at our cleared desk and our phone does not ring, when there are no emails to answer, when all the drivers showed up and the equipment is all working perfectly, and when all the clients are happy and the employees are working perfectly — we will probably find that these lists will never get done.

Chances are if you are anything like me, there will be no perfect time, no magic moment when there is just nothing else to do.

Getting things done is a choice, one I hope you and I can both make as we look at how to move our businesses and this great industry into a brighter tomorrow.

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My first accident while driving a bus was a success

By Dave Millhouser

It was my first accident and it developed like a scene in a movie. We were descending a long grade in a Brill on Interstate 81 near Natural Bridge in Virginia.

In a brief aside, by the late 1960s Brills were nearing extinction, and seeing one on the fledgling interstate highway was akin to a Neanderthal spotting a Tyrannosaurus. The two were not meant to be together.

We had gathered momentum and were approaching a giddyding 60 mph when an Oldsmobile accelerated down an entrance ramp and attempted to merge.

Assuming he could muscle me over into the passing lane, he just kept coming. Unaware that there was a car to my left, and that I was a clueless 19 year old, he forged ahead, even when I blasted the horn and employed the brakes. "Employ" is the right word, because Brill brakes didn't do "slam."

He merged all right. The Brill's front bumper and the Oldsmobile became "one" briefly before the

car tumbled into a gully.

Bob, my boss, was proud of me because I had done, essentially, nothing. He'd always felt I was good at, well, nothing.

Back then driver training consisted of riding along as relief driver and having Bob impart wisdom. In this case a couple of his rules had actually stuck — and worked.

"Do not leave the road. Never let a smaller vehicle force you off the pavement." Brills beat Oldsmobiles every time.

"Always be looking for an escape path." That was particularly wise since ye olden buses stopped marginally faster than ocean liners. If something happened ahead of you, you had a better chance of steering out than stopping. Slow down for tunnels and narrow bridges because there was no place to hide.

This is still good advice today, because modern brakes do "slam" but at the risk of launching passengers into orbit. Just as good pilots are constantly aware of the nearest safe landing spot in the event of mechanical failure, good drivers are aware of their surroundings in

case of an emergency.

In this case there was no place to go, so we moved on to:

"Do the thing that hurts the fewest people" and "If possible, make sure the person that caused the accident is involved."

Well heck, bumping the Olds into the ditch wasn't going to hurt my passengers. The guy on my left was innocent, so, other than employing brakes and horn, I stayed in my lane and did nothing. It's important to follow these two in this exact order.

The bus was undamaged, and no one was hurt, so my first accident was a success.

Like Leroy Jethro Gibbs in the NCIS TV series, Bob had rules, and they made sense. Because brakes were weak, he forced us to be aware of what was way ahead of us by having us drive through towns at night without using our brakes or clutch, anticipating traffic lights and turns.

Engines weren't very powerful, so to climb a grade at reasonable speed you anticipated traffic and the gaps you'd need to pass. Driving well was like playing chess —

constantly thinking several moves ahead. Not only did it provide safety, it gave passengers a comfortable ride. It probably still works that way.

Perhaps the wisest thing Bob told us was, "Always assume other drivers will do the wrong thing. They'll rarely disappoint you."

Modern safety systems and technology will never be able to completely overcome one incontrovertible fact: We are surrounded by simpletons.

There are a number of subspecies, including speeders, tailgaters and texters, but the one thing they have in common is their ability to do the wrong thing.

Airline pilots often prefer to fly in marginal weather because it grounds poor pilots. We do not have that luxury.

And, although I can't speak for you, once in a while I become a simpleton. At any given moment, there are a lot of us out there.

Driving can be boring, and we're all tempted to occupy our minds with radios, iPods or other forms of amusement. That may not be all bad, but there is an alterna-

tive that can be both safe and entertaining.

Play "what if." If the traffic light ahead of you turns yellow, will the car ahead of you run it or stop suddenly? Is the moron in the car next to you really reading a book? And will he drift into you? "What if" a truck on the other side of the interstate blows a steering axle tire?

One trick picked up from, of all places, a chase scene in a spy novel, is to watch the steering axle of any vehicle that makes you nervous.

The tire will begin turning a split second before the vehicle follows, and that hint may be enough to prevent an accident.

Use your imagination, because surely your fellow drivers will.

Dave Millhouser is a bus industry marketing consultant and freelance writer. Contact him by email at Davemillhouser@gmail.com.



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People

SNOHOMISH, Wash. — The **Northwest Motorcoach Association** has elected five new members to its board of directors.

The new members were selected for their strengths and experience in order to guide the growth and direction of NWMA.

Elected to the board were:

President, **Gary Miller, GLM Charters** of Seattle

Vice President, **Gary Coleman, Northwestern Stage Lines** of Spokane, Wash.

Large Carrier, **Randy Ammerman, A&A Motorcoach** of Yakima, Wash.

Medium Carrier, **Dale Lemmons, Sun Valley Express** of Boise, Idaho

Small Carrier, **Michael Rogers, Beeline Tours** of Seattle

Associate, **Gary Hahn, Hahn & Associates** of Banks, Ore.

NWMA recently held its annual Bus ROADEO, during which drivers maneuvered a motorcoach donated by MCI through a difficult course.

Organizer **Rodney Johnson** of **Northwestern Stage Lines** and volunteers saw to it that the drivers were tested on rules, regulations and pre- and post-inspections.

Three winners shared the spotlight: **Aart Mears** of **A & A Motorcoach** won first place, **Matthew Smith** of **Alpha Omega** was second and **Kimber Kahler** of **MTR Western** was third.

All winners received cash prizes, plaques and trophies. Door prizes were donated by MCI and lunch was sponsored by CH Bus Sales/TEMSA.

MISSISSAUGA, Ontario — **Brian Covello** has been named president of **Eberspaecher Climate Control Systems North America**.

Eberspaecher formerly was known as **Espar Heater Systems**.

Covello, a proven business leader with a wealth of experience building world-class manufacturing companies, delivering customer-centric product solutions and driving sales growth in target markets, joins Eberspaecher after working for years in the automotive OEM and aftermarket segments.

Eberspaecher CCS NA, formerly known as Espar Heater Systems, is the North American subsidiary of worldwide corporation J. Eberspaecher and provides independent fuel-operated heating systems for a variety of applications on a number of platforms to a diverse marketplace.

Covello has an MBA from Wilfred Laurier University and a bachelor's degree in mechanical engineering from McMaster University.



Left to right, Kimber Kahler of MTR Western, Aart Mears of A & A Motorcoach and Matthew Smith of Alpha Omega.

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U.S. lift-maker SEFAC says business is on the upswing

BALTIMORE — Business is on the rise for lift-maker SEFAC, Inc.

The Baltimore-based company, which began manufacturing its own heavy-duty vehicle lifts last year, enjoyed record sales in September, and has seen significant sales growth in 2015.

“Our volume is up 20 percent,” said Allister Collings, president of SEFAC. “Our products have gone over very well.”

Collings attributes the sales growth to improvements in lift technology the company made when it started manufacturing its own lifts. It previously imported them from France for more than 30 years.

“We were working on this proj-

ect for five years prior to starting manufacturing,” he said. “When we imported lifts, we had little say in their design. Developing our own lifts gave us the opportunity to add the features we wanted and everybody contributed, including service techs and the sales group.”

Partial lifting

The company manufactures four- and six-column lifts mainly for use by motorcoach operators, transit systems, fire departments, school districts and truck-repair shops.

One new feature that sets SEFAC lifts apart is their ability to lift just part of a vehicle, whereas

most heavy-duty lifts can only raise entire vehicles off the ground.

“Some users want to lift just the front or rear of a vehicle to do simple repairs,” Collings said. “If our customers purchase a set of four- or six-column lifts, they can take two columns and lift the front or rear.”

Another change involves the interconnecting cables that connect the lifts. Previously, the cables surrounded the entire vehicle, meaning one had to be disconnected before the vehicle could be driven in or out.

Cables on SEFAC lifts are designed so there is always an open end, allowing vehicles to drive in

and out without the need to disconnect a cable.

Yet another innovation involved eliminating the inverter technology included on the French-made lifts.

“The inverter facilitated variable lift speed but few, if any, people ever used it,” Collings said. “It makes the lift unnecessarily complicated, and when the inverter goes bad, it is expensive to repair. We eliminated the concept of variable speed in our lifts, making them more reliable.”

Self-locking system

SEFAC lifts have always used a drive system that includes a bronze load nut mounted on a threaded screw. The screw and load nut are self-locking, meaning they cannot rotate under their own power. Consequently, the vehicle will always remain in the air unless power is applied to rotate the screw and nut to move the lift up or down.

A self-locking drive screw and load-bearing nut system will also last longer — usually 20 years or more — because it is only wearing when the lift is raising or lowering, not when it is stationary, Collings said.

SEFAC lifts are certified by the Automotive Lift Institute, meaning they have been third-party tested and proven to meet the safety and performance requirements outlined in the safety standard ANSI/ALI ALCTV “Safety Requirements for the Construction, Testing and Vali-

dation of Automotive Lifts.”

SEFAC has been operating in the United States since the 1970s as a distributor for SEFAC France. Collings, a native of the United Kingdom, worked for English lift company Somers, which in 2001 purchased the SEFAC operations in France, Spain and the U.S.

Collings moved to America in 2002 and worked for SEFAC, and in 2005 purchased the company’s U.S. operations. His company continued to sell lifts manufactured by SEFAC France until September 2014, when it began manufacturing its own lifts in Baltimore.

“We no longer have anything to do with SEFAC France,” he said.

After-sale support

Collings’ company now has 22 employees, half of them in Baltimore and the rest — mostly sales and service people — in other areas of the country, including an office near San Diego.

The company has service people in the Northeast, Southeast, Southwest and Northwest.

“I am very proud of what we have achieved across all aspects of the organization, but the thing I’m most proud of is our after-sale support,” Collings said. “It is second to none. We offer annual inspection programs and we react quickly to any breakdowns.

“I’m also proud to say our lifts are now made in the U.S. Clearly our customers are very receptive to products built in the U.S.”

CLT Express Livery buys Columbia-based Busy Bee

COLUMBIA, S.C. — CLT Express Livery of Charlotte, N.C., has acquired Busy Bee Coach & Bus Tours, a Columbia-based charter and tour operation with four motorcoaches.

The purchase allows CLT Express Livery to serve a market that needs more chauffeured transportation and bus services. Terms of the deal were not disclosed.

CLT Express Livery and SC Express Livery are owned by Jeff and Laura Canady.

As part of the deal, CLT gained four Prevost H3-45, 56-passenger motorcoaches, two 2002 models and two 2003 models. The company also runs one 2009 MCI and one 1995 Van Hool.

SC Coach will be introduced and branded under its new name in January 2016.

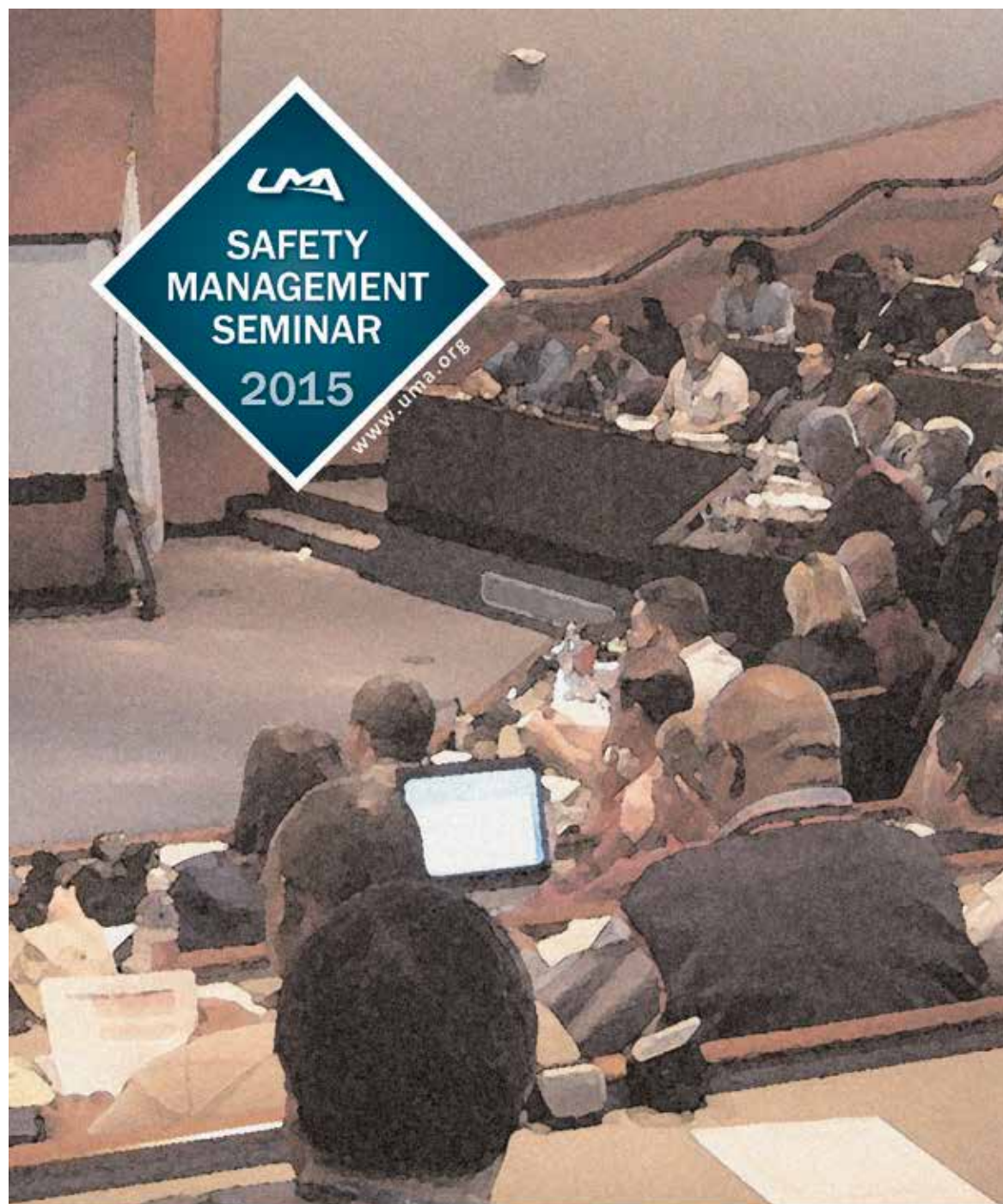
Busy Bee Coach Bus & Tours, formerly owned by Naomi Stout, has been operating for more than 20 years in South Carolina, North

Carolina and Georgia.

Jackie Williams will remain as office manager and James Canady will be the operations manager of SC Coach and SC Express Livery chauffeured transportation.

Laura Canady, also a board director of the National Limousine Association, has named Lauren Carter as the new office manager of SC Express Livery. Carter has been with the company since CLT Express Livery bought it from Aiken Limousine in 2010. She will help the combined companies grow in the areas of Aiken, S.C., and Augusta, Ga.

Jeff Canady founded CLT Express Livery in 2000 with one sedan. As of 2015, CLT has bought four companies, including Busy Bee, and now runs a fleet of 50 vehicles and employs 40 workers. The CLT companies deploy a diverse fleet that serves both sides of the North Carolina and South Carolina border region.



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UMA is seeking nominees for prestigious Vision Awards

ALEXANDRIA, Va. — The United Motorcoach Association is seeking nominations for the most prestigious honors private motorcoach operators can receive, the UMA Vision Awards, which are presented annually to a large and small coach company.

In the past, UMA has relied on its associate members to nominate operators for the awards and that will continue this year.

But, like it did last year for the first time, UMA also is calling on motorcoach operator members to nominate peer companies they think are deserving of the honor.

The deadline for nominations is Nov. 19.

The 2016 awards will be presented Feb. 2 as part of the awards event during UMA Motorcoach Expo in Atlanta.

The awards recognize motorcoach operators that:

- Engage in sound business practices
- Have an excellent safety record
- Regularly employ innovative marketing, operations and customer service approaches
- Are good corporate citizens in their communities
- Raise the standards for all motorcoach companies
- Are financially sound

After a company's nomination form has been submitted and reviewed, UMA will contact the top-nominated companies to obtain financial information.

This information will be evaluated on a confidential basis by an independent certified public accountant who will assure the nominated company is financially sound.

There are two Vision Awards, one that goes to a large operator

(15 coaches or more) and the other for a small operator (fewer than 15 coaches).

To be eligible, a nominated company must:

- Have current operating authority as required by federal, state and local laws

• Have a USDOT "satisfactory" safety rating and/or comparable rating(s) as provided by applicable state agencies

• Be a member in good standing of UMA

UMA members — both operator and associate — can nominate

coach operators for the Vision Awards using the form at <http://www.motorcoachexpo.com/2016vision.pdf>.

Or, contact Maggie Vander Eems at UMA by calling (800) 424-8262 or emailing mvan-dereems@uma.org.

Young FROM PAGE 1

In 1964, Young was named executive director of the Southern Christian Leadership Conference, becoming one of King's principal lieutenants and a strategist and negotiator during the Civil Rights Movement.

Young served three terms in the U.S. House of Representatives and in 1977, he was appointed by President Jimmy Carter as U.S. Ambassador to the United Nations. He was mayor of Atlanta, host city for UMA Expo 2016, from 1981 to 1990 and led the effort to bring the Olympic Games to Atlanta in 1996.

UMA Motorcoach Expo, the industry's largest annual gathering, will be held from Jan. 31 to Feb. 4 at the Georgia World Congress Center in Atlanta.

UMA members rank Expo as their top event of the year.

For more information or to register for Expo, visit www.motorcoachexpo.com or contact UMA at 800-424-8262.

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Insurance FROM PAGE 1

The Federal Motor Carrier Safety Administration has proposed doubling the current \$5 million insurance limit, although there is concern within the industry that it could be raised to as much as \$20 million to \$30 million per incident or claim.

Following a huge backlash from the industry on the proposal, FMCSA did an Advanced Notice of Proposed Rulemaking in February that gave it the opportunity to collect some real data to determine whether the increase was warranted.

Since then, however, UMA and others in the motor carrier industry have been pushing Congress to block any insurance increase, arguing that it isn't necessary and that the higher premiums could force small operators out of business.

That resulted in a bill that would have withheld FMCSA's funding if it raised insurance minimums. That, however, eventually was softened to require a comprehensive study prior to any increase.

The version passed by the House is essentially a modified version of the language UMA advocated for in H.R. 2077, which was introduced by Rep. Scott Perry, R-Pa., and would require the Secretary of Transportation to conduct a comprehensive study of passenger carrier insurance limits prior to ini-

tiating a rulemaking to change minimum insurance limits.

Such a study would include a review of accidents, injuries and fatalities in the over-the-road bus and school bus industries; a review of insurance held by over-the-road bus and public and private school bus companies of various sizes; and an analysis of whether such insurance is adequate to cover claims.

Other study topics would include an analysis of whether insurance affects the behavior and safety record of motor carriers of passengers, including with respect to crash reduction, and an analysis of the anticipated impacts of an increase in financial responsibility on insurance premiums for passenger carriers.

The provision requires consultation with representatives of the bus and school bus industries, insurance companies and driver representatives.

"We applaud the House Transportation and Infrastructure Committee for reporting a strong bill to address America's infrastructure needs and the most pressing issues facing the motorcoach industry," said UMA Chairman Brian Annett, CEO of Annett Bus Lines.

Fixing CSA

Another provision that is important to UMA and the motorcoach industry would require FMCSA to go back to the drawing

board to fix the flawed Compliance, Safety, Accountability (CSA) program and remove safety scores from public view until the reforms are completed.

UMA contends that the CSA program is made up of erroneous and flawed data and that the scores have caused "tremendous harm" to motorcoach operators by making that information available to consumers without any ability to discern a safe carrier from an unsafe carrier.

UMA said it supports the intent of CSA to identify the highest-risk carriers and praised House committee members and other congressional allies for pushing FMCSA to reform the program so it can achieve its intended purpose.

"UMA is deeply grateful to Chairman Bill Shuster, Subcommittee Chairman Sam Graves, Ranking Member Peter DeFazio, Ranking Subcommittee Member Eleanor Holmes Norton, Congressman Scott Perry and Congressman Lou Barletta for their leadership in supporting rational and more informed approaches to (UMA's) two highest-priority issues," said UMA President and CEO Victor S. Parra.

Other provisions in the Surface Transportation Reform and Reauthorization Act that would affect the motorcoach industry include:

En Route Inspections — The bill provides that except in the case of an imminent hazard or obvious safety hazard, an inspection of a vehicle transporting passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination or other location where a motor carrier may make a planned stop (excluding a weigh station).

New Entrant Safety Review Program — The bill directs the Transportation Secretary to conduct an assessment of the new operator safety review program, including its effectiveness in reducing crashes, fatalities and injuries involving commercial motor vehicles, and improving commercial motor vehicle safety and recommending changes. It would allocate \$32 million in fiscal 2016 for new-entrant audits.

Speeding up Registration Process — The bill requires the secretary to submit a report within 30 days of actions being taken to ensure, to the greatest extent practicable, that each application for registration is processed not later than 30 days after the date on which it was received.

FMCSA Regulatory Reform — The bill directs that if a proposed rule is likely to lead to promulgation of a major rule, before promulgating a proposed rule, the secretary must issue either an Advanced Notice of Proposed Rule-

making or proceed with a negotiated rulemaking.

FMCSA Guidance — The bill directs each guidance document to be publicly available. Once every five years the secretary must conduct a comprehensive review of guidance documents and make them subject to notice and comment. The secretary then will either incorporate them into regulations or reissue updated versions of the guidance documents.

Prioritizing Statutory Rulemakings — This provision directs FMCSA to prioritize completion of all outstanding rulemakings required by statute before beginning any other rulemaking. This provision will be extremely helpful in stopping unwanted rulemakings.

Drug Free Commercial Drivers/Hair Follicle Testing — The bill permits pre-employment testing for use of alcohol and the use of hair testing as an acceptable alternative to urine testing for pre-employment and random drug testing. The bill creates an exemption from hair testing for commercial motor vehicle operators with established religious beliefs that prohibit the cutting or removal of hair. The bill directs the U.S. Department of Health and Human Services to issue guidance for hair testing within a year.

Seattle Penalty for Continued Exemptions from Enforcement of Charter Service Rule — The bill directs that if Seattle is exempt from the charter service rule, it loses its transit formula grant funds for that fiscal year. The lost funds can be restored in the following fiscal year if Seattle is no longer exempt.

Parity in Tolling with Public Transit — The bill gives public toll authorities the ability to designate classes of vehicles that are exempt from tolls or charge different toll rates for different classes of vehicles, if equal rates are charged for all public transportation vehicles and over-the-road buses, whether publicly or privately owned.

Windshield Mounted Safety Technology — The bill directs the secretary within six months to issue regulations to permanently allow the voluntary mounting on the inside of a vehicle's windshield of vehicle safety technologies (lane departure warning systems, collision avoidance systems, onboard video event recording devices and any other technology deemed appropriate) if the secretary determines that such mounting is likely to achieve a level of safety that is equivalent to or greater than the level of safety that would be achieved without such mounting.

Self-Reporting of En Route Equipment Failures — The bill directs GAO to do a study on the

cost and feasibility of establishing a self-reporting system for commercial motor vehicle drivers or motor carriers with respect to en route equipment failures.

Opportunities for Veterans — The bill directs the secretary to modify regulations to exempt veterans from a portion of the driving test if the vet had experience in the armed forces or reserves driving vehicles similar to commercial motor vehicles; ensure that a vet may apply for an exemption for the one-year period after the date they separate from the military; and credit military training for satisfying minimum standards for training and knowledge.

Under Age 21 Commercial Motor Vehicle Drivers — The bill directs the secretary to create a task force to evaluate and make recommendations on a graduated CDL pilot program to allow a novice licensed driver between the ages of 19 1/2 and 21 to safely operate a CMV in a limited capacity between states that enter into a bi-state agreement. Task force members shall include state motor vehicle administrators, motor carriers, labor, safety advocates and other stakeholders. After making recommendations, the bill directs the secretary to create a pilot program limited to no more than six bi-state agreements and no more than 10 motor carriers.

Marijuana-Impaired Driving — The bill requires the secretary to conduct a study on marijuana-impaired driving and submit recommendations on effective detection and measuring of driving under the influence of marijuana and, if feasible, on developing an impairment standard and methodologies for increased data collection regarding prevalence and effects of marijuana-impaired driving.

Modifications to In-Kind Match for Intercity Bus Program — The bill amends the 5311 in-kind match to include operating and capital costs of such service for the intercity bus transportation program.

Metropolitan and State Planning — The bill makes a number of additions to MPO and state planning provisions to add intercity bus facilities into planning documents and to include intercity bus operators among those interested parties that can participate in formulation of plans and programs.

Overdue Regulations — The bill directs the secretary to finalize overdue regulations related to the Clearinghouse for Controlled Substances and Alcohol Test Results, electronic logging and standards for training within 30 days or notify Congress why they are not implemented and establish new deadlines.

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