

BISC EXECUTIVE COMMITTEE MEETING  
SUNDAY, JANUARY 17, 2010  
NATIONAL HARBOR, MARYLAND

ATTENDEES

Chris Crean, Chairman	Dan Tomlinson, Chair, Gov't Activities
Charles Corder, Vice Chairman	Al Smith
Mike McDonal, Secretary	Tami Dion
Norm Littler, Executive Director	Pete Worthington
Clyde Hart, Counsel	Kirby Parnell
Alan Glickman, Chairman Strategic Safety Committee	Patrick Jones, ABA
Denny Bertrand	Brian Kooch
Stephen Evans, Chairman, VTOC	Buddy Young
David Carroll	Doug Reeve, Chair, ESH
Col. Mike Licata	Tom JeBron
Wes Pemble, Chairman, Human Performance Committee	

Meeting was called to order at 10:00 am by Chris Crean, Chairman

Review and acceptance of last meetings minutes  
Moved by Kirby Parnell, seconded by Stephen Evans  
Minutes approved unanimously

Chris Crean

- Change in the agenda for this afternoon Anne Ferro, FMCSA Administrator will be here to speak with Loretta Bitner from FMCSA , she is very interested in BISC and wants to learn more form our industry
- Board meetings have been rescheduled at this Marketplace to allow more board members to attend BISC meetings
- Alan Glickman is the new chairman from the board of directors to chair the Strategic Safety Committee, Alan will be very involved with BISC
- All policies and Procedures developed by BISC will go to the SSC for approval
- Chris asked for introductions of everyone in attendance to the executive committee meeting

Clyde Hart

- Clyde administered the meeting disclaimer regarding anti trust
- BISC and ABA have been very busy
- Expecting a spring NPRM on occupant protection
- Will require 3 point belts and there is no G force standard set at this time

- We expect the G force to be set between 8 and 12 Gs
- There is no retrofit clause in this rule making thus far
- It current sits with Secretary LaHood and will then go to the OMB for acceptance
- We will be awaiting the comment period from the NPRM
- Revisions to the rule can be considered and made based on comments
- A final rule is then published and goes into law at a prescribed date
- NHTSA has never issued a retrofit ruling on anything in the past
- SB554 sponsored by Senators Brown and Hutchinson
- SB554 requires belts 1 year after passing
- Also requires a look at retrofitting based on a cost benefit formula
- This bill has been revised to the better and has passed the Commerce Committee and is now on the floor of the Senate
- It can now be amended by any Senator
- After acceptance goes to the House
- SB554 still has a few flaws
- It has no preemption protection which would allow states to put in place a more stringent rule
- It also has no liability protection prior to implementation or ruling
- Also contains a window glazing requirement
- Also has a fire protection requirement looking for better fire systems but does not describe what those systems are to be
- Reauthorization bill for surface transportation was to be done 30 September 2009 was overshadowed by the healthcare push and no funding available for the potential \$500B price tag
- The funds would come from the general fund through the highway trust or a potential fuel tax increase that is not supported by the Administration
- SAFET-LU has been extended through 28 February 2010 and hopefully 30 September 2010
- The Motorcoach Safety Plan looks a lot like ABA's safety plan
- Distracted driving no texting or cell phones on motorcoaches
- Better enforcement of existing carriers and new entrants
- Every 3 years every motor carrier will have its safety rating reviewed
- Hours of service being reviewed again by July
- There will be a small study on motorcoach HOS
- Electronic on Board Recorders requirement is at OMB would require them 2 yrs after final rule
- SB554 requires EOBRs 1 year after ruling
- Event data recorders (black boxes ) also being looked at as requirements down the road

## COMMITTEE REPORTS

### EHS

Stan Turbyfil is no longer with Greyhound  
Doug Reeve from Greyhound was nominated by Chris Crean and seconded by Charlie Corder as the new Chairman. Doug was elected unanimously

### VTOC

Stephen Evans  
Nothing was closed from the last meeting  
They will be reviewing the top 13 issues they have identified along with the Motorcoach Safety Plan

### GOVERNMENT ACTIVITIES

Dan Tomlinson  
Reviewed old minutes  
Issue 7 was closed  
This session will be discussing CSA 2010 and seat belts

### HUMAN PERFORMANCE

Wes Pemble  
Review of last minutes  
Review of NTSB Mexican Hat, UT crash  
Consider Tour Operator Training  
Discuss EOBRs does it truly correct fatigue issues  
Discuss ways drivers can be checked for fatigue before leaving on the trip

Chris Crean , Chairman

- Wants to have more communication before June meeting
- Upcoming events Sleep Apnea study and International Driver wellness conference both in Baltimore
- Possible changes in medical card criteria
- No progress on medical examiner certification program
- Encouraged everyone to get in on HOS listening sessions

## New Business

- Discussion on when the medical registry rule will be finished
- Liability of medical providers to drivers if sued
- NY state disqualification of drivers with pacemakers and internal defibrillators
- HOS talking points make sure we are all consistent
- Security Committee being formed Col. Mike Licata
- Cell Phone model policy closed and completed
- OSHA Committee review top 10 OSHA citations and see which are relevant to our industry
- Chris Crean brought a group to BISC Sarah's wish foundation. A group that has developed a portable seat belt system to see if it would work in motor coaches
- Strategic Safety Solutions will present this afternoon a possible answer to small companies to outsource all safety and compliance to this company up to and including representation at a CR
- Paul Murphy will be displaying and discussing his rolling ramp to store scooters and powered wheelchairs under coaches
- EOBRs and the state of technology potential problems with EOBRs
- Gene Birdhoff is conducting a feasibility study of sending an electronic record from the Medical Examiner to the MVA and central repository
- ADA 2012 compliance gain an understanding of the rule and how many companies large and small will be 100% compliant consider an extension of the regulation
- There is a 2 year exemption / extension to the rule if a true financial hardship can be proven
- There will be a DOD audit piece regarding ADA as well

Meeting was adjourned at 1145 am