INTRODUCTIONS OF COMMITTEE MEMBERS
Sandy Borowsky, Cheryl Clemens-Everidge, Kim Grzywacz, Sarah Imes, Morroni, Lauren Titlebaum, Mimi Vielhauer

GET CONNECTED
- Join the WIB FaceBook Page and Post
- Use the WIB Directory for contacts
- Check out the WIB Page on the new website to be launched Oct. 1

PARTNERSHIP
- Oh What a Relief Program Presentation – Cheryl Clemens-Everidge, Toby’s Dinner Theatre
  - Started as a napkin idea
  - In DC market so many itineraries are cut short sue to driver hours resulting in evening events being cancelled
  - Typical minimum relief service for a coach is 4-5 hours and in reality the groups only need about 2 hours (just to get the group back to the hotel)
  - Toby’s partnered with 2 bus companies to provide relief services
  - Clients can ask for relief when they contract for their tickets and the flat fee that Toby’s negotiated is added to their bill
    - The fee is more cost effective than if the client gets relief service themselves
  - Toby’s contracts the charter and send the client a copy of the confirmation so they know it is set
  - Launched at MKPL 2015 – very well-received, great feedback
  - Helps with driver hours and parking issues
  - This type of issue will come up more often when electronic logs are used
- Hours of Service and Other Operator Issue Education
  - Hours of Service Cards – should they be a different version for Tour Operators, Tour Suppliers so they understand the impact it could have on their itineraries
  - Education on reality based itineraries that are compliant
    - Groups that ask for the same driver for an entire week, 70+ hours
o Safer Education – what the status is and why it is important to tour operators and suppliers
o Need dialogue between suppliers and operators
o Difference between the expected, the law/rule, and reality

NEXT MEETING

COMMITTEE MEETING (CONFERENCE CALL)

- Wed., Nov. 18 – Possible topic – Working and doing business with international market, what else?

WIB COUNCIL ONSITE MEETING

- Sat., Jan. 9: 11 AM – 1 PM
  Marketplace 2016, Louisville, KY
“Oh What A Relief”

Announcing Toby’s
EXCLUSIVE RELIEF DRIVER PROGRAM
with Gunther Charters and AP XPRESS Bus Company

Take advantage of this special partnership between TOBY’S DINNER THEATRE and AP XPRESS for a special DISCOUNTED DIRECT SHUTTLE BACK TO THE HOTEL AFTER THE SHOW when your driver is out of hours.

A unique experience you can add to your client’s itinerary that will give them a memory to last a lifetime!

- Reservations for program must be made in advance through Cheryl Clemens-Everidge at Toby’s Dinner Theatre to secure special discounted rate.
- All reservations for program are subject to availability and must be reserved and paid for in advance.

For More Information contact Cheryl Clemens-Everidge • 410-730-8311 x 3007 • colgs@tobysdinnertheatre.com

CALL 410-730-8311
TobysDinnerTheatre.com
RESERVE YOUR SEATS TODAY!
Unplanned Stops and Special Detours: What You Should Know About Canadian Hours of Service Rules

For your safety…and that of other road users, your motor coach driver’s hours of service are strictly regulated by Federal and Provincial laws. These laws limit the number of hours a driver can drive in a day, the length of a work shift, and the number of work hours a driver can accumulate over a multi-day period.

These are the rules for Canada (effective January 1, 2007)

- Your driver can drive up to 13 hours in a 24-hour day.
- Your driver must not exceed 14-hours on duty in a 24-hour day.
- Your driver must be off duty for a minimum of 10 hours in a 24-hour day.
- Your driver cannot drive after 16 hours has elapsed since the driver started his or her work shift (regardless of the number of on-duty hours). Example: If your driver begins his/her work shift at 6:00 am, he/she cannot drive after 10:00 pm and must take at least 8 hours off-duty before driving again.
- Your driver cannot begin a new work shift without first taking at least 8 consecutive hours off-duty.
- Your driver may work up to 70 hours in any period of 7 days (which includes driving and non-driving duties). Also, the driver must have at least one 24-hour break in the preceding 14 days.

If these limits are exceeded…

- Your driver and the bus company and you can be charged and fined, threatening the bus company’s operating privileges and your pocketbook.
- Your driver can be placed “out of service” at a roadside inspection for up to 72 hours.

How will anyone find out?

- Your driver’s log book can be examined at any time during a trip by police or government transportation enforcement officers.
- Audits of driver and company records at the bus company’s premises will detect hours of service violations.

So, please don’t ask your driver to break the law by exceeding these limits. After all, the safety of your group is our number one priority!
Unplanned Stops and Special Detours: What You Should Know About US Hours of Service Rules

Your motorcoach driver works hard to accommodate customer requests…but in the case of making unplanned stops or detours, sometimes he or she is simply unable to oblige. Just like an airline pilot, the number of hours that any one motorcoach driver can be on duty are strictly limited by Federal law. *

What are the facts?

- Your driver can drive up to 10 hours, and then must have 8 hours off duty before driving again.
- Your driver may work for up to 15 hours, which includes both driving and non-driving duties. Once the 15 hour limit is reached, the driver must have 8 hours off duty.
- Your driver may work up to 70 hours in any 8-day period, which includes driving and non-driving duties. A driver may not drive after reaching this limit.

The consequences of exceeding these limits include:

- Your driver being put "out of service" on the spot, during a surprise state or federal roadside inspection of your driver’s log book, severely delaying your group while another driver is located and transported to your motorcoach
- The safety of your entire group being put at extreme risk, due to driver fatigue
- Further penalties to your driver and bus company, including criminal penalties, that could threaten their livelihoods

So, please don’t pressure your driver to break the law by changing your itinerary! Remember, the lives of your entire group are in your driver’s hands.

This message is brought to you by the American Bus Association, an organization of the intercity bus industry with more than 1000 motorcoach owner and tour operator members in the United States and Canada. Call us at (800) 283-2877 or reach us via email at abainfo@buses.org, www.buses.org

*U.S. Department of Transportation Federal Motor Carrier Safety Regulations, Part 395
Know Your Facts

Motorcoach Companies
Companies must:
- Be registered with the U.S. Department of Transportation (DOT).
- Maintain their vehicles and inspect them annually.
- Have a minimum of $5 million liability insurance coverage.
- Comply with all other federal and state safety requirements.

Motorcoach Drivers
Drivers may not:
- Drive more than 10 hours without at least 8 consecutive hours off
- Be on duty more than 15 hours (including driving) without at least 8 consecutive hours off
- Work more than: 60 hours in 7 days, or 70 hours in 8 days
- Drive a motorcoach without a valid Commercial Driver’s License with a Passenger Endorsement and a valid medical certificate on their person.

Your Risks and Exposures—Actual “Worst-Case Scenarios”
- Jury awards plaintiffs $132 million settlement in bus crash lawsuit.
- Settlement over Hurricane Rita bus fire brings closure ($80 million).
- Lawsuit targets trip planner in Utah bus crash.
You, as the trip planner, may be held liable for negligent selection of a bus company.

Download the SaferBus Mobile App

Where to Get Help

American Bus Association
Phone: 202-842-1645
Web: www.buses.org

Federal Motor Carrier Safety Administration
Phone: 1-800-832-5660
Web: www.fmcsa.dot.gov

Before You Hire a Motorcoach Company
What You Need to Know
As a trip planner, you have many options. Not all motorcoach companies are the same, and price should never be the only consideration when hiring a motorcoach operator to transport your group.

Sponsored by
Don't Get Caught in This Trap!

When quoting an extended overnight charter trip, three bus companies indicated the need to add a relief driver on the first and fourth day of an itinerary to be legal under the driver hours of service regulations. The trip planner ultimately contracted with a less-reputable bus company that followed the original itinerary without relief drivers. The trip planner only considered cost. What do you think their liability would be if an accident occurred?

Trip Planner Responsibilities—Be Sure to Use This Safety Checklist!

- Allow sufficient time to finalize your itinerary with the motorcoach company before your trip begins.
- Recognize that the company may need to work with you to modify the itinerary for safety and legal reasons.
- If the needs of your group change at any time, communicate with the motorcoach company immediately. During a trip, also consult the driver.

How to Choose and Work with a Safe Motorcoach Company—Safety Checklist

- Obtain their USDOT number and check their FMCSA safety rating at www.safersys.org.
- Ask to review the pre-trip safety briefing policy.
- Check if the company has someone accessible 24/7 for handling contingencies and emergencies.
- Ask for a copy of their MCS-90 form, an insurance document that all for-hire carriers of passengers must maintain.
- Visit and inspect the prospective motorcoach company’s office and maintenance facilities. Meet the management.
- Ask if the company has a driver drug and alcohol testing program which complies with U.S. Department of Transportation (DOT) regulations.
- Ask if the company subcontracts with others for equipment or drivers. If so, be sure to know who those companies are and if they are in compliance with DOT regulations.

In the event of an accident, the trip planner, in addition to the bus company, could be held both civilly and criminally negligent.