

Bus & Motorcoach NEWS

THE NEWS RESOURCE FOR THE BUS AND MOTORCOACH INDUSTRY

Study outlines solutions for D.C. bus parking woes

WASHINGTON — A new year-long study of the decades-old problem of tour bus parking in Washington, D.C., has identified key actions that need to be taken to ameliorate the problem.

High on the implementation list, says the study, are:

- Expanding the supply of bus parking and boarding spaces.
- Designating tour bus routes.

- Possibly developing alternative means of distributing tour-bus passengers close to major points of interest.

“If sufficient parking spaces are made available to accommodate tour buses, cruising and resultant adverse impacts, including air pollution and intrusion into residential neighborhoods, will decrease,” the study asserts.

“It also will become more practical to channel tour buses onto designated routes leading to and from parking areas and points of interest,” the study adds.

There will be a public airing of the study Jan. 14, and written comments on the report will be accepted until Jan. 30.

The study is the work of the Volpe National Transportation

Systems Center, the research arm of the U.S. Department of Transportation. Volpe researchers and engineers were asked to spend nine months probing and developing recommendations for solving motorcoach management and parking problems in the district.

It took a year for the study to materialize but it may have been worth the wait. It is thorough,

even-handed and on target with many of its recommendations and suggestions. Some ideas, like using staging areas and moving tourists via public circulators will not be popular with coach operators.

The study was undertaken at the behest of the District of Columbia Tour Bus Management Initiative, a public-private

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Space Tours Touring the Kennedy Space Center in Florida got more comfortable with the addition of 18 new MCI D4500 coaches. Transit-type seating means each coach handles 65 passengers during tours of the 140,000-acre complex. A dozen D4500s were delivered to the center in 2002, and another 14 will be delivered under a three-year contract.

Prevost picks two veteran executives to replace Bourelle

SAINTE-CLAIRE, QUEBEC — The board of directors of Prevost Car Inc. is realigning the top management of Prevost and its Nova Bus subsidiary, following the announcement that Georges Bourelle is retiring as president of both Prevost and Nova Bus.



Georges Bourelle

Bourelle, who has headed Prevost Car for the past eight years and been CEO of Nova Bus for nearly two years, is relinquishing his executive duties effective Dec. 31, and retiring from the company March 31.

Succeeding Bourelle as president of Prevost is Gaetan Bolduc, the long-time head of Prevost manufacturing operations. And replacing Bourelle as president of Nova Bus is Gilles Dion, vice president of parts and service and Prevost's U.S. subsidiary.

A Prevost employee for 22 years, Bolduc moves from executive vice president to the top job at North America's No. 2 coach builder. Dion, who has been with the company for 29 years, will continue as vice president of the aftermarket divisions of both companies.

Under the realignment, both Bolduc and Dion will report directly to the Prevost board. Bourelle will be available to advise the pair during the first quarter of 2004.

The appointments of Bolduc and Dion were announced by Prevost board Chairman Robert Wood, Vice Chairman Tore Bäckström and Vice Chairman Allan Welsh. “The board is pleased to announce these new promotions and extends to Mr. Bourelle its best wishes for the future. Mr. Bolduc and Mr. Dion ... will

CONTINUED ON PAGE 10 ▶

Bioterrorism concerns mean more inspections

COLLEGE PARK, Md. — More motorcoaches and motorcoach facilities are being inspected for cleanliness and food safety as a result of the expanded efforts by the U.S. Food and Drug Administration to protect the nation's food supply and prevent incidents of food sabotage.

And, the number of inspections is likely to continue going up.

Since the terrorist attacks of 9/11, the FDA has added an estimated 800 employees and many of them have been assigned

to conduct inspections of public passenger carriers, including motorcoaches, airplanes, trains and ships.

“The largest group was targeted toward inspections, imports and field operations, so we do have more employees to go out and do inspections across the board,” said Sebastian Cianci, a spokesman for the FDA Center for Food Safety and Applied Nutrition in College Park. “Since we have more people available to help us, we have more frequent inspections.”

The new emphasis on food security, as opposed to just food safety of the pre-9/11 days, has meant more checks of coach operations.

Among other things, the FDA food center operates the Interstate Travel Program, which is responsible for inspecting the sanitation, water and food operations on motorcoaches and at bus terminals and service centers. Its inspectors generally focus on the operation and cleanliness of bathroom facilities on

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Cyr Bus buys The MaineLine from Peter Pan

OLD TOWN, Maine — Cyr Bus Lines, the oldest motorcoach company in Maine, has purchased the second oldest, The MaineLine of South Portland.

The sale, which was completed late last month, marked the second time The MaineLine, which operated for years under the name Brunswick Transportation Co., changed hands during 2003.

Stagecoach Group PLC of Perth, Scotland, parent company of Coach USA, sold The MaineLine to Peter Pan Bus Lines of Springfield, Mass., in May as part of a deal that included four other companies, Arrow Lines, Bonanza Lines, Pawtuxet Valley Lines and Coach USA Boston.

Coach USA had acquired The MaineLine from the Ouellette family in the late 1990s during its rapid growth phase. Brunswick Transportation/MaineLine has operated for 60 years.

"The MaineLine represented an asset located outside of our primary market area and we think the sale



Cyr has bolstered its fleet with the addition of new Setra S417s.

to Cyr is logical for both Cyr and for Peter Pan," said Peter A. Picknelly, president of Peter Pan.

Cyr is a fourth generation family owned company that has been around since 1912. It had covered The MaineLine since Stagecoach Group announced just over a year ago it planned to sell most of its tour and charter subsidiaries.

However, Joseph Cyr, president of the company bearing his family name, said the price Stagecoach

wanted a year ago was too steep.

The acquisition better positions Cyr Bus Lines to enter the Portland market, which is roughly 150 miles away from the Cyr base in Old Town, which is north of Bangor.

The acquisition includes 13 MCI coaches that had been operated by Peter Pan MaineLine, bringing Cyr's total fleet to 42 coaches. As part of its Portland expansion, Cyr plans to introduce

four of its new Setra S417 coaches into the market.

Joseph Cyr said most of the staff of The MaineLine is being retained, including General Manager Alex Kasny.

In addition to charters and tours, Cyr offers a full range of coach-related travel services, plus casino runs. Its John T. Cyr & Sons division operates a school bus fleet. Cyr is affiliated with International Motorcoach Group.

LimoLiner begins Sunday service, loyalty program

BOSTON, Mass. — LimoLiner, the luxury bus line operating between Boston and New York City, has added Sunday service and announced a loyalty program.

"Since we launched operations in early October, LimoLiner has quickly established a following among business and leisure travelers seeking a more comfortable, convenient and productive way to commute between Boston and New York," said Fergus McCann, LimoLiner's founder and CEO.

LimoLiner started the Sunday service Dec. 21, offering one trip to both cities. The New York-bound coach departs at noon, while the coach to Boston departs at 5 p.m.

The new LimoLiner Loyalty Program rewards frequent travelers with free tickets. After 10 round trips, passengers can redeem their LimoMiles for a free round-trip ticket. Alternatively, passengers who take 10 one-way trips get their 11th one-way trip free.

LimoLiner operates 28-passenger coaches. Information can be found at www.limoliner.com.

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THE DOCKET

CVSA wants inside handles for lift doors

WASHINGTON — The Commercial Vehicle Safety Alliance wants the federal governments of the U.S. and Canada to mandate inside releases for wheelchair-lift doors on motorcoaches and other passenger-carrying vehicles.

The CVSA formally asked the National Highway Traffic Safety Administration and Transport Canada to consider adding the requirement to their vehicle safety standards.

The action by the CVSA executive board followed a recommendation by the organization's Passenger Carrier Committee, which had raised the issue at its October meeting in Savannah, Ga. The issue came up during a general discussion of fire prevention measures and fire suppression equipment for motorcoaches.

"It was during a general discussion about fire safety that the door release issue came up," said Passenger Carrier Committee Chairman Tim Davis of the Massachusetts Department of Telecommunications and Energy. "It kind of lent itself to part of the discussion."

No specific action was taken by the committee on fire prevention and suppression issues.

Davis said the committee expressed concern over wheelchair-lift door handles because the majority of buses on the road in the U.S. and Canada only have outside door releases. "So,



if something occurs on the inside of the bus, you have to go outside to open the door, which seemed a little unusual to us," Davis added.

He said that while the CVSA could have proposed the change directly to bus and coach manufac-

'Another issue is whether coaches would need to be retrofitted with door handles.'

turers, the group opted to go the formal route with the two government agencies. He said the manufacturers themselves suggested that if inside door releases are a concern then perhaps it should be a safety standard. "They like to have things

in writing," Davis noted.

Inside handles for wheelchair-lift doors is a very thorny issue. One major concern is the possibility of the door being opened while the coach is in motion. Designing a latching system that is operable only when the coach is stopped is both complex and costly. Another issue is whether coaches would need to be retrofitted with door handles, another potentially expensive proposition.

Separately, another organization has decided to tackle the issue of the emergency evacuation of passengers who are in wheelchairs.

The Bus Industry Safety Council has created a temporary subcommittee to look into the issue. Paul Murphy of MCI, chairman of the subcommittee, said he did not know how long the study would take, and the group agreed not to discuss the issue until after its work is complete.

Alaska governor wants to tax tourists

ANCHORAGE, Alaska — The governor of Alaska has proposed a series of taxes targeting tourists, gamblers and smokers to help balance the state's budget.

For the past two decades, Alaska has relied heavily on oil revenues to finance state operations. However, oil production and revenue peaked in 1988 and have declined by half since then.

Rather than reinstate a personal income tax, which Alaska did away with in 1980, Gov. Frank Murkowski is proposing a nightly

"transient accommodations" tax of \$5 per passenger or 5 percent of lodging costs, and a 5 percent tax on guided tours. The two taxes would generate an estimated \$37 million annually.

He also wants to tax gambling revenues on cruise ships traveling state waters, plus increase the state tax on cigarettes by \$1 per pack and an equivalent amount on cigars and chewing tobacco. Those two taxes would pick up another \$41 million.

The taxes on lodging and gam-

bling would heavily impact customers of Alaska's motorcoach industry. Each summer, hundreds of coaches transport tens of thousands of cruise ship passengers inland from Alaska waterways.

The mayor of Anchorage and the Anchorage visitor industry also is against the governor's proposed tax on tourists. City officials have been hoping to raise the local bed tax to finance a convention center but a statewide bed tax would make that plan nearly impossible.

Big 10 Conference alters travel rules, a boost for buses?

PARK RIDGE, Ill. — Motorcoach operators who transport Big 10 Conference football and basketball teams to their games will find it a little easier to figure out whether a team must use ground transportation or if it's allowed to fly.

The conference has developed a new transportation policy for the two sports that names the specific conference school that each of them may fly to roundtrip, fly one way and drive the other way, or drive both ways.

The new rules are designed to eliminate confusion and be more specific than the decade-old regulations they replace. Those rules were never enforced and the new rules don't have an enforcement mechanism either.

The changes, which become effective at the start of the 2004-05 school year, only affect the school football and basketball teams. Other sports teams — baseball, hockey, track and field, tennis, swimming and others — will continue to follow the existing policy, which requires teams to travel by ground transportation if the road trip is less than 150 miles or takes less than five hours.

All 11 teams in the conference, which includes universities in Illinois, Indiana, Iowa,

Michigan, Minnesota, Ohio, Pennsylvania and Wisconsin, agreed to the new arrangements.

Brad Traviolia, an associate commissioner of the Big 10, said a number of schools in the conference were not following the previous travel rule exactly in the same manner, possibly because they found it confusing.

Some were tabulating the distance from football stadium to football stadium and basketball arena to basketball arena, while others were calculating it from the city limits of the center of the city.

This allowed some coaches to tell recruits their schools flew to most games, while other schools had to travel by ground transportation.

"This makes it clear," Traviolia emphasized. "We just got rid of all of the gray area and each of the schools agreed to it."

Traviolia said the conference does not enforce travel rules, but rather expects each school to follow them on an honor system. "There aren't necessarily any penalties but they have to answer to their peers," he said. "If they don't follow them, the word gets around and the others will speak up because everyone is expected to follow them."

UMA seeks communicators for 'State Watch' program

WASHINGTON — The United Motorcoach Association is seeking individuals and organizations to participate in a program that will issue warnings when state and local legislation and regulations are being proposed that would impact coach operators.

UMA's new State Watch program would leverage a sophisticated governmental tracking and information service now available to the association. The service provides timely updates on local and state initiatives that may impact coach operators.

UMA is seeking to recruit organizations and individuals who will serve as a conduit for the information to operators.

"Our goal is to assure that operators aren't caught flat-footed on issues and initiatives that will impact them," said UMA President & CEO Victor Parra.

Anyone interested in participating in the program should call Parra or UMA Senior Vice President for Government & Industry Relations Norm Littler. They can be reached at (800) 424-8262.

Federal safety rules now apply to 15-passenger vans

WASHINGTON — In case it slipped by you: Commercial interstate operation of 15-passenger vans is now governed by federal motor carrier safety rules. Compliance with the rules became a requirement last month.

Like it does for large buses, the Federal Motor Carrier Safety Administration has safety regulatory oversight of 15-passenger vans engaged in interstate commerce. However, the extent of the requirements depends on the nature of the operation. Basically, there are two groups:

- For-hire carriers that operate 15-passenger vans (14 passengers, plus the driver) in interstate commerce are directly compensated for such transportation services, and operate such vehicles beyond a 75-air mile radius from the driver's normal work-reporting location.

- For-hire motor carriers that operate 15-passenger vans (including the driver) in interstate commerce are indirectly compensated for such services, or are directly compensated but operate within a 75-air mile radius.

Direct compensation means payment made to the motor carrier by the passengers or the individual acting on behalf of the passengers for the transportation services provided, and not included in a total package charge or other assessment for highway transportation services. Indirect compensation means the charge for the transportation services provided are included in a total package charge or other assessment.

Carriers in the first group are subject to all of the safety standards in part 385 and parts 390 through 396 of the Federal Motor Carrier Safety Regulations. These carriers are required to file a motor carrier identification report (Form MCS-150) and mark their vehicles with a

USDOT identification number.

Information about all safety standards, requirements, and recordkeeping can be found at <http://www.fmcsa.dot.gov/factsfigs/>

[eta/TOC.html](http://www.fmcsa.dot.gov/rulesregs/fmcsr/fmcsrguide.html). The actual Federal Motor Carrier Safety Regulations can be found at <http://www.fmcsa.dot.gov/rulesregs/fmcsr/fmcsrguide.html>.

Carriers in the second group are required to file a motor carrier identification report, mark their vehicles with a USDOT number, and maintain an accident register.

The accident register regs can be found at <http://www.fmcsa.dot.gov/rulesregs/fmcsr/regs/390.15.html>.

For more information, go to www.fmcsa.dot.gov.



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SETRA

Correction

One of the qualifications for membership in the new Illinois Motorcoach Association was incorrectly reported in the Nov. 15 issue. Bus operator members of IMA must have a vehicle or vehicles with a capacity of 36 passengers or more.



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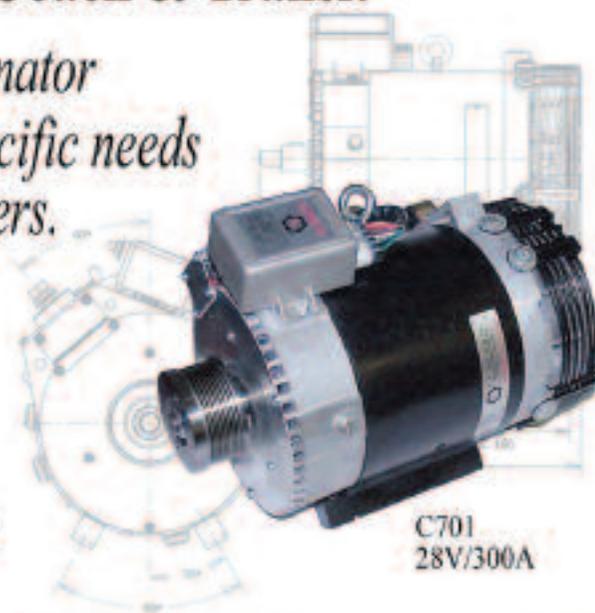
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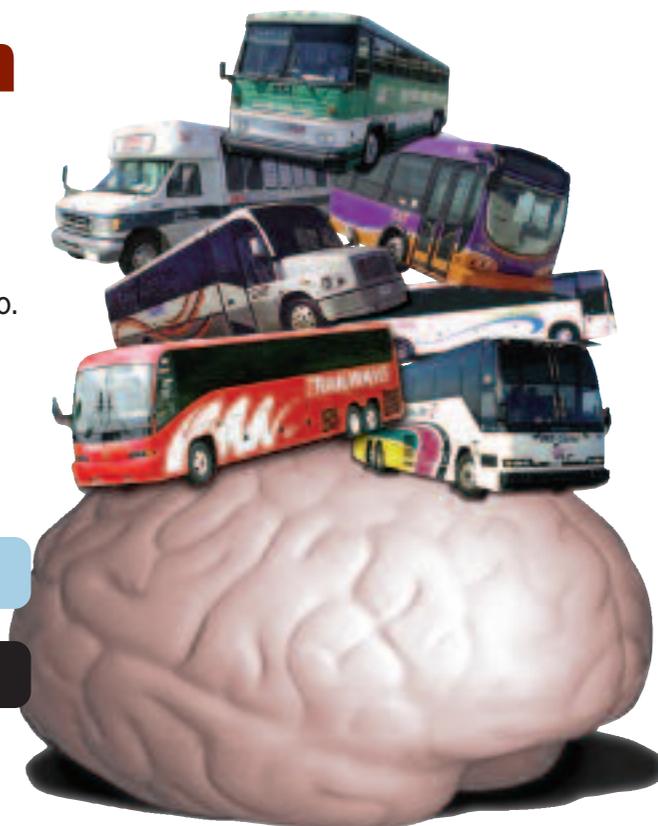
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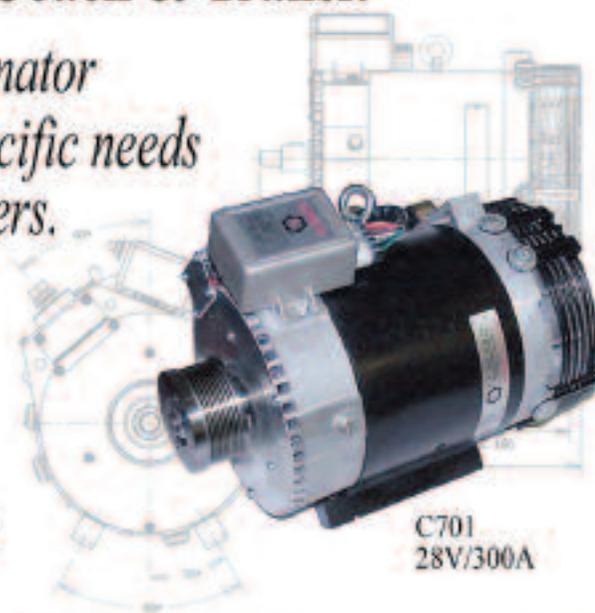
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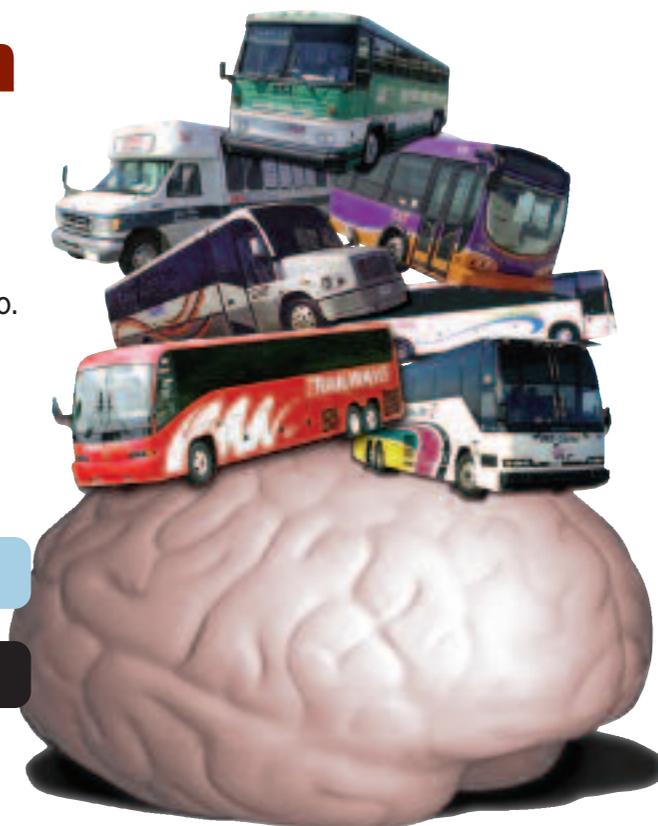
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OPINION

Worth considering?

A disappointment we encounter at an early age is that just because it's a new year does not mean old problems disappear.

A problem that has plagued coach operations virtually non-stop for nearly three years — and shows no sign of going away — is rising insurance rates.

Workers' comp premiums and — especially — auto liability insurance costs have squeezed even solid operators with clean loss records to the breaking point.

But what's an operator to do?

Climbing liability insurance premiums, like higher diesel fuel prices, are literally beyond the control of operators.

Perhaps coach operators ought to try an

idea that recently surfaced in the trucking industry: A surcharge to offset higher insurance costs.

Coach operators have implemented fuel surcharges from time to time to help offset spikes in diesel fuel prices. Other types of surcharges have been implemented in special situations in particular locales when additional expenses have been imposed on coach transportation operations.

As a rule, industries impose

surcharges when the business expense is unique to that industry. Fuel hikes being a case in point.

Additionally, industries that have a great deal of difficulty instituting or retaining general price increases often must resort to surcharges to recoup rising costs. That's as true among truckers as it is among coach operators.

That's why many truckers have implemented surcharges ranging from fuel to hazardous materials to homeland security for shipments crossing the U.S.-

Canadian border because delays and additional inspections have driven up costs.

Which begs the question: Is an insurance surcharge that big a leap?

Adding a 2 percent surcharge to help offset mushrooming insurance costs that represent a greater percentage of the cost of doing business not only seems reasonable but prudent. As contracts expire, the charge could be introduced.

With the economy rebounding and travel picking up in some parts of the country, now would be as good a time as any to take the unprecedented step of implementing an insurance surcharge.

'Adding a surcharge not only seems reasonable but prudent.'

To the Editor

I am compelled to comment on your publication's article entitled "ABA, UMA Differ Over New Federal Driver Rule," regarding ABA's comments to Docket No. FMCSA 97-2199; "Minimum Training Requirements for Entry Level Commercial Motor Vehicle Operators." Unfortunately, the article in the Nov. 1, issue of Bus & Motorcoach News conveyed a chasm between ABA and UMA when, in fact, we have very similar views on this issue and oversimplified ABA's comments in a manner that inaccurately conveyed our views on this important topic.

It is true that ABA's position has evolved in the past decade, but has not changed to the extent portrayed in your article. ABA's 1993 comments came at the dawn of the CDL program, approximately one year after the CDL's April 1, 1992, implementation date. At that time, ABA's comments stated that the CDL testing and licensing procedure was "adequate," and that the "measure of adequacy should be passing the CDL examination. If the CDL standard is not adequate, it should be strengthened."

As noted in your article, ABA's 2003 comments reflect a belief that "FMCSA should consider incorporating training requirements into the commercial driver's license process." Simply put, the basic position of ABA has not changed. We still

believe the best way to ensure adequate training is through the CDL process.

Our position has been modified, however, to reflect changes in the industry in the past 10 years. It is now our belief that the CDL program should be strengthened, a position that has been repeatedly stated by ABA and, I believe, UMA.

It is well known that it is far too easy for a company to open their doors without having adequate safety programs in place, and companies without adequate safety programs represent not only a safety risk but also unfair competition for our compliant operators.

I need not remind you of the devastating crashes that have occurred during the past few years that were related to driver issues, some of which, according to the National Transportation Safety Board, are training related.

What we propose is a sound basis for a company to ensure that their drivers are safe, without a minimum time constraint or overly burdensome regulatory oversight.

As noted in your article, ABA suggested that FMCSA "emphasize specific training content, including basic defensive driving topics, including space management, proper lane changes/merging, vehicle dynamics, adverse weather conditions, etc."

If FMCSA does not take ABA's suggestion to incorporate such training elements into the

CDL process (which, the article noted, was also suggested by UMA), we believe that it will not be overly burdensome for a compliant motor carrier to cover the above-mentioned elements during training for new, inexperienced drivers. FMCSA's grandfathering provision coupled with ABA's suggestion that "training follows the driver" should eliminate training for all but new entrant drivers, and even that will be unnecessary if the CDL option is taken by FMCSA. I doubt that any ABA member would put a driver on the road without ensuring that they were adequately trained, but a rogue carrier might.

We are disappointed that your publication chose to highlight differences between ABA's and UMA's positions instead of the fundamental areas in which we agree, such as incorporating training requirements and elements into the CDL process.

ABA believes that the industry benefits most when ABA and UMA work together, as is the case with the joint effort on motorcoach security training, which was highlighted in another article in the same issue of your publication.

However, highlighting differences between the associations on issues, where they are small if not, in fact, nonexistent is counterproductive and not helpful to bus operators and the motorcoach industry.

Peter J. Pantuso
President & CEO
American Bus Association

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INDUSTRY NEWS

Maintenance Interchange is scheduled for Expo 2004

One of the important educational programs at Motorcoach Expo 2004 is the Maintenance Interchange. This day-long event is an open and frank discussion between motorcoach owners, operators and maintenance personnel. Vendors, suppliers, manufacturers and sales personnel are not invited and are not allowed to attend.

Although vendor representatives may be invited to answer questions at the close of the day, this is strictly an operator-to-operator exchange and its success depends on keeping it as such.

Also important is that participants help the organizers. Participants are asked to identify their toughest motorcoach maintenance problems. All of the problems will be compiled into a package and the complete list mailed back to participants well ahead of their departure for Atlanta.

When participants receive the proposed list, they are urged to look it over carefully and come to the Maintenance Interchange prepared to give solutions to the problems they have already solved. If time allows, additional problems will be discussed towards the end of the day. If you provided your toughest problems last year, please review the list and see if there is something new you can add.

The Interchange will be from 9 a.m. - 4 p.m. at the Georgia World Congress Center. A noontime break will allow attendees to attend the Operator Lunch.

Registration is limited to the first 100 persons who sign up. The Maintenance Interchange is free to full Expo registrants. For those attending just the Interchange, the cost is \$100. The deadline for registering is Friday, Jan. 30.

Interchange Registration Form

Sunday, February 8, 2004

NAME

COMPANY

ADDRESS

CITY/STATE/ZIP

ADDITIONAL PERSONS

COST

Free to Full Registrants

\$100 if you do not plan to attend other Expo events

Important: Deadline to sign up is February 1

Let us know what your toughest motorcoach maintenance problems are:

Copy and complete this form and send to:

United Motorcoach Association

113 S. West Street, 4th Floor • Alexandria, VA 22314-2824

800-424-8262 • Fax: 703-838-2950

D.C. parking

CONTINUED FROM PAGE 1

partnership formed about 18 months ago to address the long-standing issues related to tour bus parking in the capital.

Right from the first paragraph, the Volpe study lays out in straightforward language the breadth of the problem and the critical importance of developing solutions.

It notes, for example, that upwards of 20 percent of the total workforce in metropolitan Washington is employed by the tourism and hospitality industry, and as many as one-third of the visitors to Washington's historical

and cultural attractions come by motorcoach.

Tour buses "perform a function crucial to both the economic life of the city and its role as the nation's capital," the study notes.

At the same time, however, a thousand tour buses descending on Washington daily during the peak visitor season extracts a heavy toll on the city and its residents.

Paragraph after paragraph of the 100-page study explain the complex and intertwined issues that make easy solutions impossible.

Still, the study says there are relatively low-cost, non-capital-intensive measures that can be taken to alleviate many of the

problems. These include:

- Developing a small number of central and peripheral parking lots to accommodate several hundred buses at specific locations, which the study enumerates.

- Reinforce Union Station as a tour bus parking location. This can be done, the study says, by modifying Union Station parking policies, including allowing multiple ins and outs for buses, restriping the lot and allocating more space for tour buses, and establishing a lower parking rate.

- Reserving on-street spaces for tour buses in peak season.

- Experiment with on-street bus parking around Union Station.

- Possibly adding tour bus load-

ing and unloading space on the National Mall.

The study also examines such thorny issues as:

- The pros and cons of allowing coaches to distribute passengers among tour-group destinations.

- The adverse impact on traffic flows of coach loading and unloading.

- The possible development of "staging locations" and requiring coaches to drop off passengers at these sites.

- The implementation of a Downtown Circulator to move visitors from staging locations to points of interest.

The public meeting on the study will be at 5 p.m. Wednesday,

Jan. 14, in the John A. Wilson Building at 1350 Pennsylvania Ave., NW, Room 412. From 7 to 8 p.m., individuals can make formal statements about the report.

Written comments should be submitted to: Rick Rybeck, Deputy Administrator, District Department of Transportation, 2000 14th St., NW, 7th Floor, Washington, DC 20009.

Or, e-mail comments to: rick.rybeck@dc.gov.

To examine the study, go to <http://ddot.dc.gov>. Look for the heading Information. Click on Transportation Studies. Click on Tour Bus Management Initiative. Finally, click on Tour Bus Management Initiative Report.

FDA

CONTINUED FROM PAGE 1

buses, the disposal of waste at service centers, and how food brought onboard a bus is prepared and handled.

Dean Davidson, the travel program's lead official, said the number of inspections of coaches and coach facilities increased to 81 in fiscal 2003, which ended Sept. 30, from 55 the previous year.

"I don't think we've done enough in the past," he said, adding that he hopes to see another substantial increase in inspections this year as well.

Davidson said the FDA has not specifically targeted the motorcoach industry for more inspections. Instead, the additional employees have simply given the agency the manpower to do more

field inspections.

"And I think that's the reason for the rise in inspections," he stressed. (See Aug. 15 issue of *Bus & Motorcoach News*.)

After 9/11 and the subsequent anthrax incidents, there was concern the U.S. was vulnerable to unconventional terrorist attacks, including attacks on the food supply.

Prevost

CONTINUED FROM PAGE 1

surely meet the new challenges set before us with energy and determination," Wood, Bäckström and Welsh said in a joint statement.

Prevost is owned by Henlys Group PLC, the largest bus manufacturer in North America, and Volvo Bus, the second-largest manufacturer of large buses and

In June 2002, President Bush signed into law the Public Health Security and Bioterrorism Preparedness and Response Act. Responsibility for carrying out many provisions of the law fell to the FDA, particularly protecting the food supply.

The agency's new hires, plus new technology to improve food safety and the development of new

coaches in the world. Wood is chairman and Welsh is CEO of Henlys, which owns Blue Bird Corp., in addition to controlling Prevost and Nova Bus.

Bourelle's announcement that he intended to retire caught many Prevost employees by surprise. He has headed the company through the best of times — the boom years of the late 1990s, and the worst — the past three years. The industry

tests to determine food contamination, have allowed the FDA to expand its reach and capabilities.

Most motorcoach industry-related inspections by the FDA are done at bus facilities rather than on individual motorcoaches, unless the FDA receives a complaint from a bus passenger or an employee of a bus company.

"If there are buses in the station

slowdown has forced Prevost to reduce its work force by 500 since 2000, and at one point it put many of its employees on a three-day workweek. Bourelle has been quoted as saying he doesn't expect a big recovery in coach demand until next year.

Bourelle has been active in the industry, sitting on the boards of Trailways Transportation System and the American Bus Association.

during an inspection, then an investigator would have an opportunity to go onboard if he or she chose to do so," he added.

Most violations of FDA rules involve bus lavatories that do not have properly working hand-washing equipment, non-potable drinking water aboard buses, and waste disposal centers that are not kept clean and are not equipped with back-flow prevention equipment on hoses that are used to flush holding containers, according to Davidson.

Violators generally are given a certain amount of time in which to correct the problem before further steps — injunctions and prosecution — are taken to force the carrier to act.

If a violation at a terminal or service center goes unfixed, the facility could be shut down.

Edward DeVivo dies, helped build DATTCO

NEW BRITAIN, Conn. — Edward P. DeVivo, who decided at the age of 17 to make the bus industry his career and helped develop one of the nation's best-known independent bus companies, DATTCO Inc., has died.

Mr. DeVivo had battled brain cancer and died peacefully at a Connecticut hospice surrounded by family members. He was 76.

A native of Berlin, Conn., Mr. DeVivo graduated from high school in 1944 and soon after purchased a school bus. By 1949, he and his brother Louis were providing school transportation.

Together, they built DATTCO into a large, diversified bus company, with school, motorcoach, commuter, public transit and paratransit bus operations, plus bus sales, repair, modification and rebuilding services.

Mr. DeVivo became president of the company, a title his brother now holds.

Today, DATTCO provides tour and charter service throughout the U.S. and Canada with a fleet of 53 motorcoaches. It is the largest independent school bus

operator in Connecticut, and its transit and commuter operations stretch from central Connecticut to communities along the Long Island Sound.

During his nearly 60 years in the industry, Mr. DeVivo was a board member of the American Bus Association and was a president of the New England Bus Association.

He also took an active role in civic affairs. He served as president of the Berlin Lions Club, assistant chief of the South Kensington Fire Department, vice president of the South Burying Ground Cemetery Association, and was a member of St. Paul's Church.

He is survived by his widow, Patricia Ritchie DeVivo; four children, a son, Thomas, and three daughters, Deborah, Laurie Behmke and Anne DeMesa; two brothers, Alphonse and Louis, and several grandchildren, nieces and nephews.

A memorial has been established in Mr. DeVivo's name with the Connecticut Hospice Inc., 100 Double Beach Road, Branford, CT 06045.

Maurice Ouellette dies, managed The MaineLine

BRUNSWICK, Maine — Maurice J. Ouellette, who was born into the industry and became president of the family bus company, The MaineLine, has died at the age of 76.

Mr. Ouellette had retired in 1986 because of ill health, but a decade later he returned to the industry as a driver for Coach USA and was driving until shortly before his death.

Born in Lisbon, Maine in 1927, Mr. Ouellette graduated from St. John's School and served in the U.S. Navy during World War II.

At the age of 16, he began driving buses for the family business, Brunswick Transportation Co. In 1976, he became president of the

company, which became known as The MaineLine, with headquarters in South Portland.

He served as president for 10 years, retiring at the age of 59.

In the late 1990s, he went back to work driving for Coach USA as a part-time driver.

He also worked the last several years as a driver for the Freeport School System.

He is survived by his widow, Irene; a son, Paul; four daughters, Phyllis Lapierre, Susan Ruska, Sandra MacMillan and Sheila Sudbay; two brothers, Albert and Robert; two sisters, Pauline Drouin and Irene Dale; and grandchildren, great-grandchildren, and nieces and nephews.

Relief for Illinois operators delayed

SPRINGFIELD, Ill. — Relief from increased licensing fees and sales tax charges for Illinois motorcoach operators and truckers has been delayed.

The Illinois Senate passed a bill in late November that would phase out the increase in the commercial

distribution fee while slowly reinstating the rolling stock sales tax exemption.

But the Illinois House has failed to act.

Nothing is likely to happen until the General Assembly returns Jan. 14.

People

Jack Oakman has been named regional vice president and general manager of the southeast region of ABC Companies. In his new position, Oakman will be responsible for regional sales of new and pre-owned motorcoaches and will oversee the ABC Service Center in Winter Garden, Fla., the company's largest. Oakman has more than 34 years experience in the industry and most recently was vice president of vehicle procurement and sales at Coach USA. Prior to that, he was with National Coach Works for more than 18 years, serving as vice president of sales and later as president. He is a certi-

fied appraiser and a graduate of Salem College in Salem, W.Va.

Rolf Lichtner has been named director of marketing services for Webasto Product North America. He also will lead the company's industry and government relations efforts related to emissions and environmental protection issues. Prior to joining Webasto, Lichtner held senior positions at Mercury Marine and Brunswick Corp.

Jaime Torres Jr. has been promoted to director of information technology at Peter Pan Bus Lines in Springfield, Mass. In his new job, he will oversee all computer hardware and soft-



Jack Oakman



Jaime Torres Jr.

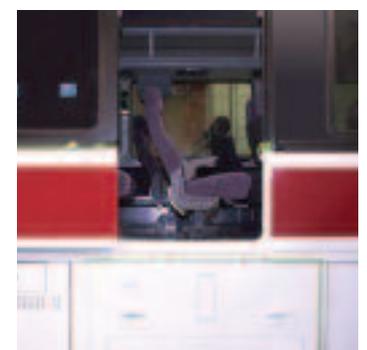
ware for Peter Pan's 240 computer users. He also will be responsible for managing information technology support. He has been with the company for five years.

David Stone has been designated acting administrator of the U.S. Transportation Security Administration. Stone retired from the Navy about two years ago after achieving the rank of rear admiral. He most recently served as deputy chief of staff at TSA.

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CALENDAR

JANUARY 2004

7-9 Pennsylvania Bus Association Sales Retreat & Winter Meeting, Wheeling Island Racetrack & Gaming Center, Wheeling, W.Va. Info: (717) 236-9042, or go to www.pabus.org.

16-20 American Bus Marketplace,

American Bus Assn., New York City. Info: (800) 283-2877, or go to www.buses.org.

16-17 Bus Industry Safety Council, New York City. Info: (800) 283-2877.

29-Feb. 1 North Carolina Motorcoach

Assn.: Annual Meeting & Marketplace, Grove Park Inn, Ashville, N.C. Info: (336) 495-4970.

FEBRUARY 2004

1 Prevost Car Maintenance Training Seminar (U.S. customers), Quebec. Info: (877) 520-7386.

4-8 2004 Tennessee Motor Coach Association Convention, Pigeon Forge, Tenn. Info: (423) 348-1385 or go to www.tnmca.net.

8-10 The 20th Anniversary Motorcoach Expo 2004, Georgia World Congress Center, Atlanta. Info: United

Motorcoach Association, (800) 424-8262 or go to www.uma.org.

24-25 California Bus Association Spring Maintenance Seminar, Royal Coach Tours, San Jose, Calif. Info: (831) 633-1755 or go to www.cbabus.com.

25-27 The 4th Annual Clean Heavy-Duty Vehicle Conference, Rancho Las Palmas Resort, Palm Springs, Calif. Info: (626) 744-5686 or go to www.weststart.org.

25-28 The 68th Annual Trailways Conference & Meeting, Hilton San Diego Resort, San Diego. Info: (703) 691-3052, or go to the Web site: www.trailways.com.

MARCH 2004

8-11 Society of Automotive Engineers 2004 World Congress, Cobo Hall, Detroit. Info: (877) 606-7323, or go to: www.sae.org.

16-18 The 71st Family Motor Coach Association International Convention, State Fair Grounds, Albuquerque, N.M. Info: (800) 543-3622 or go to: www.fmca.com.

23-25 Busworld Asia 2004, Shanghai New Int'l Expo Center, Pudong District, Shanghai, China. Info: Go to www.bus-world.org.

24-27 National Tour Association Tour Operator Spring Meet, Little Rock, Ark. Info: (859) 226-4444 or go to www.ntaonline.com.

IMG forum in Atlanta before Expo

OVERLAND PARK, Kan. — The International Motor Coach Group is having its annual Maintenance & Safety Forum in Atlanta in the days leading up to Motorcoach Expo 2004.

The forum brings together the motorcoach operators who own IMG and preferred vendors for three days of networking, information and idea exchanges, problem solving, education and fun.

Maintenance and safety clinics address current issues and hot topics. Included in the program are a Best Idea Competition, a vendor discussion panel, and vendor display opportunities.

The 2004 forum will be Feb. 5-7 in Atlanta. A fee is charged for nonmembers.

For information, contact any of the 50 IMG members or the IMG office at (913) 906-0111.

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Attendee Registration Form

Make copies for additional registrations. Expo Exhibitors: Do Not Use This Form.

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Company Name _____

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Phone _____ Fax _____ E-mail _____

Industry Role: (Check Only One) Operator Attendee Tour Planner Press (Editorial Staff Only)
 Non-Exhibiting Supplier* Government Other (please note): _____

If you are an Operator Attendee:
What equipment does your company operate? Bus/Coach Wheelchair Accessible Equipment
 School Buses Transit Minibus/Van Limousine Other (please specify): _____

Your primary purchasing role is: Buy Recommend N/A

I am interested in: Coaches Other Related Equipment Services Destination Info

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<input type="checkbox"/> Full	\$275	\$325	\$325	\$375
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<input type="checkbox"/> Child	\$100	\$125	\$100	\$125

*Non-members can join UMA for only an additional \$175 and save on registration costs. Call 800-424-8262 for more details.

IMPORTANT INFORMATION - PLEASE READ: Children under age 10 are free. Child rates are for ages 10-17. Anyone who wishes to gain entry to all Motorcoach Expo exhibits and functions must be fully registered and in possession of a name tag administered by show management. Loss or destruction of a badge will result in a \$200 replacement fee. **CANCELLATION POLICY:** There is a \$50 processing fee for all cancellations. This fee is assessed on a per person basis. There is no refund for cancellations made after 12/31/03. All refund requests are up to the discretion of Expo Management.

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Comments? Questions?

Call 800-424-8262 or www.motorcoachexpo.com

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Question:

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- C.** To find solutions to their most pressing problems.
- D.** To meet up with their favorite colleagues and have fun.

Answer:

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Don't miss out on the motorcoach industry event of the year. Rates will go up soon, so use this ad to REGISTER NOW!

Visit www.motorcoachexpo.com for more information



American Seating purchases competitor, TSI of Georgia

GRAND RAPIDS, Mich. — American Seating has acquired most of the assets of Transportation Seating Inc. of Montezuma, Ga. TSI is a 20-year-old manufacturer and supplier of transit-type seating for the bus industry in the United States and Canada. Terms were not disclosed.

“The partnership with American Seating is a positive move for TSI as a company and for our existing customer base,” said TSI President Dick Craft. “I am thrilled about the new relationship with American Seating. They are not only the leader in the industry but also a very reputable firm.”

The purchase included the TSI brand name, along with the company's tooling, patents and inventory. Craft retained ownership of the manufacturing plant, which is being leased to American Seating.

As part of the deal, Craft is remaining with American Seating as its representative. Many employees are being retained as well. TSI typically has between 30 and 40 employees.

Dave McLaughlin, vice president of sales for transportation products at American Seating, said “we are extremely excited to be joining forces with Dick, and are assured he will be able to maintain his close relationship with customers, while offering them an expanded product line through American Seating.

“We expect to maintain select

TSI products, manufactured under the American Seating name, further expanding the breadth of product line we offer in this market,” McLaughlin added.

In other words, American will be able to offer a broader range of both products and prices.

The deal is the latest move by American Seating to implement

an ambitious growth strategy it announced last year.

In October, Bob Wiegand joined the company as vice president of sales and marketing.

Wiegand has a background in the automotive supply industry, with more than 23 years of sales and management experience at SPX Corp.

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New Flyer is sold again

WINNIPEG, Manitoba — New Flyer Industries, the largest transit bus manufacturer in North America, has been sold for the second time in as many years.

Two New York-based equity funds, Harvest Partners and Lightyear Capital, purchased New Flyer from KPS Special Situations Fund, another New York-based private equity fund.

The news was delivered to New Flyer's 800 Winnipeg employees roughly 10 days before Christmas.

KPS Special Situations Fund invested more than \$40 million (Canadian) to become principal owners of New Flyer in January 2002.

New Flyer has struggled financially in recent years but KPS markedly improved the company's outlook. The company currently has a backlog of major orders to fill.

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The new Blue Bird Express 4500 multipurpose coach delivers the versatility and reliability you expect—at a cost you don't. With a significantly lower price point than other commuter coaches, the Express 4500 doesn't compromise on quality. Built in America by Blue Bird, the Express 4500 is 12-year Altoona designed and possesses the desired features demanded by the North American market.

With seating for up to 55 passengers, the 45-foot coach offers a new integrated body and chassis design; all stainless

steel construction; independent front suspension and air disc brakes; ergonomic dash design; panoramic insulated glass windows; multiplex wiring system; and an easy access engine service compartment.

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For more information please contact Blue Bird at 1-800-486-7122.

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