

****For PSC Insiders Circle Members only****

Friday Safety Brief®

\$3.97 USD

Motorcoach Passenger Safety Awareness (cont'd)

Last week's FSB discussed recommended passenger safety topics to be covered by motorcoach operations. The following explains how and when to present this information.

Various Methods of Presenting the Safety Information

The following presentation methods do not represent an exhaustive list of ways to present safety information to motorcoach passengers. The list below should not be construed to restrict combinations of the following methods or additional presentation methods.

1. **During passenger boarding** - Informational pamphlets could be distributed to motorcoach passengers during boarding.
2. **After passenger boarding and immediately prior to moving the motorcoach** - Advise passengers to look to the driver for direction and follow his/her instructions.
 - a. The driver requests the passengers to review informational pamphlets located in the pouches or sleeves on the back of seats.
 - b. The driver provides an oral presentation (similar to the presentations by airline flight attendants prior to take-off) with or without informational pamphlets as visual aids.
 - c. An automated audio presentation broadcasts a cassette tape or compact disk over the motorcoach audio system.
 - d. An automated video presentation plays a videotape or DVD on the motorcoach video system.



Timing and Frequency of the Presentation

Demand-responsive motorcoach operations, such as charters and tour services, should present the safety information to motorcoach passengers after boarding and prior to movement of the motorcoach.

Fixed-route motorcoach service operations should present the safety information at all major stops or terminals, after passenger boarding and prior to movement of the motorcoach.✿

GUIDANCE

Question: May an employer use the results of another program in which a driver participates to satisfy random testing requirements if the driver is used by the employer only occasionally?

Guidance: The rules establish an employer-based testing program. Employers remain responsible at all times for ensuring compliance with all of the rules, including random testing, for all drivers which they use, regardless of any utilization of third parties to administer parts of the program. Therefore, to use another's program, an employer must make the other program, by contract, consortium agreement, or other arrangement, the employer's own program. This would entail, among other things, being held responsible for the other program's compliance, having records forwarded to the employer's principal place of business on 2 days notice, and being notified of and acting upon positive test results.

2009 Safety Belt Usage

According to the FMCSA, the 2009 overall safety belt usage rate for drivers of all medium and heavy duty trucks and buses combined was **74%**. The usage rate for CMV other occupants was 61%. A total of 20,818 CMVs, 20,818 drivers, and 1,628 other occupants were observed at 827 sites. Safety belt use was observed to be higher in states governed by primary belt use laws (78%) than secondary belt use laws (67%). Safety belt usage among drivers and other occupants in units identified as part of a regional or national fleet (78%) was also observed to be higher than non-regional/non-national (independent) operators (64%). These estimates show an increase from 2008.



**Click It or Ticket Enforcement Campaign
May 24-June 6, 2010**