

OSBA NEWS

OSBA WEBINAR WITH DAVE CARROLL!

Save the date! August 22, 2013 – 10:00-10:45 am EST.

Sign-up via the separate registration email coming soon!

Why Attend?

- Discover important, operational data not previously published.
- Consider significant, day-to-day performance information for bus operations that could change the way you do business.
- Get answers to questions not readily/quickly available elsewhere.
- Just 45 minutes of time is all that's needed to get caught up on several important school bus issues.

Topics:

- Important Changes to the MTO Driver Certification Program (DCP)
- Yellow vs White Buses for Special Needs (Accessible) Transportation
- Safety Inside the School Bus – overcrowding and insecure cargo/freight
- Proposed Changes to Criminal Background Checks

Submit future webinar topic suggestions:

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ATTENTION ALL OPERATORS, SCHOOL BOARDS AND SUPPLIER MEMBERS!

OSBA and Industry Successes!

We want to hear your good news stories! Tell us about a successful venture or special occurrence in your company, with your drivers, amongst the kids that you transport, within your schools, or a new product/service within your organization. OSBA wants to highlight and share your successes. It's not about giving away company secrets or blowing a horn too boldly. It's about being proud of the professionalism within the school bus industry as a whole. We have dedicated this area of the OSBA newsletter to YOU! Please send your articles to: info@osba.on.ca (Please note OSBA reserves all article publishing rights).

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A Reminder - CSA D250-12 Now in Effect

As previously reported in OSBA News October 29, 2012, CSA published and posted the latest revision of the D250 School Bus standard on the CSA website. The standard is dated October 2012 and has an effective date of **June 1, 2013**. The Standard builds on the previous Standard (D250-07) and is the product of numerous meetings of the D250 Technical Committee over the past few years of which OSBA is a member. Most of the changes from the previous D250-07 standard are relatively minor in nature however there are some significant changes to the new Standard as follows:

- The inclusion of requirements for those school buses that are intended to be wheelchair accessible. The requirements are largely drawn from the CSA D409-02 and Z605-03 standards.
- A new requirement for a compliance label stating specifically that the school bus complies with the D250-12 revision of the standard.
- Specific requirements for handrails at the service door entrance.
- Exterior mirror requirements are changed to include a remote control for the side rear view mirrors.

A new requirement for compliance with a side intrusion standard adopted from the U.S. standard, *National School Bus Specification and Procedures 2010*. School buses manufactured on or after **June 1, 2013** must be manufactured to the new Standard. Bus operators are also required to maintain school buses to the version of the Standard that was in effect on the day the bus was manufactured. CSA has strict copyright rules for its published standards. As such OSBA is not legally able to reproduce and circulate the standard to OSBA members. CSA standards can be purchased for \$125 at the following link:

http://shop.csa.ca/en/canada/mechanical-and-industrial-equipment/transportation/icat/transportation?bklist=icat%2C5%2Cshop%2Cpublications%2Cmechindustrialequip%2Ctransportation&sort=name&parentCategoryRef=transportation&order=asc&q=*%&setpagenum=2&perpage=10

Idling School Buses Attracts the Attention of “Dads Against Dirty Air (D.A.D.A.)”

“D.A.D.A.” is a volunteer-based, teacher and parent-led grassroots organization aimed at the reduction of air pollution from idling school buses and cars at schools and in the community. They have approached OSBA seeking our help to stop the practice of school bus idling. We responded to them saying that while we agree with the need to reduce idling, there is a distinction that needs to be made between “*necessary*” and “*unnecessary*” idling. We noted that some idling is necessary in cold weather and on wet/humid days when heaters and defrosters are required to maintain good outward visibility for the driver. Driver and student comfort is also a consideration on cold days. Also there may be cases where the electrical system must be operated to activate lighting. We agree with D.A.D.A. that unnecessary idling is a problem at some schools and school bus charter trip destinations. Unnecessary idling not only produces greenhouse gases but also increases engine wear and wastes fuel. It is in everyone’s interests to shut off the engine whenever possible. Also in some municipalities, by-laws limit idling to as short as one minute. This fall, drivers might see more idling reminder signs posted at schools as D.A.D.A. is working with schools to increase driver awareness and to seek the co-operation of drivers to shut off their engines whenever possible. For more information about D.A.D.A.’s initiatives, visit www.dadacanada.com



Calendar of Events

August 2013

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

OSBA Directors 2013

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Upcoming

August 22, 2013 - 10:00-10:45 am EST
OSBA Member Webinar

October 20-25, 2013
Professional Instructor in Driver Education Program -
Burlington, ON

October 20-25, 2013
School Bus Safety Week

Submissions welcome.

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