

THE STATE TRANSPORTATION ASSOCIATION OF INDIANA
SAFETY COMPETITION

SATURDAY, JUNE 18, 2011

Franklin Township Community School Corporation
Kitley Intermediate School
8735 Indian Creek Rd
Indianapolis, IN 46259

Dear Transportation Directors:

The STAI is organizing and planning the 15th Annual Indiana School Bus Driver Safety Competition to be held on Saturday, June 18, 2011, in Indianapolis, Indiana.

This safety competition is designed to recognize excellence in school bus drivers as well as afford them the opportunity to demonstrate the skills and responsible performance of their demanding jobs. **ALL INDIANA SCHOOL BUS DRIVERS ARE ELIGIBLE TO COMPETE.**

To give each corporation the opportunity to have drivers in the competition, we are asking each corporation to submit up to three names of eligible drivers to compete. If you have more than three that would like to drive the competition, please submit their names for a waiting list. If we do not receive 100 participants, we will fill the open positions from the waiting list. The registration fee will be refunded for those on the waiting list that are not accepted in the competition because of the numbers.

This safety competition will follow the "International National School Bus Driver Safety Competition" information as closely as possible and the **STATE WINNERS** will go to the International National Safety Competition in July with expenses paid.

Bus driver participants are afforded the opportunity to choose the type of vehicle they would like to compete in. It is our hope that this will continue to allow a greater number of drivers to get involved. There will be a winner in both the conventional class and transit class. As chairman, we are asking for support from other Region Directors. I encourage you to get people involved as it is great fun and a friendly competition. Please forward the enclosed information to your drivers.

Included in this packet are contest rules, scoring, driving directions, and nearby hotels. If you need additional information please contact:

Monica Coburn - Bartholomew Consolidated School Corp., Columbus IN 812-376-4246
Randy Armes - Bus Corp. Inc., Washington IN 812-254-0846
Martha Allen - Special Needs Chair - MSD Wayne Twp., Indpls IN 317-247-9761

See you there!

FIFTEENTH INDIANA SCHOOL BUS DRIVER SAFETY COMPETITION JUNE 18, 2011

Name _____ Years of Driving Experience _____

Address _____ # of Miles Per Day _____

Phone _____ # of Children _____

Last Four (4) Numbers of Social Security # _____

School Corporation _____

PLEASE SUBMIT ENROLLMENT FORM AND ENTRY FEE (checks payable to S.T.A.I.) OF \$20.00 TO
STAI - MONICA COBURN; BCSC TRANSPORTATION; 1260 N MARR RD; COLUMBUS IN 47201

PLEASE INDICATE SIZE FOR T-SHIRT: XXXL XXL XL L M S

When completed, submit to your transportation director or supervisor for verification of accident information, length of service and signature. Driver must be accident-free for one (1) year prior to competition - from June 18, 2010 to competition on June 18, 2011

SIGNATURE OF DIRECTOR/SUPERVISOR FOR ACCIDENT FREE VERIFICATION

_____ DATE _____

Please submit entry form by Friday, June 10; please indicate your vehicle preference:

_____ Conventional Style Bus (air brake only)



_____ Transit Style Bus (air brake only)



A contestant may not use their own vehicle from their home district to drive the course. An alternate vehicle will be assigned.

A copy of both the Yellow Certification Card from the Indiana Department of Education and the CDL license with air brake endorsement must be sent with this registration.

VOLUNTEER FORM

Fifteenth Annual
INDIANA SCHOOL BUS DRIVERS SAFETY COMPETITION
JUNE 18, 2011

NAME _____

ADDRESS _____

PHONE _____

SCHOOL CORPORATION: _____

DO YOU HAVE A SPECIFIC ASSIGNMENT REQUEST OR ARE YOU AVAILABLE TO ASSIGN AS NEEDED?

HAVE ASSIGNMENT _____
(List assignment)

ASSIGN AS NEEDED _____

PLEASE INDICATE SIZE FOR T-SHIRT 3XL XXL XL L M S

PLEASE FAX FORM BY FRIDAY, JUNE 10 to:

Monica Coburn
Bartholomew Consolidated School Corp.
1260 N Marr Rd
Columbus IN 47201
FX 812-376-4466

Directions

TO:

Kitley Intermediate School
Indian Creek Rd.
Indianapolis, IN 46259

FROM INTERSTATE I- 65 (*south of Indianapolis*):

SOUTHBOUND

Get off at exit 103 (Southport Rd)

Turn left on Southport Rd.

Continue on Southport Road to Franklin Rd (approximately 5 miles)

Turn left on Franklin Rd.

Turn right on Indian Creek Rd.

School is on right about 1/4 mile.

FROM INTERSTATE I- 65 (*south of Indianapolis*):

NORTHBOUND

Get off at exit 103 (Southport Rd)

Turn right on Southport Road

Turn left on Franklin Rd.

Turn right on Indian Creek Rd.

School is on right about 1/4 mile

LODGING FOR EVENT WEEKEND

<p>Courtyard by Marriott 4650 Southport Crossing Dr Indianapolis, IN 46237 317-885-9799 I-65 - exit 95 (Whiteland) 2 mi N of Whiteland Rd on 31 Ingle or Double Indoor Pool/Hot tub</p>	<p>Holiday Inn Express 1180 Wilson Dr Greenwood, IN 46143 317-881-0600 I-65 exit 101 (County Line Rd.) Single or Double Indoor Pool Free Continental Breakfast</p>
<p>Lees Inn 1281 Southport Dr Greenwood, IN 46143 317-865-0100 I-65 - exit 99 (Main Street) Single or Double Indoor Pool/Fitness Center Free Continental Breakfast</p>	
<p>Quality Inn Motel 4345 Southport Crossing Dr Indianapolis, IN 46237 317-859-8888 I-65 - exit 95 (Whiteland) 2 mi N of Whiteland Rd on 31 Single or Double Indoor Pool Free Continental Breakfast</p>	<p>Red Roof Inn 110 Sheek Rd., Greenwood, IN 46143 317-887-1515 I-65 - exit 99 (Main Street) Indoor Pool Free Continental Breakfast</p>

COMPETITION INFORMATION

The course will consist of eleven maneuvers, a written test, and the pre - trip inspection.

Course Events*:

Alley Dock	Offset Alley	Stop Line
Curb Line	Railroad Crossing	Straight Line
Diminishing Clearance	Right Turn	Student Loading
Money Stop (not scored)		

** Course map is located at the end of this document*

Scores will be recorded and contestants will be given a return package of test and scoring results.

There will be additional cash prizes, tee shirts and certificates of completion.

A traveling trophy will be awarded to the School Corporation with the highest combined score. Any corporation that holds the trophy for two (2) consecutive years will keep the trophy for their drivers lounge.

All contestants will go over the course the morning of the Safety Competition, receiving instructions on course maneuvers.

Please arrive by 7:00 a.m. for registration; the event will start at 7:30 a.m.

The top winner will be sent to the International School Bus Safety Competition in July.

Entry fee is \$20.00. Only the first 100 (three from each school corporation - additional drivers from each corporation go on a waiting list, if under 100 register, then waiting list will be assigned as received to fill the 100 competitors) contestants will be accepted so get your entry in as soon as you can. **Entry must be received by Friday, June 10, 2011.**

A free continental breakfast and a full lunch will be provided. Additional lunches will be available for purchase by guests. Each participant and judge will be furnished a shirt to wear on competition day.

ENTRANCE REQUIREMENTS

1. Participants must meet the requirements necessary for an Indiana School Bus Driver.
2. The Regional Champion from the previous year will receive an automatic invitation to defend his/her championship.
3. A driver must hold a valid CDL and must have driven for the corporation where they are employed, with no chargeable accidents in a school bus, since June 18, 2010.

The National Safety Council's Safe Driver Award Plan defines a chargeable (preventable) accident as:

"ANY ACCIDENT INVOLVING AN ORGANIZATIONAL VEHICLE WHICH RESULTS IN PROPERTY DAMAGE AND/OR PERSONAL INJURY, REGARDLESS OF WHO WAS INJURED, WHAT PROPERTY WAS DAMAGED, TO WHAT EXTENT, OR WHERE IT OCCURRED, IN WHICH THE DRIVER IN QUESTION FAILED TO EXERCISE EVERY REASONABLE PRECAUTION TO PREVENT THE ACCIDENT."

EVENT REGULATIONS

Contestants are to report to the registration area.

1. Contestants will be required to stay in the driver preparation area until called for competition.
2. Contestants will be assigned the next available bus.
3. Any bus driver who knowingly accepts signals from spectators may be automatically disqualified. All spectators will be required to stay in the spectator area.
4. Contestants are not permitted to have an electronic communication device at any time present during event. Failure to comply will result in disqualification from Rodeo.
5. In all events, the bus doors must be kept closed unless rules and regulations of the competition event require that they be open.

It shall be assumed that the driver has pupil passengers on board from the start of the contest, and therefore, must conduct himself accordingly. Five (5) demerits will be charged for any bus door being opened during the operation of the vehicle unless the event requires they be open.

6. Each safety competition contestant will be required to maintain proper driving position at all times, except when the competition rules and regulations require the contestant to leave the seat of the vehicle. Proper driving position is being firmly in the seat with feet firmly planted on the floor or on the controls. The contestant will not be permitted to put his head out the bus window. Seat belts must be worn and snugly fastened during the competition. Use of cellular phones during the competition will be prohibited. To report an emergency and an immediate need to use a cellular phone, contact a judge. There will be a complete disqualification in the event any infraction concerning the above occurs.
7. Although various School Corporations have different regulations, the contest rules shall apply, even if they differ from the rules and regulations under which the driver normally would operate.
8. Due to the fact that contestants will be in groups during the Safety Competition, each team is placed on their honor not to assist another team in any way. In the interest of fair play, teams should not discuss the bus defects with each other or even with spectators, as this could result in total disqualification.
9. Each team will be given adequate time in which to become familiar with the instrumentation and controls of the bus prior to the operation of the vehicle to be driven and for the vehicle pre-trip activity. Teams should inform the judge when they are ready to begin the inspection or the driving part of the contest.
10. Mirrors can only be adjusted to provide the driver vision that would normally be required for safely operating the vehicle and getting the maximum field of vision. No mirror adjustments will be allowed with mirrors positioned to see the ground only. Competition officials will establish a uniform focus.
11. The maximum time limit for competition on the bus inspection test is ten (10) minutes. Safety competition officials will advise contestants prior to competition if under hood or engine start-ups will be required.
12. No changes in the course will be allowed after the competition starts. However, the Safety Competition Committee may determine to disqualify any event during the competition.

Grievance Procedure-Contestants may file a written grievance during any portion of the contest. The Grievance Committee, which will consist of the Safety Competition Director, the Competition Committee Chairman of the course, set up and a driver selected by the contestants will review the grievance. The committee's decision will be final and once scores have been finalized and winners announced, no grievance or change in scores can occur.

S.T.A.I. SAFETY COMPETITION AGENDA

JUNE 18, 2011

7:00 am	Registration/ Continental Breakfast	Kitley Intermediate
7:30 am	Beginning Ceremony	Kitley Intermediate
	Welcome	Mike Mentzel
	National Anthem	Denis Wiger
	Pledge of Allegiance	Mike Mentzel
	Invocation	Jim Scroggin
	Introductions	Mike Mentzel
	Announce Previous Winners	Mike Mentzel
	Agenda Review	Monica Coburn
7:45 am	Judges Meeting	Patty Waites Martha Allen
7:45 am	All Drivers, Aides	Written Test Kitley Cafeteria
8:30 am	Gen Ed Drivers Sp Ed Drivers, Aides	Course Review, Patty Waites Course Review, Martha Allen
9:00 am	Obstacle and Pre-Trip Events will begin	
2:00 pm	Lunch / AWARDS CEREMONY	

Once the entire competition has been completed, lunch will be provided in the Kitley Intermediate cafeteria. The awards ceremony will begin towards the end of lunch. If competition is completed sooner, the time schedule will be adjusted accordingly.

SAFETY COMPETITION EVENTS

Each of the following sections includes the title of the event, the purpose of the event, a description of the course, special instructions, and the scoring and judging procedures. The better the contestants understand this information, the more successful they are likely to be in the competition.

The sequence of events in this publication is not necessarily the sequence of events in the International National Safety Competition (Road-e-o) nor are the events identical.

WRITTEN EXAMINATION/ELECTRONIC TEST
(30 MINUTE TIME LIMIT)

MAXIMUM SCORE: 50 POINTS

PURPOSE OF TEST:

A school bus driver must become and stay thoroughly familiar with and faithfully observe many laws, rules and regulations. These laws, rules and regulations were established as a result of years of study and experience. The purpose of this test is to determine the extent of the contestant's familiarity with these important guidelines of safe driving.

RESOURCES FOR STUDY:

Contestants for the International School Bus Safety Competition are encouraged to study their state rules, regulations and state laws. Additionally questions may come from the Commercial Drivers Manual from the Bureau of Motor Vehicles and the American Red Cross Standard First Aid handbook from the American Red Cross.

INSTRUCTIONS FOR TEST:

The test includes 50 multiple-choice questions. These questions are based upon the publications mentioned above and upon common driver knowledge. Drivers should read the questions carefully and answer multiple-choice questions in the following manner:

- - - - d - - - 1. A. Stop sign means:

- a. Slow down to at least 10 m.p.h.
- b. Slow down at least to 5 m.p.h.
- c. Proceed cautiously if there is no traffic within 100 yards.
- d. Come to a complete stop.

PHYSICAL AND VERBAL INSPECTION TEST (PRE-TRIP)

MAXIMUM SCORE: 100 POINTS

PURPOSE OF THE INSPECTION:

A school bus driver is required to make a daily pre-trip inspection of his/her bus before transporting pupils. A school bus found to be unsafe should not be used for the transportation of pupils until such defects are corrected. This test evaluates the contestant's efficiency in conducting this inspection.

INSTRUCTIONS:

There will be defects on the bus. The contestant will tell the assigned judge when he/she finds a defect.

If it is one of the pre-planned defects, the judge repeats the defect aloud and marks the score sheet accordingly. If it is not one of the pre-planned defects, the Judge informs the contestant that it does not count.

A time limit of five (5) minutes is allowed for each contestant. After four (4) minutes, the Head judge will give a "one minute more" warning.

Before scoring start, contestants will be given two minutes to sit in the bus and familiarize themselves with the panels, etc.

They will then wait outside the bus until the Head Judge starts the competition.

Only the official defects certified by the Indiana School Bus Driver State Safety Competition will be counted for scoring.

ALLEY DOCK

MAXIMUM SCORE: 50 POINTS

TIME LIMIT: Three (3) minutes

PURPOSE OF EVENT:

INSTRUCTIONS AND SCORING:

Each stall (or Bay) is identified by parallel white lines on the pavement, ten feet apart. Each front cover is marked by upright standards that will not interfere with the backing of the bus. In order to limit the driver to the established maneuvering room, there is a front wheel limitation line on the pavement perpendicular to the parallel stall marker lines. Drivers may approach the back-up stall from the right-hand side only. The distance from the front stall standards to the wheel limitation line will be the length of the conventional bus plus four feet.

Each contestant is allowed only one back-up, after approach, before demerits are charged for excessive backing. Drivers receive five demerits for each instance of backing more than once. Upon completion of the test, drivers must park the bus as nearly in the center of the ten-foot stall as possible (both ends of the bus).

Two demerits are given for each inch, or fraction thereof, the bus is off the two-inch centerline. Centering is determined by the relationship of the center of the front and rear bumpers to the center of the stall, with only the single greatest distance off center (front or rear) being used to compute demerits.

Drivers receive five demerits for each six inches, or fraction thereof, where the bus is parked in excess of one foot from the rear barrier. Contestants will sound the horn upon completion of parking maneuver.

A maximum of three minutes are allowed for this event.

CURB LINE

MAXIMUM SCORE: 25 POINTS

PURPOSE OF EVENT:

To develop a driver's skill in pulling close to the curb within a limited distance in a forward movement. Backing into the space is not allowed.

INSTRUCTIONS:

The course simulates a limited curb length between parked cars. Drivers will use the turn signal and pull close to the curb with both front and rear tires, without hitting the curb. Drivers should allow enough distance ahead of the bus to pull away from the curb without having to back up. Drivers must use the left turn signal and left hand mirror before pulling back into traffic.

SCORING:

Five demerits are given for failure to use right turn signal, and five demerits for failure to use left turn signal. Drivers receive 25 demerits for backing up or hitting the curb. For each six inches or portion thereof that the rear dual wheels are away from the curb, five demerits are given. If over 18", zero (0) points will be given.

The total demerits for this event will not exceed 25.

DIMINISHING CLEARANCE

MAXIMUM SCORE: 50 POINTS

PURPOSE OF EVENT:

In this test, the contestant is required to drive the bus in a straight line with diminishing clearances while driving in a smooth and continuous manner.

INSTRUCTIONS:

For the purpose of conducting this test, five pairs of parallel standards are set up. Each pair of standards, however, is parallel to the next. The distance between each pair of standards is 25 feet. The width of each pair varies, as follows:

Beginning at the start of this test, the width of the first pair of standards equals the widest part of the bus plus ten inches.

The width of the second pair of standards is as above, except plus eight inches.

The width of the third pair of standards is as above, except plus six inches.

The width of the fourth pair of standards is as above, except plus four inches.

The width of the fifth pair of standards is as above, except plus two inches.

The contestant should proceed through this lane in a smooth and continuous manner without touching any of the marker standards.

SCORING:

Drivers receive two demerits for each instance of jerky or uneven movement (with a maximum of ten demerits). Four demerits are charged for each instance of stopping the forward motion of the bus (with a maximum of ten demerits). Contestants receive ten demerits for each instance of touching marker standard.

MONEY STOP

MAXIMUM SCORE: NOT A SCORED EVENT

PURPOSE OF EVENT: For fun

INSTRUCTIONS:

Driver must stop their bus with the front left tire completely covering a \$20.00 bill.

If the driver is successful, \$20.00 will be awarded at the awards ceremony.



OFFSET ALLEY

MAXIMUM SCORE: 50 POINTS

PURPOSE OF EVENT:

Two sets of parallel barriers, ten feet long, are set up ten feet apart. The right hand barrier of the first set is placed in a direct line with the left hand barrier of the second set (the offset barriers). The distance between the two sets of barriers (from the end of the first set to the beginning of the second set) is the length of the bus plus five feet.

SCORING:

Drivers receive eight demerits for each instance of stopping the forward motion of the bus while proceeding through the off set alley. The contestant will be disqualified (50 demerits) if the bus is backed-up at any time during this event.

Drivers receive the following:

For each instance of barrier arm touched	first	(7) demerits
	second	(21) demerits
	third	(42) demerits
	fourth	(50) demerits
		(not to exceed 50 demerits)

For touching the standard itself 50 demerits

RAILROAD CROSSING

MAXIMUM SCORE:

50 POINTS

PURPOSE OF EVENT:

The railroad crossing represents one of the greatest hazards in so far as mass casualties or fatalities are concerned. This test evaluates the driver's degree of care and knowledge of laws, rules and regulations when required to operate a school bus across railroad tracks.

INSTRUCTIONS:

A simulated railroad crossing is laid out as follows:

1. A 60-foot roadway crossing one parallel set of tracks.
2. A railroad crossing sign in the proper position at the right side of the roadway.

SCORING:

Drivers are judged from the time they approach the crossing until they reach the other side of the crossing. They will be checked on use of directional signals and mirrors, stopping the bus, opening the door and window, checking tracks, driving across the railroad tracks, etc. While most violations charged in this and other tests are violations of fixed laws and regulations, some are based on generally accepted safe driving procedures.

The following procedures for school bus drivers at railroad grade crossings are listed as a guideline and taken from recommended national standards:

1. The driver of any school bus, whether carrying passengers or not, must before crossing any track or tracks of railroad, bring the bus to a full and complete stop at least 15 feet and not more than 50 feet from the rails nearest the front of the bus.
2. When the driver stops for a railroad crossing the driver shall carefully observe traffic and reduce speed far enough in advance to avoid trapping other motorists in panic stops or rear-end collisions with the bus. On multiple lane roadways, all stops shall be made in the right-hand lane.
3. Special signs, signals or flashers designated for use on school buses shall be activated while the bus is stopped or stopping for this purpose.
4. The driver, when stopped, shall fully open the service door, and must, after the stop and while so stopped, listen and look in both directions along the track or tracks for approaching engines, trains, or cars. Upon resumption of motion, the driver may close the service door.
5. For improved vision and hearing, the driver should open a window at the driver's left and turn off all noisy equipment (fans, etc.) until the bus has cleared the crossing.

RIGHT TURN

MAXIMUM SCORE: 50 POINTS

PURPOSE OF EVENT:

This test determines the driver's ability to properly position the bus and to prepare for and execute a right hand turn without touching the curb or excessively encroaching on the adjacent traffic lanes.

INSTRUCTIONS:

The layout for the test includes: a right turn sign, a visible curbing line representing a typical street corner, a parallel reference line, a demerit zone for scoring purposes (one at the beginning and one at the end of the arc of the corner) and a corner arc on a 19 foot radius. The driver should approach the corner and turn on the right directional signal at least 100 feet from the turn as required by law. The contestant shall position the bus in the turn lane in order to execute the right turn without touching the curb line and with the least amount of lane encroachment possible on both streets. The point at which the turn is begun is determined by the driver's judgment of the relationship of the bus to the corner, while compensating for the "off track" position of the rear wheels, which increases with the wheelbase of the bus during a turn.

SCORING:

Scoring is based on the method in which the driver enters and recovers from the turn. If any tire touches the curb line at any time during this test, 50 demerits will be charged.

If the right edge (the visible edge) of the right rear tire (outside tire on dual wheels of the forward tire on a tandem axle bus) is completely within a demerit zone, the appropriate demerits are charged. In order to warrant a demerit score, the color of the demerit stripe shall be visible to the curbside judge while the tire is completely within the demerit zone. For scoring purposes, only that portion of the tire treads that is actually in contact with the ground is judged. Demerits increase in value as the position of the right rear outside tracking wheel moves in a wider arc throughout the turn. Drivers receive 25 demerits if the driver fails to activate the right turn signal or to activate the signal for the 100-foot distance.

STOP LINE

MAXIMUM SCORE: **35 POINTS**

PURPOSE OF EVENT:

This test determines the contestant's depth perception, ability to use cross-view mirror and ability to bring the bus to a smooth, complete stop.

INSTRUCTIONS:

A stop line four feet long is established at the end of a straight line. The contestant should bring the bus to a complete stop as close to the stop line as possible; only one stop can be made. The contestant can approach the stop line at any desired speed. The contestant will sound the horn upon completing the stopping maneuver.

SCORING:

If the bus goes over the stop line, measured from the front surface of the middle of front bumper to the edge of the line closest to the bus, 35 demerits are given. The bus should stop within two inches of the stop line. Three demerits are charged for each two inches of fraction thereof that the bus exceeds this tolerance after being brought to the final stop.

STRAIGHT LINE

MAXIMUM SCORE: **50 POINTS**

PURPOSE OF EVENT:

To determine the driver's ability to maneuver the right wheels of a school bus over a straight path of a given width.

INSTRUCTIONS:

The right wheels of the bus must travel the indicated path without striking or moving the markers with any wheel. The bus must be operated in a continuous forward motion. The distance between the markers is the width of duals plus three inches.

SCORING:

Points are deducted for stopping during the event, touching or knocking markers off, backing during the event, or driving to either side of the markers.

STUDENT LOADING

MAXIMUM SCORE: **25 POINTS**

PURPOSE OF EVENT:

This test not only evaluates a driver's alertness while loading and unloading elementary pupils, but also determines the driver's ability to remember and perform several other quite important functions during such loading, including the proper use of mirrors and the special school bus lighting system.

INSTRUCTIONS: Drivers stop to load students using the proper technique. Contestants are judged, for mirror use before and after the stop, proper activation of amber flashers (if equipped) and red stop lights, smooth stopping, lane position when stopped, foot on brake while stopped, and proper timing in opening and closing the door. The driver should stop at least ten feet from a simulated student (distance between student and side of the bus).

SCORING: Contestants receive a score of (0) if there is no mirror check before stop, failure to activate amber warning lights, or no mirror check before starting up again. Contestants will receive five (5) demerits if the stop is sudden or jerky and if the door is open before the bus comes to the stop.

The total demerits for this event will not exceed 25.

SUMMARY OF POSSIBLE POINTS

	<u>POINTS</u>
Written Examination	50
Physical and Verbal Vehicle Inspection	100
Diminishing Clearance	50
Railroad Crossing	50
Straight Line	50
Stop Line	35
Curb Line	25
Offset Alley	50
Student Loading	25
Right Turn	50
Alley Dock	<u>50</u>
TOTAL POSSIBLE POINTS	535

**Thanks to everyone
who participated and
Volunteered in the
2011 Safety
Competition!!**

**Watch for details in
January regarding
Safety Competition
2012!**

