



What's New at CTC?

Safety Initiative Updates

ANNUAL PARKING PERMIT FEES WERE DUE IN FULL ON MARCH 31ST

The deadline for receiving full payment for annual parking fees for 2016 was March 31st.

Customers who have not paid the full amount due by the end of a 30 day grace period (April 30th) will have to pay the full annual parking fee when submitting an application for 2017.

Please affix your 2016 sticker to your car if you have not done so already to avoid violation tickets and fines.

FREIGHT SHOULD BE TRANSPORTED IN STURDY BAGS OR BOXES - NOT PAPER OR PLASTIC.

DESIGNATED COMMUTER PARKING ON COUSINS ISLAND ENDS APRIL 1ST.

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We published our 2015 vessel safety accomplishments as well as our 2016 safety goals in last month's newsletter. Here is an update on our accomplishments in the first quarter on 2016.

-Having boat crew CPR certified. We have begun contacting individuals to conduct the training for our crew. We plan to have the training completed in the next few months..

-Increase total number of safety drills on vessels. In the first quarter of 2016 we have conducted 42 drills compared with 64 in all of 2015. (Keep in mind that our 2015 drills far exceeded Coast Guard requirements).

-Hold regular "all hands" drills on vessels Our plan is to conduct quarterly all hands drills. A drill was completed in the first quarter of 2016. Another drill will be con-

ducted in the second quarter.

-Hold regular safety specific meetings with boat crew. We are developing a schedule for these meetings. Next meeting will be in April

-Complete the update/consolidation of the safety portion of the vessel operations manual. This is 80% completed and will be completed and presented to employees in the second quarter on 2016.

-Participate in industry events and research best practices for safety on board the vessels. In addition to our resources at the Passenger Vessel Association (PVA) we rely on the US Coast Guard. Six employees will attend "Industry Day" presented by the USCG in March. The topics focus on safety.

Safety Policy

The CTC ferry does not load and unload from a stationary dock. Rather, we board and unload on "floats" which are accessed by "ramps". Depending on the tide and weather, boarding the ferry may be dangerous, especially for very young, elderly, and disabled passengers.

CTC provides a wheelchair for passengers who find it difficult to disembark the ferry. Also, passengers may board the ferry on their own wheelchair.

While we want to accommodate all passengers, our mission is to provide SAFE transportation. Therefore, in unsafe circumstances the captain may refuse to transport passengers. **The CTC Safety Policy is:**

We strive for the safe transportation of all passengers to and from Chebeague. Weather conditions, tides, and other factors may affect the relative safety of boarding the ferry. At the captain's sole discretion, boarding of a passenger or passengers may be denied in unsafe conditions or circumstances.

Freight on the Bus and Ferry

In serving the island, CTC transports great quantities of both personal and commercial freight. We would like to remind our customers of some of our freight rules and regulations.

On the Bus. The buses are used to transport personal freight only. Commercial freight should be delivered directly to the wharf. Passengers who have large amounts of personal freight should deliver it to the wharf and then return to the parking lot for the ride on the bus. Federal regulations prohibit the transportation of any type of fuel or anything that has - or has had - fuel in it. Transporting vehicle or marine batteries is also prohibited.

On the Boat. CTC can transport up to ten small gas powered appliances on the stern deck of the Islander (Up to 49cc in engine size). CTC cannot transport gasoline containers of any size if they contain gasoline. Kerosene can be transported. Containers of liquefied natural gas or propane may be carried onboard CTC vessels if the container is D.O.T. or I.C.C. approved and is limited to twenty (20) pounds. Containers must be stored on the stern. The Captain must be aware of their presence.