

**STATE OF MICHIGAN
DEPARTMENT OF LABOR & ECONOMIC GROWTH
BUREAU OF COMMERCIAL SERVICES – LICENSING DIVISION
2501 Woodlake Circle, Okemos, Michigan 48864-5955**

CARNIVAL-AMUSEMENT SAFETY BOARD

BOARD MEETING MINUTES

October 26, 2007, 10:00 a.m.

In accordance with the Open Meetings Act, 1976 PA 267, as amended, the Carnival-Amusement Safety Board met in Regular Session on October 26, 2007 at the Department of Labor & Economic Growth, Bureau of Commercial Services, Second Floor, Conference Room 1, 2501 Woodlake Circle, Okemos, Michigan 48864.

CALL TO ORDER

The meeting was called to order by Chairperson Kipling at 10:00 a.m.

Present:	Kurt G. Kipling	Chairperson
	Martin J. Heppler	Member
	Douglas S. Schmidt	Member
	David O'Neill	Member
Absent:	Carrie E. Jones	Member
Staff:	Jean M. Boven	Director of Licensing
	Ann Millben	Licensing Administrator
	Diane Otis	Assistant Licensing Administrator
	D. Mark Doman, PE	Inspection Manager
	Gilbert Townsend	Inspector
Visitors:	E.J. Brown	Michigan Association of Fairs & Exhibitions
	Adam Schmidt	Visitor

ADDITIONS TO OR DELETIONS FROM AGENDA

None.

APPROVAL OF MINUTES FROM THE MEETING HELD OCTOBER 27,2006

MOTION: Mr. O'Neill moved to approve the minutes from the board meeting held on October 27, 2006. Mr. Heppler seconded and the motion passed unanimously.

PUBLIC COMMENT

None.

STAFF REPORTS

ENFORCEMENT DIVISION

2007 Amusement Season

Mr. Doman discussed the hand-out that was distributed to board members. He commented that it is his belief that bad economic conditions affected carnivals this year, but noted that many fixed operations had new rides and did well. According to information from E.J. Brown, the mobile carnivals had only declined about 3% in general, but the amount depended on the location and weather. Mr. Brown added that the fairs and festivals had an average year, and those with good weather had a banner year. Mr. Heppler commented that the family fun centers were down considerably from the year before, some even selling out. Mr. Doman stated that Michigan's Adventure had a very good year and was putting in new rides. He expressed concern about the smaller carnivals not surviving this market and companies from out-of-state coming in to fill in those dates.

Mr. Doman noted that there were five new go-kart tracks, ten new water slides, seven new simulators, five new mobile rides, and four new fixed rides at parks.

ASTM F24 Standards – 7th Edition

Mr. Doman noted that the new standards became effective in May and there were no difficulties yet as a result. Nothing that would be affected had come into the state. Some new devices would be introduced next year and the new standards would become a factor then.

Issues from 2006 Season

Mr. Doman discussed an unlicensed go-kart track that had been referred to the Attorney General's Office. No progress had been made recently, but he will be encouraging movement on it. The track is in Grand Haven and the operators took the approach that go-karts are not covered under the Carnival-Amusement Safety Act and have refused to obtain a permit. The situation came to light the previous year because of an injury that summer. It was referred to the Attorney General's Office.

Mr. Kipling asked if it is illegal to operate a ride without a permit in Michigan. Mr. Doman replied yes, but the Department needs to go to the local county prosecutor for action. Years ago this issue went to the prosecutor, but was out prioritized. Now go-karts are specifically referenced in the Act.

Mr. Kipling noted that unlicensed activity has been a problem for many years and is exacerbated by there being no provision in the Act for legal action by the Department. Unlicensed activity is referred to the local county prosecutor, who is limited by time and money, and historically chooses not to expend resources to prosecute. He suggested that public safety is the issue and it might be possible to enact legislation that would make the festival and fair boards liable if they employ unlicensed rides. If someone is killed, the charge should be manslaughter, not a misdemeanor. He considered that fewer unlicensed carnivals would be hired in the state, if the liability for a death was criminal felony prosecution. That would put the responsibility to ensure the carnival rides held current permits on those who are hiring the carnival. He commented that there was a death in the Kalamazoo district on a go-kart years before and the legislator from that district pushed through the legislation that put go-kart tracks under the Act.

Mr. Doman noted that there has been recent interest in putting the Ski Area Safety Act and the Carnival-Amusement Safety Act under the Occupational Code, which would provide more consistent disciplinary options. Mr. Kipling replied that he wanted to add legislation that imposed huge criminal penalties if there were an accident on those go-kart tracks that chose to operate without permits, so that prosecutors would be willing to prosecute.

Mr. O'Neill noted that in many professions the Department and boards have no jurisdiction or authority to penalize unlicensed activity. Mr. Doman noted that the go-kart track in question was also uninsured, so there was no one with the ability to influence him to become licensed. Mr. Doman agreed to contact the Attorney General's Office to inquire about this case.

Simulator Rides

Mr. Doman asked for the board's guidance as to which simulators need to be regulated. As there was not a board meeting in the spring, he noted what they had decided so far. They attempted to determine a criteria on which to make the decisions, including the power-weight ratio or the range of motion involved, but could not find criteria that applied to all simulators. He was not aware of any other jurisdiction that had been able to establish a criteria, either, so the Department dealt with the simulator rides subjectively on a case by case basis.

Mr. O'Neill defined a simulator as "an electro-mechanical device that unnaturally alters the environment immediately around a human being to create a feeling of sensation or exhilaration in that human." He considered that rather than measure exact engineering parameters of the ride itself, that they should measure the effect it has on the rider. Mr. Doman agreed with this approach and added that the new ASTM standard also looks at the rider itself, at the acceleration that the rider feels, to determine which class of restraint would be necessary. He noted that the Department did not currently have the expertise or equipment to measure accelerations, but thought that might be the correct criteria to use, as the ASTM committee has been measuring acceleration on riders and looking at appropriate restraints.

Mr. Doman also considered using the fail-safe question as a criteria: what is the worst that could happen if the ride failed? If all of the power is going in one direction, what would be the worst jerking motion to which the rider could be subjected. Rather than just looking at the ride in its normal, routine program mode, he suggested looking at a worst-case scenario. Mr. O'Neill noted that on some rides if there were an electronic component or chip failure, the worst case could be death.

Mr. Heppler asked what criteria other states are using to regulate or issue permits to simulators or whether they were at all. Mr. Doman replied that some states license every ride all the way down to coin-operated rides. No other state has come up with criteria to differentiate and not regulate all of them, and most states do regulate all of them, including Pennsylvania, Illinois, Indiana and Wisconsin. He added that Michigan regulates relatively few rides in comparison to other states. Mr. Heppler commended the inspectors that Michigan has, noting that they are very good, but there's not enough of them. He asked how many more inspectors would be required to inspect simulators. Mr. Doman replied that a decision has not yet been made on which to inspect or whether to inspect all of them.

Mr. O'Neill reiterated his opinion that the board cannot let an administrative issue influence their decisions about public safety issues. Ms. Millben noted that the board had discussed this problem when attempting to decide whether to regulate inflatables. She agreed that the board must decide if a device falls within the statutory definition of a "ride." If it falls under the statute, the Department would be charged with performing those inspections. It is then up to the Department to decide how the resources are used and how the staff is assigned. The Department needs the board to provide some advice regarding whether or not these new devices are "rides" and fall under the statute.

Mr. O'Neill noted that he is the engineer representative on the board and his decisions are greatly influenced by the obligation he has undertaken for public safety as a licensed engineer. In the engineer creed, public safety is the most important concern.

Mr. Heppler asked how many injuries there have been on simulators. Mr. Doman replied that he was not aware of any. Mr. Heppler agreed that safety is paramount, but if there haven't been any injuries, he is more comfortable with the idea of the field inspectors making decisions on which simulators need to be inspected and which don't. If there have never been any injuries on a particular simulator, and in Mr. Doman's engineering judgment there aren't likely to be any, then choose not to inspect that one. Those rides that move less than an inch would be ignored in favor of inspecting the ones that twirl people in circles overhead and have the potential for serious injuries.

Mr. Kipling pointed out that if a simulator is not required to be regulated, they would not report any injuries. Mr. Doman noted that some simulators moved very little and inspectors have declined to insist that they be licensed. Mr. Heppler had seen quite a few of the simulators and even the new NASCAR simulator didn't appear to move very much. The picture moves and your mind thinks that you're moving, but you're not. Mr. O'Neill commented that he had ridden in one of the NASCAR simulators in South Carolina and had almost hit the emergency stop button three times in a two minute ride, because he had been jerked around so much. He was concerned that the types of injuries that will show up from these rides are back and neck injuries that won't show up right away, maybe not for years. He considered that those simulators need to be regulated to be sure that the G-forces are not too strong for young people.

Mr. Doman suggested that a subcommittee be formed to discuss it further and noted that there are some other issues he would be bringing up later in the meeting that could be discussed in a subcommittee meeting also. Mr. Kipling asked if perhaps the meetings could be held over the phone, rather than getting together, because of the distances people lived from each other. Mr. Heppler and Mr. Schmidt agreed to serve on the subcommittee, as only two board members could currently be on it without having a quorum. If another board member was appointed by the Governor's Appointments Office, Mr. O'Neill would also join.

New Rides

Mr. Doman discussed the new rides in 2007. Two were carousels, one at Rivard Plaza at the Detroit Riverfront Conservancy and the other carousel at Binder Park Zoo. Other new rides are at a water park at a Holiday Inn associated with Cabelas. These will be added with every new Cabelas that opens. These water parks will each have seven water slides, five of which are regulated.

Safety Outreach Program

Mr. Doman discussed various safety programs that occurred in 2007. Governor Granholm declared the July 4th week as "Amusement Ride Safety Week." The press release accompanying the announcement came from Michigan's DLEG Media office and focused on improving the safety of children riding amusement rides. Quite a few newspapers and other media outlets called for additional details. Department staff tries to find more ways to educate the riding public about safety on rides, as the largest percentage of injuries incurring on rides is the fault of the rider.

Mr. Doman discussed the MAFE Presentation of "The History of Amusement Ride Regulation." He noted that regulating amusement rides began in Michigan after a ride failure in 1965 that killed two children. As a result of that accident, the Carnival-Amusement Safety Act was passed in 1966 and this board was formed. The State of Pennsylvania has a similar board and inspectors, and they asked Mr. Doman to bring this presentation to discuss with them. The Michigan Association of Fairs and Expositions asked him to attend their annual meeting again this January and Mr. Brown requested that he also make a presentation on the history of regulation there.

Mr. Doman added that last October Debbie Elliott suggested that there should be a public service announcement to increase rider safety, because the education given to the carnival-amusement operators during inspections does not reach the people who cause 80% of the accidents, the riders. The DLEG media office collected enough images that for a nominal fee they think they could produce and distribute a public service announcement to their cable outlets as filler. Last year it cost \$800, which they don't have this year due to budget constraints.

Mr. Kipling suggested that the idea be presented to the Michigan Associate of Fairs at their January meeting in the form of a seminar on public relations. When they are promoting the fairs and have access to their local press all over the State, they could include the public service announcement. He also suggested that they could put together a generic press release from that seminar that everyone could use as a boilerplate.

Turbo Force Ride

Mr. Doman discussed the Turbo Force ride, which had an arm come apart in Michigan and in some other states. The manufacturer did get it adequately engineered and it was operated a few times in Michigan. Mr. Doman noted that it was sold and he thought it was now in Mexico. There were only seven of them made and he did not expect to see any more in Michigan. Mr. Schmidt stated that there was one in Florida, but he had been there three times and had never seen it running.

2008 Season

Mr. Doman stated that Michigan's Adventure is getting a new coaster, which is an inverted coaster made by a Dutch company that he used to work for, so he was familiar with it. They are going to update it with a new control system.

Kokomo's in Saginaw is getting a portable coaster, but Mr. Doman had not received any engineering documentation yet. These rides were built about 1970 and there are about ten still running in the country.

Mr. Doman noted that there are more go-kart tracks being built. One is a kiddie track being built near Silver Lake. Another is Kart-to-Kart, which is a large indoor track, however they are changing their name, moving to a new facility and getting some high-powered British karts. They cater to corporate events and sports car clubs. One opened last year in Rochester and has another new kart that has a nine-hp engine and could probably go 50-60 mph on a straight road. He added that there is a new ASTM standard being developed to cover these new karts that can go faster than 25 mph, which are called race karts.

Mr. Doman also mentioned numerous new water slides in many locations in the state.

Incident History

Mr. Doman's student assistant compiled the data for the last ten or eleven years to confirm the commonly reported conventional wisdom about the distribution of accidents, which was that 80% of accidents are caused by the riders, 15% are caused by operator error, and only 5% are caused by ride failures. The data verified that 79% of the accidents in Michigan in the last eleven years were caused by riders. He did find that in Michigan 15% were caused by ride failures and only 5% by operator error. He surmised that Michigan focuses on mechanical failures more than other states and those failures are reported more often in Michigan. There has been a decrease in accidents over time.

Michigan Amusement Safety Programs Compared to Other States

Prompted by state budget difficulties and rumors of early retirement programs, a comparison of amusement safety staffs was made between Michigan and ten similar states. The entire amusement safety staff was considered, including inspectors, supervisory, support and licensing staff members. Adjustments were made to eliminate additional, non-amusement safety responsibilities. The result is that Michigan's amusement safety staff is smaller than other states on a per-capita basis and smaller than any but Wisconsin on an absolute basis, but it should be noted that Wisconsin is currently expanding its amusement safety program. Michigan has 4.5 staff people dedicated to its carnival-amusement safety program.

Other New Rides

Mr. Doman described the Saker One Space Probe as a sphere about five feet in diameter in a large Plexiglas tube with fans below that blow the ball up with one person in it. It's not operating at this point. An engineer made a preliminary inspection and provided the necessary structural analysis, but he didn't do any safety analysis. There isn't a manual because this is a home-made prototype and it is very low capacity. Documentation and fail-safes remain to be supplied, but he expects that it will operate in Michigan eventually.

Mr. Doman stated that zip-lines are becoming increasingly common and are a class of ride that some jurisdictions regulate and some don't. They are an extension of rock climbing. They are also called Tyrolean Traverses and are used to get across crevasses when climbing. There is a little trolley attached to a rope and the rider slides down to the other side of the crevasse. Massachusetts had chosen to regulate them and "challenge courses." Every challenge course or rope course ends in a zip-line. There are about 300 of them in Michigan right now. There is one amusement ride operator who has a conveyor, a wire rope tow, some waterslides and eight zip-lines that are 1,000 feet long.

Mr. Doman discussed a zip-line that is being constructed at Mill Creek State Historic Park in Mackinaw City. There is a water wheel that operates a saw mill there and they are considering an observation tower, a suspension bridge and a zip-line. A company in Allegan designed the drawings and they were submitted to Construction Codes. The Department's Construction Codes Bureau considered that the zip-line was an amusement ride and sent it to Mr. Doman. There are about 300 feet between take-off and landing with 10-12 feet of vertical. There is a counter-weight with constant tension. It's very operator-intensive. There is no automatic safety system. It is all climbing equipment. The company that designed and built it is one of the largest firms in the country.

Mr. Doman added that he had only encountered two injuries on zip-lines. One had been licensed in Muskegon about ten years ago. One also operated at the Michigan State Fairgrounds. This one used a harness, but a man tipped over when he was getting out while still moving and hit his head. The State Police became involved and filed a report, and the ride was shut down. The other injury was a broken wrist. There are now two associations where you can become certified to be a designer and an operator. They are the Association for Challenge Course Technology (ACCT) and the Professional Ropes Course Association (PRCA). Mr. Doman noted that these organizations have been working on some ANSI standards for zip-lines, but disagree about the issues.

Mr. Doman did not have a recommendation regarding zip-lines and asked the board for comments. Mr. O'Neill asked how the person stopped at the bottom. Mr. Doman explained that it was simply the shape of the catenary, in that the weight of the rider pulls the rope from a straight line into two catenaries, causing the low point to shift, with the tension arranged so that the person would be moving uphill by the end. He noted that in actual practice it did not always work out that way and other provisions were made to get the person on the ground.

Mr. Kipling commented that he had seen one at River Country at Disney World where the person let go and dropped in the water at the end of the zip-line. The rider was just hanging onto it. There was no harness or safety mechanism.

Mr. O'Neill asked whether the rider on the zip-line would be at risk if they were unable act on their own due to panic, a medical emergency, fainting or something similar. Mr. Doman replied that if the person were properly attached with one of the new climbing harnesses available today, it would transport them without risk. Mr. O'Neill surmised that the key to public safety on zip-lines is a proper harness. Mr. Doman agreed and added that the harnesses also need to be attached properly. They have climbing parts and someone needs to make sure they are properly attached by physically latching them. There is a safety mechanism to be sure it is locked, but there is no fail-safe. The safety procedure depends on someone to do it and someone to check it.

Mr. Doman added that the same situation is present with sky coasters. There is a harness that is hooked into a cable, and a number of people check that it is hooked properly, with video cameras watching. The rider is winched up, releases himself, and then falls 150 feet. He noted that there was a failure in Wisconsin last summer where a girl was not attached properly and fell 80 feet and was killed. Mr. O'Neill clarified that the zip-line consists of rope, pulley, harness and gravity with no electrical or mechanical drives. Mr. Doman commented that the Department does not inspect fun houses that do not have electrical or mechanical drives, but they do inspect slides that do not. Slides have a fixed course, but rely on gravity to work.

Mr. Doman stated that he would make a more specific report to the subcommittee to look further at zip-lines and challenge rope courses. The Association for Challenge Course Technology estimated that there were 200-300 zip-lines already in the state and thousands nation-wide. The current president of ACCT was involved with their manufacturing and was very knowledgeable about them. Mr. Doman noted that the Grand Rapids Zoo added a zip-line last summer. Mr. Schmidt stated that the scissor-type has been demonstrated at the trade show in Florida for the last five years. He considered that one a "ride" as it has a fixed course, where the rider hooks on and goes through a maze at the top. Mr. Doman stated that Massachusetts and New Jersey have looked at the engineering for zip-lines and do regulate them. He added that Canada regulates zip-lines and climbing courses. He was not aware of any other states that regulate them, but everyone is interested in them.

Chairlifts as Amusement Rides

Mr. Doman stated that Binder Park Zoo will very likely install a chairlift. He noted that there is a specific reference to the ANCI B77 code, in that a chair lift at Copper Peak is licensed as an amusement device. Copper Peak is a ski jumping area. Mr. Doman asked board members if they were interested in being involved with these lifts. He wanted to discuss them with the Ski Area Safety board on the technical aspects, as they are normally involved with ski lifts and are very knowledgeable about ropeways and the B77 standard. The chairlift at Binder Park would be an amusement device because it is located in a zoo, not at a ski area.

Mr. Kipling considered that the technical aspects would be better left with the SASB and agreed that Mr. Doman should consult them. He also asked if the Copper Peak chairlift was being used as a ski lift in the winter. Mr. Doman replied that it was not right now, but could be in the future. Mr. Kipling added that there is a resort in Canada that is a ski resort in the winter and a summer resort in the summer. Mr. O'Neill agreed that many resorts do that, but asked whether the Binder Park chairlift would ever be used for skiing, and Mr. Doman replied that it would not. Mr. O'Neill considered that to be the point that differentiates where it would be regulated.

Mr. Doman noted that he was drafting a letter to the Attorney General's Office requesting an opinion regarding whether or not private ropeways should be regulated, and he could add the question of ropeways that are not used in the winter for skiing. There is a private ropeway that goes from a residence down to Lake Michigan. There is also the case of the carousel in a private back yard and the question of whether the status changes to public if friends and neighbors use it. The private ropeway could be used by guests, but if money is not exchanged it may not need to be regulated. If it does, the owner may have to hire someone to operate it to conform with the law.

Incident Reports

Mr. Doman noted that there were 29 incident reports with 26 injuries and three failures. One was both, a failure that resulted in an injury. This was a super-loop ride with an over-the-shoulder restraint and a secondary restraint. In this incidence the secondary restraint came loose and fell, injuring two people.

About 26% of the injuries happened on water slides, usually head bumps. About 25% of the injuries were at go-kart tracks, usually involving collisions with other go-karts or barricades. He described the other incidents briefly. Three of the injuries were categorized as serious; a back injury on a go-kart, a head bump on a water slide, and a head injury on a dry slide at Belle Isle. Approximately one quarter of the injuries were on mobile equipment and three quarters on fixed equipment. Approximately 80% of the injuries were caused by the rider, 19% due to failures and 4% due to operations.

Seatbelts

Mr. Kipling asked about safety belts on rides. Mr. Doman replied that there have been a number of injuries recently on rides such as ferris wheels and spiders. Riders have done things on these rides that resulted in their own injury or death. Mr. Kipling replied that he had spoken to some carnival owners who had already received letters from the manufacturers of ferris wheels stating that remedy kits would be available soon.

Mr. Doman stated that Eli Bridge, the manufacturer of many ferris wheels, has strongly recommended that operators require safety belts on ferris wheels and have made them available. Eli Bridge does not require them, but many jurisdictions are using that recommendation to require them. Others are taking the stance that jurisdictions should not require more than the manufacturer requires, unless there is evidence that they should go further. Mr. Doman noted that the ASTM board meeting would be discussing this issue and he may go to the meeting at his own expense in order to be a part of the conversation. Those operators who take ferris wheels out-of-state are sometimes being required to have seatbelts. He considered that unless there is an accident history, he would not require them, but agreed with the recommendation.

Safety Rating System

Mr. Kipling stated that board members had discussed a safety rating system at previous board meetings. The criteria for a good rating would involve having no accidents or injuries, working well with the inspectors, submitting appropriate paperwork in a timely manner, and complying with ANSI standards. The carnival could receive a certificate with an A+ safety rating from the Carnival-Amusement Safety Board, which could be sent as a press release to the local media for recognition. After five years of an A+ rating, further recognition could be made, similar to what AAA does with safe drivers. If a carnival doesn't have a safety certificate, others would be asking why, and the system might encourage better compliance.

Mr. Kipling added that the go-kart tracks and water parks could also have rating systems, with public announcements in the Spring about their safety ratings. He considered that it would be a public relations point for the owners and encourage better compliance. Mr. O'Neill disagreed with the idea. He considered that if there is an injury at a carnival that has a certificate from the Department, the injured person or their family will want to sue the Department as well as the carnival. Giving the carnival an A+ rating implies that the public is safe there and would create an administrative nightmare. He did not think the Board should be rating providers or issuing such certificates, but should be determining regulation for the sake of public safety.

Mr. Doman stated that the Department does provide some representation of safety already in that a permit is issued, signifying that the ride meets a minimum standard. People are still injured despite the inspectors' best efforts. He also recognized that it might be a politically difficult issue and it is sometimes hard to preserve good relations with all of the people involved already. He considered that a rating system might help in some cases, but the criteria would need to be very explicit so that the ratings given could be defended with no misunderstandings.

However, Mr. Doman noted that he has been to presentations where people were looking for a method of finding a good carnival and asked him about them. A rating system would make it easier to answer them without making a personal commitment about a carnival that is only a marginal performer. Mr. O'Neill reiterated his opposition to the Board being involved and stated that it should be an administrative process only. Mr. Doman replied that if a rating system was started, it would need to be set up in such a way that the results flowed naturally from the data input. Mr. Heppler agreed that it would be a method of positive reinforcement for carnivals and thought the idea had merit.

Mr. Doman noted that the Outdoor Amusement Business Association (OABA) has a Circle of Excellence Program. It appeared that 70-80 people have been recognized by that program. Mr. Schmidt is a current board member of OABA and described the process. Carnivals apply to be recognized and there is a long list of standards that need to be met. He considered it a very stringent program. The OABA sends people out to inspect the applicants every two years, as the recognition is a two-year award.

Mr. Kipling suggested that the Department give the safety statistics to the fair boards and then Mr. Brown's organization could add their own information to the safety records and issue a certificate. Mr. Brown replied that he would take the idea to his board to see if they were willing to handle it.

ITEMS FOR CONSIDERATION FROM BOARD MEMBERS

Mr. Schmidt asked how soon the board vacancy would be filled. Ms. Millben replied that the Governor's Appointments Office was not up to date with appointments. The State Board of Auctioneers became effective on October 1, 2007 and did not have any board members appointed yet. Many other boards are short of board members and the Appointments Office is filling them as quickly as they can.

Ms. Boven added that if board members knew anyone interested in serving on the board, that person should contact the Governor's Appointments Office to submit their name. Mr. Kipling commented that Sue Wells, previously a board member, was a good board member and suggested that perhaps she could be appointed again. Other board members agreed.

ELECTION OF OFFICERS

MOTION: Mr. O'Neill moved to nominate Mr. Kipling as Chairperson and that the nominations be closed and a unanimous ballot be cast. Mr. Heppler seconded and the motion passed unanimously.

MOTION: Mr. O'Neill moved to nominate Mr. Heppler as Vice-Chairperson and that the nominations be closed and a unanimous ballot be cast. Mr. Kipling seconded and the motion passed unanimously.

NEXT MEETING DATE

The next regularly scheduled meeting of the Board of Carnival-Amusement Safety Board will be on March 28, 2008 at 10:00 a.m.

Ms. Millben suggested that a tentative date be set for the subcommittee meeting. Mr. Doman stated that he could summarize some issues and distribute them by email. He wanted to update his information regarding zip-lines after talking to Ropes Courses, Inc. Mr. Kipling asked if it was possible to set up a conference call at the Okemos building and Ms. Millben replied that two conference rooms have that capability.

ADJOURNMENT

MOTION: Mr. Heppler moved to adjourn the meeting. Mr. Kipling seconded and the motion passed unanimously.

There being no further business at this time, the meeting was adjourned at 12:15 a.m.

Kurt G. Kipling /s/

March 28, 2008

Kurt G. Kipling, Chairperson

Date

Ann Millben /s/

March 28, 2008

Ann Millben, Licensing Administrator

Date