Vehicle Safety Programs

Kicking the Tires

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Marsh Advisory

A business of Marsh McLennan
Today’s Discussion Points

- Why Fleet?
- Vehicle Safety Benchmarks
- 15 Passenger Vans
- Unconventional Vehicles
- Next Steps
Why a Fleet Discussion?

• Auto collisions are a considerable risk for members.
• There are standing best practices on driver safety programs and how to prevent collisions.
• Collisions can be life-changing.
Who Are Your Drivers?

- Faculty
- Staff
- EHS
- FACILITIES
- Student Workers
- Volunteers
True or False?

1. When a driver listens to conversation or music, the focus dedicated to driving decreases by 40%.

2. Per the CDC, work related motor vehicle deaths are the second leading cause of American worker deaths, only after falls.

3. The most frequent type of auto claim for MUSIC members is intersection collisions.
M.U.S.I.C. Claims
Most Frequent Types of Collisions

Note – photos are generic and not M.U.S.I.C. member vehicles
Most Concerning Driver Behaviors

- Distracted Driving
- Alcohol & Drugs
- Fatigue
- Speeding
- Backing
- Parking Lots
So What’s Needed?

Vehicle Safety Program Policy & Procedure Needs

- Organization & Administration
- Driver Selection & Qualification
- Driver Education
- CDL Driver Needs
- Vehicle Use Guidelines
- Vehicle Use Agreements
- Vehicle Selection
- Vehicle Maintenance & Inspection
- Collision Reporting & Recordkeeping
- Non-road Vehicles (Golf Carts, etc.)
- 15 Passenger Vans
- Bus Charters
The Highlights

- **Organization & Administration** – have a policy in place and someone responsible for fleet administration

- **Driver Selection & Qualification** – MVRs and relevant driving history

- **Driver Education** – general and specialized driver training with check for learning and documentation

- **CDL Drivers** – limit CDL driver needs, must comply with DOT regulations
The Highlights

- **Vehicle Use Guidelines** – written driver regulations including seat belt and electronics use plus limits on distance

- **Vehicle Use Agreements** – agreements for approved drivers, business only use and out of state use

- **Vehicle Selection** – safety considerations impact purchasing and rental decisions

- **Vehicle Maintenance & Inspection** – ongoing maintenance requirements and driver inspection
The Highlights

Collision Reporting & Recordkeeping – collision documentation, internal investigation and preventative actions

Non-road Vehicles – types, safety equipment, licensing and education

15-Passenger Vans – experience, training and use

Bus Charters – procurement, licensing, emergency planning, indemnity and coverage
15 Passenger Vans – What’s the Concern?

- High center of gravity
- Flat sides = instability in crosswinds
- Distance between the front and tires = greater instability
- Seating configurations places excess weight on left rear tire (walkway on right) = greater instability

Designed to transport cargo - less rigorous standards
15 Passenger Vans – NHTSA Says…

1. Experienced driver
2. Attention to driving
3. Reduce speed
4. Seat belts on everyone
5. Tires/tire pressure inspected, including spare
6. Restrict passenger count - > 5 increases risk exponentially & consider modifying seat removal to less than 12 passengers
7. Cargo placed forward of the rear axle and not on the roof
8. No 15-passenger van rental when out of the country
## Higher Education Vehicle Program Safety Evaluation Form

### Review Date: 
### Reviewer(s): 

<table>
<thead>
<tr>
<th>Best Practice</th>
<th>Meets/Doesn’t Meet</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Organisations and Administration</strong></td>
<td></td>
<td></td>
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<tr>
<td>A documented vehicle operations policy exists and is reviewed annually</td>
<td>☐ Yes ☐ No</td>
<td></td>
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<tr>
<td>The Policy covers owned, rented, leased, and personal vehicles</td>
<td>☐ Yes ☐ No</td>
<td></td>
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<tr>
<td>The Policy applies to students, faculty, employees, and others, e.g., volunteers</td>
<td>☐ Yes ☐ No</td>
<td></td>
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<tr>
<td>The sponsor is a Central Fleet Administrator that oversees acquisitions, borrowing, driver authentication, driver training</td>
<td>☐ Yes ☐ No</td>
<td></td>
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<tr>
<td>A Vehicle Safety Committee exists and meets regularly</td>
<td>☐ Yes ☐ No</td>
<td></td>
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<tr>
<td><strong>Driver Selection &amp; Qualification</strong></td>
<td></td>
<td></td>
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<tr>
<td>Must be of least:</td>
<td>☐ Yes ☐ No</td>
<td></td>
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<tr>
<td>• Age 21 for in-state driving</td>
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<tr>
<td>• Age 21 for out-of-state driving</td>
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<tr>
<td>Have at least two years of relevant driving experience in a similar vehicle</td>
<td>☐ Yes ☐ No</td>
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<tr>
<td>Must possess a valid US or Canadian Drivers License</td>
<td>☐ Yes ☐ No</td>
<td></td>
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<tr>
<td>Motor Vehicle Record (MVR) checks performed before first vehicle assignment</td>
<td>☐ Yes ☐ No</td>
<td></td>
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Evaluate where your institution has opportunities.
Resources

- Motor Vehicle Safety at Work, CDC Website, [Motor Vehicle Crash Facts | NIOSH | CDC](https://www.cdc.gov/).