



APG Policy Comment Tracker

Fleet Safety Policy

Comment Period: April 2 – May 2, 2021

<u>Comment No.</u>	<u>Date</u>	<u>Name</u>	<u>Comment</u>
1	4/2/2021	Aaron Sakulich	<p>Hello,</p> <p>At some of our overseas project centers - such as Namibia, where I advised a few years ago - faculty are provided with automobiles because of a lack of public transportation. I am curious how this policy would affect WPI faculty at such project centers. Will they need some sort of additional training? I am not sure that I have any other comment, or feel that the policy is particularly onerous - however, it would be good to see this addressed in the policy.</p>
2	4/3/2021	Michael Ahern	<p>Hello,</p> <p>I believe the proposed Fleet vehicle Safety Policy is excessively bureaucratic and burdensome.</p> <p>All of the employees within Academic and Corporate Engagement are expected to drive 6 or more times per year on WPI business.</p> <ul style="list-style-type: none"> “• Drive a rental vehicle or their personal car on WPI Business six (6) or more times per academic year; or • Are employed by WPI and their job requires driving as a condition or expectation of employment.” <p>As a result, the proposed policy would require EHS approval, additional safe driving requirements, and annual requirements. If someone is late or forgets to send in the form, what’s the discipline to impose?</p> <p>Instead of all of these bureaucratic requirements, the policy should impose a reporting requirement for the conditions which would disqualify a driver (e.g. no license). That way, WPI remains protected against risky drivers without all the additional bureaucratic requirements on the vast majority of employees who are safe drivers.</p>



WPI

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3	4/5/2021	Michael Gennert	Dear APG, I have serious concerns over the Fleet Safety Policy. The goals of ensuring the safety of the WPI community and protecting WPI from needless risk are laudable. My concerns center on the definition of “WPI Business”, the low threshold of 6 times per academic year for the requirement to become an Authorized Driver to kick in, and security and confidentiality, among others.
4	4/5/2021	Greg Fischer	<p>Hello All,</p> <p>This is regarding the proposed Fleet safety Policy.</p> <p>While in general this makes a lot of sense, I think it is important to appropriately set the scope of who it covers and when.</p> <p>For example, as I read it this covers simply a faculty member or student who drives their car to Umass Med more than 6 times for meetings/experiments: WPI students, faculty, or staff members are required to become Authorized Drivers if they drive a rental vehicle or their personal car on WPI Business six (6) or more times per academic year.</p> <p>This is not simply shuttling over there, but so many students, faculty and staff go to sites in Boston (including our seaport facility), numerous companies, hospitals, etc. Those are not considered commutes as they are separate work related trips. Or, during faculty recruiting if you drive out to dinner to meet a candidate a few times you are over the cap? Or trips to the nearby hardware store to get something, or even picking up food for guests. This bar for what constitutes an “authorized driver” seems awfully low. I think the point is for regular drivers for work such as folks driving teams on trips, etc, right (where it makes a lot of sense)?</p> <p>I am not sure why we want to add this additional burden to folks driving themselves to regular offsite meetings. Pretty much any productive faculty member or collaborative grad student will be regularly driving to meetings a other sites (many locally, some further).</p> <p>While I don’t personally have anything to hide (I think) – that also seems an invasion of privacy to have an RMV MVR check of essentially every employee and student (since most will fall under this classification as an authorized driver as it is presented). That should be reviewed as I am sure many folks will be concerned about it.</p> <p>Also, requiring essentially all students and faculty to do a driver safety course (which presumably they already have because they would necessarily have a valid license) seems quite burdensome and excessive.</p>



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			<p>Part E is pretty concerning – so if you get a parking ticket you can to drive on WPI business again?? Again, I understand the essence but the wording doesn't take real world situations into account.</p> <p>Also, I don't see the concern w/ >10hrs or driving between 2-5am. That seems arbitrary. I can tell you for sure I would be way more alert and attentive at 2am than 6am (and I always when given the option drive late at night even when going home to visit family – why would driving to a conference several hours away be any different).</p> <p>Not sure why the international travel ban. Why couldn't a grad student drive to a conference in Montreal, for example?</p> <p>As written, no passengers can be in the car on WPI business. Again, maybe I am being pedantic, but that would mean for example my son could not come to home depot to get parts for our robot with me (and MANY other examples). That is just an example to show how that clause makes no sense.</p> <p>Also, much of this is redundant with state motor vehicle laws and common sense.</p> <p>Bottom line – this makes a TON of sense if you are driving a van full of students or similar around. It makes no sense for folks regularly driving themselves in personal cars to local meetings. Not sure where the line belongs, I'll leave that to you to draw it. But it does need to have some thought into what cases it will affect.</p>
5	4/13/2021	Jessica Rosewitz	<p>Hello -</p> <p>I have included the document name, section in quotations, and comments following each, below.</p> <p>My initial impression of this policy is that it makes a lot of declarations that don't make people in the WPI community want to become Authorized Drivers (AD), and that it takes the stance of burdening the AD with all responsibility of training and reporting. I think that certain sections could be rephrased to be quite simply more helpful and less confrontational, and clarify some alarming sections to be less vague. People in the WPI community are representing WPI when we leave campus and drive WPI-owned vehicles. Don't you want to help them as much as possible to be the kind of driver demanded by the insurance policy? Can't this be more kind in that regard? Even a little statement that WPI wants to support their AD and that this policy is written toward that goal would go a long way. Less of "you must do this or we suspend you" and more of "WPI is committed to supporting all AD's to be safe, courteous, and professional drivers, and will provide initial and continuous support and training toward that goal."</p> <p>All that, and I really appreciate that it is not written in legalese.</p>



WPI

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6	4/21/2021	Theresa Adams	I find the wording of policy unclear. If someone is going to drive their personal car 7 times/yr to an off-campus, work-related meeting or conference, do they need to become an approved driver by WPI EHS? What if you think you will only be driving to 3 conferences that year, but end up driving to more than 6?
7	4/30/2021	Sue Sontgerath	FLEET SERVICES <ul style="list-style-type: none"> Not clear on what frequency constitutes requirement to become an authorized driver. One bullet says driving 6 or more times a year on WPI business. But the next one says driving as a condition of your job. It could be that I need to drive fewer than 6 times but it is absolutely a condition of my job. Do I need to get Authorized?