

VEHICLE USE POLICY

1. POLICY OVERVIEW

The **[COMPANY NAME]** company vehicle policy provides employees with guidelines for using a company vehicle. A "company vehicle" is any type of vehicle our company assigns to employees to support their transportation needs for their jobs. Company vehicles belong to our **[COMPANY NAME]** and we want to make sure our employees use them properly. This policy applies to all employees who use a company vehicle and applies during and outside working hours.

2. SCOPE

This policy applies to all our employees who are eligible to receive a company vehicle and to those who drive one as part of their daily duties.

3. ELIGIBILITY FOR A COMPANY VEHICLE

Employees may be eligible for a company vehicle if they drive **[NUMBER]** miles or more per year for business purposes, if they use company vehicles as an indispensable part of their jobs (e.g. truck drivers and delivery drivers) or if they are expected to use a vehicle as a benefit.

Employees who aren't assigned company cars but believe they need one may discuss this with their supervisor or consult with our *[Human Resources (HR) department]*.

To be eligible for a company car, employees must complete a form and submit a copy of their driver's license.

In most cases, our company will determine which employees will be assigned company cars.

[COMPANY NAME] may, at its discretion, assign and revoke the access company's vehicles.

4. PREREQUISITES FOR DRIVING A VEHICLE

Our employees are only allowed to drive a company car if they:

- Have a valid driver's license and
- A clean driving record for at least **[X]** years.

A clean driving record means that the employee has not been held responsible for a car accident or arrested for a violation of the vehicle and traffic laws.

Sample Motor Vehicle Use Policy

Mark Steyvers



Sample Motor Vehicle Use Policy:

Occupant Protection Usage and Enforcement ,1990 **Stanislaus National Forest (N.F.), Interface Recreation Trails** ,2003 Deschutes National Forest (N.F.), Ochoco National Forest (N.F.), and Crooked River National Grassland, Travel Management Project ,2011 *Policy Instruments for Achieving Environmentally Sustainable Transport* OECD,2002-08-27 Presents the findings and analysis of the OECD Environmentally Sustainable Transport Project

Shasta-Trinity National Forest (N.F.), Motorized Travel Management ,2010 **Energy Research Abstracts** ,1984 **Pacific Northwest Region Invasive Plant Program, Preventing and Managing Invasive Plants** ,2005

How to Plan a Comprehensive Community Occupant Protection Program ,1984 **International Technical Conference on Experimental Safety Vehicles. Thirteenth. Proceedings. Volume I.** ,1993 **Disease Control Priorities in Developing Countries** Dean T. Jamison,Joel G. Breman,Anthony R. Measham,George Alleyne,Mariam Claeson,David B. Evans,Prabhat Jha,Anne Mills,Philip Musgrove,2006-04-02 Based on careful analysis of burden of disease and the costs of interventions this second edition of Disease Control Priorities in Developing Countries 2nd edition highlights achievable priorities measures progress toward providing efficient equitable care promotes cost effective interventions to targeted populations and encourages integrated efforts to optimize health Nearly 500 experts scientists epidemiologists health economists academicians and public health practitioners from around the world contributed to the data sources and methodologies and identified challenges and priorities resulting in this integrated comprehensive reference volume on the state of health in developing countries **Saving Energy in U.S. Transportation** ,1994 This report assesses an array of transportation policies designed to reduce energy use and describes the intersection of these policies with general transportation problems such as congestion and air pollution The report describes the U S transportation system and its energy use presents and evaluates forecasts of energy use to 2010 compares and contrasts U S and European travel and energy use patterns discusses reasons governments may choose to intervene in transportation markets and describes and evaluates a range of policy options to reduce U S transport energy use from gasoline taxes to urban planning Its objective is to provide a balanced qualitative perspective of issues and problems rather than a highly quantified analysis **The ROOPA Journey: The Abyss of Political Activism & the Reforms Discovered** , Treasury's Temporary and Proposed Regulations Relating to Recordkeeping for Automobiles and Certain Other Property United States. Congress. House. Committee on Ways and Means,1985 Custer National Forest (N.F.), Ashland Travel Management ,2009

Congressional Record United States. Congress,1992 The Congressional Record is the official record of the proceedings and debates of the United States Congress It is published daily when Congress is in session The Congressional Record began publication in 1873 Debates for sessions prior to 1873 are recorded in The Debates and Proceedings in the Congress of the United States 1789 1824 the Register of Debates in Congress 1824 1837 and the Congressional Globe 1833 1873 *The*

profit in safety belts ,1984 **Research on Women's Issues in Transportation, Report of a Conference** National Research Council (U.S.). Transportation Research Board,2005 *Transport and Environment* Eran Feitelson,E. T. Verhoef,2001-01-01 The impact of transport on the environment is a major issue of worldwide concern This important new book presents state of the art contributions on spatial and technological aspects of transport in relation to environmental degradation together with analysis of sustainable transport policy **Raghu-nomics 4: ROOPA II - Health Care Reform Made Easy: Social Cost** 'Raghu' J. Giuffre,2011-10-02 Up to 50%% of our taxes insurance premiums go to cover lifestyle activities Lifestyle is therefore the largest category of discretionary spending with the potential of reducing our costs by up to this same 50%% Lifestyle is also a far more accurate predictor of our future health care needs and social service requirements This allows lifestyle to provide the best measure of planning forecast over today s comparison shopping models ROOPA highlights the number of savings and other advantages gained from this dual track of lifestyle and its corresponding social costs models The social cost of obesity averages around 150 billion a year This comes to about 10 cents per item of junk food Every soda pop hamburger and candy bar will now have this 10 cent premium The more soda you drink the more you have already paid into your own health coverage for obesity It s the most affordable pay as you go insurance plan It cost a dime *Scientific and Technical Aerospace Reports* ,1978-04

Unveiling the Power of Verbal Beauty: An Psychological Sojourn through **Sample Motor Vehicle Use Policy**

In a global inundated with displays and the cacophony of immediate communication, the profound power and emotional resonance of verbal art frequently disappear into obscurity, eclipsed by the constant assault of sound and distractions. However, nestled within the lyrical pages of **Sample Motor Vehicle Use Policy**, a charming work of fictional brilliance that impulses with fresh thoughts, lies an remarkable trip waiting to be embarked upon. Written by way of a virtuoso wordsmith, this exciting opus guides readers on a psychological odyssey, softly exposing the latent potential and profound affect embedded within the complicated internet of language. Within the heart-wrenching expanse of the evocative evaluation, we shall embark upon an introspective exploration of the book is key themes, dissect their fascinating writing fashion, and immerse ourselves in the indelible impression it leaves upon the depths of readers souls.

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