

Mosaic Soccer Transportation Ministry

Thank you for volunteering! Please fill out the forms below. Once completed, please email them to ron@christumc.org along with a picture of the front and back of your drivers license.

Please email wayne@wearemosaic.org if you have any further questions.

**DISCLOSURE UNDER
FAIR CREDIT REPORTING ACT
AND
CONSENT TO PROCUREMENT OF
CONSUMER REPORT
FOR
EMPLOYMENT PURPOSES**

The undersigned hereby authorizes Christ Church
name of employer

or its insurance agency Neace Lukens, or its assigns, to obtain copies of consumer reports, including a motor vehicle report, pertaining to me for employment purposes, and for use in rating and/or underwriting insurance for which the above-named employer may apply, and any renewal thereof. I understand that in obtaining such consumer reports, a consumer reporting agency may be used, and I do hereby authorize such use.

Dated: _____

Signed: _____

Print Name

Date of Birth: _____

Drivers License #: _____

State Licensed In: _____

Transport Passengers (if applicable): _____ Yes _____ No _____ N/A

Years experience (if applicable): _____

Last 4 digits of SSN _____

Church Vans - Part 1

Introduction

Our lesson this week examines the topic of Church Vans. Please read example below which provides a basis for our discussion.

A church owns a 5-year-old 15-passenger van. The church board approves the use of the van for an overnight trip by the church youth group. The youth pastor is the designated driver for the trip, and the van is loaded with 14 teenagers. Because there is no room to store luggage, the van roof is used for storage. In addition, the van pulls a large trailer. At 4 AM, while the van is maintaining a speed of 70 miles per hour in a rain shower, the back wheels hydroplane and drop off the road. When the youth pastor attempts to drive the van back onto the road by jerking the steering wheel, he loses control and the van rolls over, killing 5 occupants. Some of the victims' parents sue the church.

Executive Summary

Many churches own 15-passenger vans, and youth pastors often use them to transport members of the youth group on church-approved trips. Few youth pastors are aware that these vans are designed to transport cargo, not people, and that they lack the many safety features required of school buses. The safety of these vans was called into question in a safety advisory issued by the National Highway Transportation Safety Administration (NHTSA) in 2001. In 2002, the NHTSA reissued this safety advisory, based on the large number of accidents involving 15-passenger vans used by churches. This lesson is the first in a 4-lesson series that addresses the legal risks associated with the use of 15-passenger vans by churches, and ways to manage those risks.

Overview

Does your church own a 15-passenger van? If so, you're not alone. There are more than 500,000 15-passenger vans on the road, and many of those vans are owned by churches. Youth pastors should be aware of two recent "safety advisories" issued by the National Highway Traffic Safety Administration (NHTSA) that raise serious questions about the safety of these vehicles. Unfamiliarity with these advisories can expose a church, and the members of its board, to astronomical liability in the event of a church van accident that results in death or serious injury.

Why are 15-passenger vans dangerous?

For many reasons, including the following: (1) They are designed to carry cargo, not people, and so they do not comply with many of the basic safety requirements that apply to passenger cars or the stricter federal requirements that apply to school buses. (2) They become top-heavy and prone to rollovers when fully loaded or occupied. (3) The side windows of most 15-passenger vans are made of tempered, not laminated, glass. Tempered glass is far less likely to keep occupants from being ejected in an accident.

The NHTSA safety advisory

The NHTSA issued a rare "consumer advisory" in 2001 warning of the rollover risk of 15-passenger vans. The advisory concludes that a 15-passenger van with more than 15 occupants has a rollover risk nearly *seven times greater* than a lightly loaded van (fewer than 5 occupants) in a single vehicle accident. The rollover risk is nearly three times greater with more than 9 occupants than with less than 10.

The NHTSA reissued this safety advisory in 2002, in part because of "several tragic rollover crashes involving religious groups on trips" during the summer of 2001.

Churches that continue to use 15-passenger vans to transport people are assuming an increased risk of liability unless they take specific steps to reduce that risk. If a court concludes that a church's use of a 15-passenger van amounts to *gross negligence*, then the church may be assessed punitive damages (which are not covered under its general liability insurance policy) and the members of the church board may be personally liable.

Number of Crashes, Rollovers, and Rollover Ratios by Occupancy Level of 15-Passenger Vans in Single Vehicle Accidents

occupancy level	crashes	rollovers	rollover ratio	rollover ratios (1-9 occupants and 10 or more occupants)
less than 5	1,815	224	12.3%	12.7%
5 to 9	77	16	20.8%	
10 to 15	55	16	29.1%	35.4%
more than 15	10	7	70%	

NHTSA safety recommendations

The NHTSA safety advisory makes the following specific recommendations to reduce the rollover risk associated with 15-passenger vans:

- (1) Fewer than 10 occupants.
- (2) Load occupants from the front of the van.
- (3) Each occupant is required to wear a seat belt at all times. The van owner should adopt a written seatbelt policy, and drivers should be informed that they are personally responsible for enforcing it. Nearly 80 percent of those killed in 15-passenger van rollovers in 2000 were not wearing seatbelts.
- (4) Absolutely nothing loaded on the van roof.
- (5) Van drivers should be well rested.
- (6) Drivers should drive cautiously (maintain a speed that is safe under the conditions, and be especially careful on rural and curved roads).
- (7) Inspect tires monthly to check for wear and proper inflation. Worn or improperly inflated tires increase the risk of a blowout. And, a 15-passenger's tendency to rollover increases dramatically during emergency maneuvers, such as a panic response to a tire blowout.
- (8) If the van's wheels drop off the roadway, gradually reduce speed and steer back onto the road when it is safe to do so.
- (9) Only use drivers who have received specific training on the use of 15-passenger vans. Several options are available, including a van driver certification course offered by the National Safety Council. This training should be repeated every three years.
- (10) Drivers should keep the van's gas tank as full as possible.

I have read and understand the content of this safety bulletin about the use of a 15-passenger van.

Driver's Printed Name

Driver's Signature

Date

Vehicle Use Policy

The purpose of this policy is to establish consistent rules and procedures for the users of Christ Church vehicles.

1. Requests to use the vehicles will be coordinated through the Operations Director at the church. If the Operations Director is not available, the Business Director can be contacted as an alternative.
 2. A Facility Use Reservation Request Form must be filled out and submitted to the Operations Director. Note: All resources including vehicles are allocated and scheduled so it is important that this form be filled out and submitted.
 3. Only **APPROVED DRIVERS** are allowed to operate the vehicles. A driver can be added to our approved list by submitting a copy of their valid Driver's License and filling out a Disclosure Form. See the Operations Director to obtain the form. The license and form have to be submitted to our insurance provider and approved by them for the driver to be added to our list of drivers. There is a one-week delay in getting the approval completed so it is important to plan ahead. Christ Church reserves the right to remove any driver from the approved list for any reason deemed necessary to protect the church.
 4. Each Ministry Area using the vehicles is responsible to refill the gasoline tank and clean to the same level that they received it prior to use.
 5. **Following Traffic Laws** is the responsibility of the driver. If a driver receives a traffic citation while operating one of the Christ United Methodist Church vehicles, it must be reported to the Operations Director. Failure to report the citation may result in the driver being removed from the approved list of drivers.
 6. Any person operating these vehicles is responsible to operate the vehicle in a safe manner. Drivers need to understand that the vehicle when loaded is carrying a lot weight and tends to be "top-heavy" so extra caution is required to maintain safety for the passengers.
 7. Keys can be obtained from the Operations Director prior to the use of the vehicle.
 8. A Vehicle Trip Report will be generated each time a vehicle is used. Copies of the trip reports are located in the vehicle. The report is to be filled out and returned with the keys. The purpose of this report is to generate information that will lead to better care and maintenance of the vehicles.
 9. Any maintenance issues must be reported to the Operations Director via the Vehicle Trip Report.
 10. Keys and the Vehicle Trip Report can be returned directly to the Operations Director or placed in the lock box outside of the office entry doors. The lock box is hanging on the north wall of the entry awning. Slide the keys and trip report through the slot in the top of the box.
- I have received a copy of this document and agree to follow the policy to the best of my ability.

Driver Printed Name:

Driver Signature:



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