



Nature Vancouver

Guidelines for Carpooling Costs

Approved by the Board of Directors - May 2009

Each driver should be compensated for a total of \$10.00 per vehicle per hour of driving, to be divided equally among the non-driving passengers in each vehicle.

For instance, on a trip that involves one hour of driving each way, the per vehicle total would be \$20.00; if there are three passengers in addition to the driver each passenger would be expected to give the driver \$6.00-\$7.00.

We feel that this adequately reimburses the driver for expected gas costs with a vehicle which gets average fuel economy at current gas prices, as well as vehicle wear and tear and driving stress.

This will encourage carpooling to keep the number of vehicles to a minimum, helping to reduce fuel consumption, emissions, traffic volume, and parking congestion.

We prefer a per hour guideline as opposed to a distance-based one, as a given distance on a logging road takes much longer than the same distance on a highway, and better takes into account the longer travel time and the extra wear and tear on the vehicle (and the driver).

This is meant as a general guideline, and the final decision as to how much is still left to the discretion of the driver, especially if there is only a single passenger (though that is to be discouraged). At the least, the driver should expect to be compensated for out-of-pocket cost of gas used on the trip. Note also that stopping time such as washroom stops or border and ferry line ups is not to be counted. Ferries, tolls and parking charges should, of course, all be divided equally.

The leader should explain the policy to all participants, at the carpooling point if possible. For legal reasons, no money should change hands until the end of the trip.