

Chapter 6

Army Motor Vehicle/Privately Owned Vehicle Accident Prevention Program

6-1. General

a. Privately owned vehicle (POV) accidents are consistently the number one killer of Army Service Members. While commanders/supervisors do not control POV operators similar to those operating Army motor vehicles (AMV), numerous areas of influence may be used to reduce manpower losses. The POV and AMV Accident Prevention Program is provided for use in developing and implementing effective prevention and accident avoidance strategies.

b. Fort Lee has established a POV Task Force to address POV safety concerns. The POV Task Force members are the Installation Safety Office, DPW, PMO, Army Substance Abuse Program (ASAP), Public Affairs Office (PAO), and Staff Judge Advocate (SJA). The Installation Safety Office will convene the meetings quarterly.

6-2. Responsibilities

The commander/supervisor is ultimately responsible for the implementation of effective AMV and POV accident prevention efforts within their commands.

a. Unit and activity commanders will select, train, and license AMV drivers IAW DoDI 6055.4, ARs 385-10, 600-55 and 190-5, and local policy.

b. The Installation Safety Office (ISO) will:

(1) Provide staff oversight of the motor vehicle accident prevention program.

(2) Maintain and disseminate motor vehicle safety awareness material.

(3) Collect motor vehicle accident data and analyze data to identify accident trends and develop countermeasures.

(4) Administer the Army Traffic Safety Training Program.

(5) Chair and convene the POV Task Force meetings quarterly.

c. The Provost Marshal Office (PMO) will:

(1) Monitor speed limits and issue authorized citations for speeders.

(2) Provide POV accident data to the Installation Safety Office.

(3) Periodically conduct seatbelt checks to determine installation compliance rates.

(4) Conduct child safety seats inspections for the installation.

(5) Attend POV Task Force Meetings.

d. The Army Substance Abuse Program (ASAP) will:

(1) Maintain and disseminate alcohol and drug safety awareness material.

(2) Attend POV Task Force meetings.

e. First line supervisors will:

(1) Ensure all operators of Army motor or General Services Administration (GSA) vehicles successfully complete the CRC Accident Avoidance Training or equivalent every 4 years.

(2) Conduct/schedule driver training for assigned personnel.

(3) Ensure that all newly assigned military personnel complete personal information sheets including individual driving history, and commander's interview within 30 days of arrival.

(4) Use the "Next Accident" scenario from the POV Risk Management Toolbox on the CRC website found at appendix A, section III, to assess the risk level of newly assigned personnel or to identify the at risk driver.

(5) Following every fatal or serious injury POV accident, commanders will conduct an assessment of the accident with the involved Service Member's chain of command to determine what happened, why it happened, and how it could have been prevented.

f. Installation Transportation Officer will require operators to show to the dispatcher Fort Lee Form 1082, Accident Avoidance Training Card, or other valid means of accident avoidance training before dispatching the vehicle.

6-3. Motor vehicle training

Army Accident Avoidance training is a proven means by which to raise safety awareness, change driver attitude/behavior, and improve driver skill. As a minimum the following training will be provided to appropriate personnel as needed at no cost to the individual Service Member or Civilian employee.

a. Army Accident Avoidance training. All military/Civilian operators of AMV or General Services Administration (GSA) vehicle must successfully complete the online CRC Army Accident Avoidance Course or equivalent and have a refresher course every 4 years thereafter. Website for this training is found at appendix A, section III. AKO access is required.

b. Motorcycle safety. All Service Members operating a motorcycle, moped, or scooter will successfully complete the required Motorcycle Safety Foundation (MSF) Beginners Rider Course and the Experienced Rider Course. Website for this training is at the US Traffic Safety

Training Program Registration, found at appendix A, section III. (Click “Continue to this website.”)

c. Remedial driver training. Drivers in military and/or GSA vehicles who have at-fault traffic accidents, commit a serious driving offense, misuse government vehicles, or are cited by police on or off post and found guilty of moving violations will attend remedial driver’s training. Training consists of review of local hazards, intermediate drivers training, impact of laws, drinking and driving, speeding, cell phone distraction and seat belt polices.

d. Pre-holiday/special hazard driver awareness training. Supervisors will ensure every assigned Service Member and Civilian employee will be given special training or orientations/briefings before any 3-day weekend. The training must include a review of local driving laws/regulations, motor vehicle safety inspections, the effects of fatigue or alcohol on a driver’s capabilities, and review of any local driving hazards. Commanders will ensure POVs of all military personnel are given a safety inspection prior to holidays as required by AR 385-10, at a minimum of every 6 months. POV safety inspections are also required prior to a Service Member taking leave or pass if driving over 250 miles to his/her destination. Fort Lee Form 385-5, POV Inspection Checklist is at the back of this regulation.

e. Tactical vehicle and bus driver training. Driver training must be conducted by the unit in accordance with AR 600-55 and AR 385-10. The appropriate training circular in the TC 21-305-XX series will be the minimum standard for driver training programs. Bus driver training will be conducted by Transportation Motor Pool (TMP).

6-4. Equipment operator’s qualification record

Include the following information as a minimum on DA Form 348, Equipment Operator’s Qualification Record:

- a. Accident Avoidance training and date.
- b. Safety awards.
- c. AMV accidents.
- d. Civilian and military traffic points and citations.
- e. Operator's training completed.

6-5. POV accident prevention

Most Army personnel killed or injured in POV accidents are involved in single vehicle accidents at night as a result of excessive speed, alcohol/drugs, or fatigue. POV accidents most often occur off-duty and off post, outside the presence of Army supervision. Commanders, however, can influence Service Member behavior. Positive leadership, motivation, and guidance given to POV operators before they leave Army control is a proven means of accident prevention. Commanders will ensure their POV safety and accident prevention programs include the following:

a. *Command emphasis.* Positive leadership at all levels is imperative. Leader emphasis on POV safety must be unrelenting. Junior officers and NCOs must know their responsibility in POV accident prevention and their authority to intervene or take action to deal with the "at risk" driver.

b. *Discipline.* Junior leaders work with their Service Members daily and should readily identify those Service Members who may be at risk. Negative behavior, such as traffic offenses, alcohol abuse, misconduct, and poor performance are indicators of potential POV accident victims. Once identified, the "at risk" Service Members will be counseled, motivated, or disciplined to modify the behavior that places them at risk.

c. *Composite Risk Management (CRM).* Use CRM to identify hazards associated with POV operations using Fort Lee Form 385-5, POV Inspection Checklist, located at the end of this regulation. Assess the hazards, make decisions to control them, implement those controls, and then supervise execution. Use CRM for POV operations; commander, leader and individual assessments; and the POV Risk Management Toolbox. These programs provide a comprehensive set of tools and controls that have proved successful throughout the Army.

6-6. Safety belts

a. All personnel operating or riding as a passenger in an Army motor or GSA vehicle will wear manufacturer-installed safety belts whether on or off the installation. Individuals will not ride in seats from which manufacturer-installed occupant restraints have been removed, rendered inoperative, or broken. The vehicle operator will inform passengers of the safety belt use requirement. The senior occupant is responsible for ensuring enforcement. When it is not clear who the senior occupant is in the case of Civilian employees, the driver is responsible for ensuring enforcement.

b. All personnel, including visitors, will use a restraint system while driving or riding on the installation in a privately owned or Government-owned/leased vehicle with manufacturer-installed restraint systems.

c. Normally, vehicle occupancy is limited to the number of manufacturer-installed occupant restraints in the vehicle or the technical manual specifications for vehicle occupancy. Normally, all bus passengers will have a seat. Occasionally, buses operating on the installation may have standing passengers if they stand behind the beginning of the first row of seats. No standing passengers are allowed when buses travel off post.

6-7. Motorcycle operations. Service Members operating motorcycles, three-wheelers, ATVs, mopeds, and/or scooters that can go 35 mph and higher must be licensed, insured by the appropriate state civilian authority, and their vehicles must be registered with PMO.

a. All motorcycles and mopeds operated on military installations will have their headlights turned on at all times.

b. Left and right rear-view mirrors must be on the handlebar or fairing.

c. Using headphones or earphones while riding a motorcycle or moped on Army installation roads and streets is prohibited.

d. *Training.* In accordance with Army Regulation 385-10, The Army Safety Program, motorcycle training is mandatory for all Service Members who ride a motorcycle on or off of the installation. Commanders and leaders will identify all Service Members who ride motorcycles and track their training according to the primary type of motorcycle ridden. To register for these classes, go to U.S. Army Traffic Safety Training Program Registration System (AIRS) at https://apps.imcom.army.mil/AIRS/usg_disclaimer.aspx.

(1) All military motorcycle riders must complete the Basic Rider Course (BRC) prior to operating a motorcycle. This is a one-time requirement.

(2) All military motorcycle riders must complete advance motorcycle training consisting of the Experienced Rider Course (ERC) and/or the Military Sport Bike Rider Course (MSRC) based on type of motorcycle ridden. Motorcycle riders are encouraged to take advance motorcycle rider training 60 days after the BRC, but must complete training within 12 months.

(3) Motorcycle Refresher Training (MRT) is mandatory for military motorcycle riders who have been deployed for more than 180 days. The MRT will be conducted on the individual's own motorcycle to confirm ability to safely handle their motorcycle. Training may be conducted at the unit level preferably by a motorcycle rider. The MRT guide is available from the US Army Combat Readiness/Safety Center, <https://safety.army.mil/>. Ranges are not required for this training.

(4) Motorcycle Sustainment Training is to continue the life-long learning process. The training, which cannot be waived, is required every three years following a major geographic change or change in motorcycle, and the completion of the ERC or MSRC. Military motorcycle riders may accomplish sustainment training at their own expense.

(5) Family members, Civilians, and contract personnel who are properly licensed and insured shall not be required to receive Army-sponsored motorcycle training or show proof of motorcycle training to operate a motorcycle on the installation.

e. *Personal Protective Equipment.* Commanders will ensure all military motorcycle operators wear appropriate Personal Protective Equipment (PPE) while riding motorcycles, three-wheelers, ATVs, mopeds, and/or scooters.

(1) *Helmets.* Helmets shall be certified to meet Federal Motor Vehicle Safety Standard No. 218, United Nations Economic Commission for Europe Standard 22-05, British Standard 6658, or Snell Standard M2005. All helmets shall be properly fastened under the chin.

(2) *Eye Protection.* Eye protection must meet or exceed American National Standard Institute Standard Z87.1-2003 for impact and shatter resistance including goggles, wraparound glasses, or a full-face shield.

(3) *Foot Protection.* Foot protection includes sturdy over-the-ankle footwear that provides protection for the feet and ankles.

(4) *Protective Clothing.* Protective clothing includes long-sleeved shirt or jacket, long trousers, and full-fingered gloves or mittens made from leather or other abrasion-resistant material. Motorcycle jackets and pants constructed of abrasion-resistant materials such as leather, Kevlar, or Cordura and containing impact-absorbing padding are strongly encouraged. Riders are also encouraged to select PPE that incorporates fluorescent colors and retro-reflective material.

(5) *Tactical Motorcycles and ATV Rider Protection.* The PPE for government-owned motorcycle and ATV operators during off-road operations should also include knee and shin guards and padded gloves.

f. *Documentation and Licensing.* Commanders will develop and/or update in-processing and rear detachment procedures to ensure compliance with all aspects of this regulation when receiving and in-processing new Service Members. Commanders must complete the required interviews and related documentation in accordance with component requirements. Commanders will ensure that the motorcycle operator reads and understands the content of Fort Lee Form 385-7, Motorcycle/ATV Operator Agreement, which is located at the end of this regulation, and signs the agreement. Commanders will ensure that the Travel Risk Planning System (TRiPS) Tool, found at the U.S. Army Combat Readiness/ Safety Center website <https://safety.army.mil/>, is utilized prior to a motorcycle, moped, or scooter being used while on leave, pass, TDY or PCS outside the local area as determined by the commander. To identify hazards use Fort Lee Form 385-8, Motorcycle Inspection Checklist, located at the end of this regulation. At a minimum, this inspection is required every 6 months.

g. *Mentorship programs.* Commanders will support and promote unit level motorcycle mentorship programs. Mentors will be selected based on their motorcycle experience and maturity. Mentoring new riders fosters skill development and reinforces safe riding practices. The benefits of pairing novice riders with experienced riders cannot be understated. These skills, when combined with wearing the proper personal protective equipment and this regulation will maximize safety while operating motorcycles either on or off post.