

Chapter 14

Traffic Safety

1. Purpose. This chapter addresses unique traffic safety items for MCAS Cherry Point. MCAS Cherry Point Traffic Entry Regulations will be enforced for all motorized vehicles, bicycles, and pedestrians. References (j) and (l) addresses traffic safety issues not specifically covered in this chapter.

2. Background. Preventable traffic fatalities and mishaps continue to represent a leading threat to mission readiness. A reduction of mishaps will result from a variety of initiatives bolstered by a leadership culture in which safety is a focus.

3. Training

a. Driver's Education. The purpose of driver's education is to improve operator skills and habits by modifying individual behavior and attitudes and to reduce injuries caused by motor vehicle mishaps. Regardless of who conducts the courses, the DSS has oversight.

b. Motorcycle Safety Training

(1) The Motorcycle Safety Training Program provides entry level riders with the minimum skills necessary to begin street riding safely and provides experienced riders the opportunity to sharpen their defensive riding skills. Riders requiring Level 1, Level 2, or Refresher training will sign-up for this training through navymotorcyclerider.com.

(2) Initial (Level 1) Training. All active duty military riders with a motorcycle and all operators of government-owned motorcycles are required to complete a Motorcycle Safety Foundation (MSF) Basic Rider Course (BRC).

(3) Level 2 Training. All active duty military riders will complete the Advanced Riders Course (ARC) within 120 days of completing initial training per reference (j). This course emphasizes braking, curves and attitude; the three predominant factors in motorcycle injuries and deaths.

(4) Level 3 Training. California Superbike School, Advanced Motorcycle Operator School (AMOS), Advanced Rider Track Day Course (ARTD), Total Control, American Super Camp, or any other advance rider training approved by Headquarters Marine Corps, Safety Division (HQMC (SD)).

(5) Refresher Training. All active duty motorcycle riders will complete Level 2 or 3 training every 3 years.

4. Seatbelt and Restraint System Usage. Reference (j) requires all personnel operating or riding as a passenger in a private or government motor vehicle on or off duty, whether on or off any DoD installation, to wear a seatbelt any time a motor vehicle is moving.

5. Pickup/Open Bed Trucks. Per reference (l), drivers (civilian or military) aboard any MCI/EAST Installation will not operate a privately owned truck or government truck with any person (military or civilian) in the truck

bed while the vehicle is moving. Military personnel assigned to MCIEAST will not operate a privately owned truck with any person (military or civilian) in the truck bed while the vehicle is moving, whether on or off duty, and whether the vehicle is on or off a DoD installation.

6. Driver/Operator Duty Time. To reduce the potential for traffic mishaps caused by operator fatigue, the following is established as duty hour limits for MCAS vehicle operators. These duty time limits take into consideration the degree of risk involved in various motor vehicle operations (e.g., weapons convoys, reserve drill, annual training, flight line operations, and public highway operations). Duty hour limits during normal operations will include the following minimum requirements:

a. Drivers will be provided with at least 8 consecutive hours of rest (off duty) during any 24-hour period. Leaders/supervisors shall ensure that preceding a known prolonged work or sleep loss period, off duty time will be kept as free of work-related requirements as possible and, ideally, should be spent at rest or asleep.

b. An operator will not drive more than 10 hours in a duty period (including rest and meal breaks). Mission essential billets requiring shifts in excess of 10 hours (e.g., security patrols, and snow removal), will develop specific procedures to minimize the hazards of increased mission-required driving time. To reduce the potential for traffic mishaps caused by operator fatigue following extended duty or shift work, the minimum written plan will include:

(1) Options to mitigate fatigue during periods of extended duty or shift work.

(2) A written RM worksheet will be used to assess the risks associated with using fatigued personnel to operate a motor vehicle. Such an assessment should consider such things as time on duty, the individual's physical condition, driving conditions, and length of travel.

(3) Control measures such as alternative means of transportation or designating rest stops for fatigued personnel until they are sufficiently rested to safely operate a motor vehicle.

(4) Drivers will take rest breaks (at least 15 minutes) every two hours of driving or every 100 miles, whichever occurs first. These breaks are in addition to regular meal breaks.

(5) Duty time limits will comply with references (j) and (q). A means of recording driving time must be established for designated motor vehicle operators who operate GMV on a regular basis.

(6) When transporting HM or explosives, two properly licensed drivers will be assigned to the vehicle if the trip will require more than eight hours of travel.

c. Commanders/OICs shall use published maximum driving times and mileage limits for Marines on leave, special liberty, or on an hourly pass

(48,72,96). Mileage limits will not exceed allowable limits in the Travel Risk Planning System (TRiPS).

7. Motor Vehicle Safety Program. COs are responsible for safety. However, in order to maximize the leadership potential of our small unit leaders, Noncommissioned Officers (NCOs) will take charge of the Motor Vehicle Safety Programs for all active duty military. NCOs are directly responsible for the combat effectiveness of our Marines and their health, welfare, and training. This responsibility does not stop at the boundaries of the work site or the installation perimeter. To maintain combat effectiveness, every Marine must have the courage to take control of situations that can lead to the injury or death of a fellow Marine, Sailor or innocent bystander.

a. NCOs shall be responsible for conducting and documenting risk assessments as part of the leave and liberty process. In addition to the chain of command, mentors, motorcycle mentors, TRiPS, Unit Safety Office, or other RM tools will be used to assist in the process.

b. In the event an NCO recommends denial of leave or liberty of a subordinate Marine due to deficient motor vehicle equipment, safety, or RM skills, a remediation plan must be developed and implemented by the NCO to correct the deficient Marine. All leave requests must still be routed to designated leave approving officials.

c. NCOs are directed to review and make recommendation on junior Marines' leave and liberty requests. NCOs must review associated RM Forms in order to make an informed recommendation to the CO. The remediation plan will accompany the request as it is routed up the chain of command for final approval or disapproval by the CO.

8. Winter Driving Safety. Snow and ice are not common in Eastern North Carolina. When snow storms or ice storms occur, all drivers entering or aboard MCAS Cherry Point will:

a. Clear all vehicle glass of snow and ice to ensure adequate visibility.

b. Remove snow from vehicle hoods, roofs, and trunks. This ensures ice/snow does not blow off moving vehicles and create a hazard to other drivers.