



DoD INSTRUCTION 6055.04

DoD MOTOR VEHICLE AND TRAFFIC SAFETY

Originating Component:	Office of the Under Secretary of Defense for Personnel and Readiness
Effective:	August 27, 2021
Releasability:	Cleared for public release. Available on the Directives Division Website at https://www.esd.whs.mil/DD/ .
Reissues and Cancels:	DoD Instruction 6055.04, "DoD Traffic Safety Program," April 20, 2009, as amended
Approved by:	Virginia S. Penrod, Acting Under Secretary of Defense for Personnel and Readiness

Purpose: In accordance with the authority in DoD Directive (DoDD) 5124.02, and consistent with the April 10, 2019 Deputy Secretary of Defense Memorandum; Chapter 4 of Title 23, United States Code (U.S.C.); and Executive Order 13513, this issuance:

- Implements policy, assigns responsibilities, and prescribes procedures for administering the DoD Motor Vehicle Safety Program to reduce deaths, injuries, and property damage caused by vehicular mishaps.
- Establishes policy, assigns responsibilities, and prescribes procedures for the DoD Impaired Driving Prevention Program.

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SECTION 1: GENERAL ISSUANCE INFORMATION

1.1. APPLICABILITY.

a. This issuance applies to:

(1) OSD, the Military Departments, the Office of the Chairman of the Joint Chiefs of Staff and the Joint Staff, the Combatant Commands, the Office of Inspector General of the Department of Defense (IG DoD), the Defense Agencies, the DoD Field Activities, and all other organizational entities within the DoD (referred to collectively in this issuance as the “DoD Components”).

(2) All military personnel, at any time while in a Federal duty status, on or off a DoD installation.

(3) All DoD civilian personnel, in accordance with Titles 5 and 32, U.S.C., in a duty status, on or off a DoD installation.

(4) All persons operating or riding in a government-owned or -leased motor vehicle, including tactical vehicles.

(5) All persons in a privately owned or leased motor vehicle while performing official government duties.

b. This issuance does not infringe on the Office of the IG DoD’s statutory independence and authority pursuant to the Appendix of Title 5, U.S.C., also known and referred to in this issuance as the Inspector General Act of 1978. In the event of any conflict between this issuance and the Office of the IG DoD’s statutory independence and authority, the Inspector General Act of 1978 takes precedence.

1.2. POLICY.

The DoD:

a. Seeks to reduce the number of motor vehicle-related mishaps and the resulting deaths, injuries, and property damage by applying risk management strategies to achieve an annual goal of significant reductions in all mishaps, with the ultimate goal of zero mishaps.

b. Establishes and maintains comprehensive and effective DoD motor vehicle safety guidance as an element of the DoD Mishap Prevention Program.

c. Participates in joint efforts with other Federal agencies; State, local, and host-nation (HN) governments; and nongovernmental organizations to prevent distracted and impaired driving.

d. Subject to the restrictions on military personnel in Section 1385 of Title 18, U.S.C. and Section 275 of Title 10, U.S.C., and in accordance with the restrictions on all military personnel and with DoD Instruction (DoDI) 3025.21, cooperates with local authorities to:

(1) Identify, apprehend, prosecute, educate, and counsel drivers who are operating or have operated a motor vehicle while impaired.

(2) Report cases of impaired driving in accordance with Federal, State, and local laws and regulations and applicable international agreements.

e. Complies with the rules of regulatory bodies governing the safe transportation of regulated hazardous material for all modes of transportation pursuant to DoDD 4500.09 and Part II of Defense Transportation Regulation 4500.9-R.

SECTION 2: RESPONSIBILITIES

2.1. UNDER SECRETARY OF DEFENSE FOR PERSONNEL AND READINESS (USD(P&R)).

The USD(P&R) establishes DoD motor vehicle and traffic safety policy to improve motor vehicle safety performance.

2.2. ASSISTANT SECRETARY OF DEFENSE FOR READINESS (ASD(R)).

Under the authority, direction, and control of the USD(P&R), the ASD(R):

- a. Updates this DoD motor vehicle and traffic safety policy to improve motor vehicle safety.
- b. Represents the Secretary of Defense on national motor vehicle safety policy development involving the DoD. This includes soliciting, coordinating, and consolidating comments on existing, revised, or proposed motor vehicle safety legislation and Department of Transportation (DOT) safety regulations to provide a unified DoD position to DOT.
- c. Advocates for motor vehicle safety resources by providing programming criteria, guidance, and instructions to incorporate motor vehicle safety elements into applicable programming and budgeting documents.
- d. Develops a coordinated approach for highway safety in accordance with Section 3 and Appendix 3A.
- e. Evaluates the effectiveness and performance of DoD motor vehicle and traffic safety and the DoD Component motor vehicle safety programs. This includes reviewing program performance using the performance metrics in Appendix 3B.

2.3. UNDER SECRETARY OF DEFENSE FOR INTELLIGENCE AND SECURITY.

In accordance with Sections 210 and 634 of Title 32, Code of Federal Regulations (CFR) and DoDD 5525.04, the Under Secretary of Defense for Intelligence and Security:

- a. Establishes policy and provides guidance for enforcing State traffic laws on DoD installations.
- b. Coordinates with the USD(P&R) to improve the motor vehicle traffic safety program on DoD installations.

2.4. DOD COMPONENT HEADS.

The DoD Component heads:

- a. Establish comprehensive DoD Component motor vehicle safety programs to meet all applicable requirements in Section 3 of this issuance, and applicable Federal, State, and local requirements.
- b. Plan, budget for, execute, monitor, and improve motor vehicle safety and driver training and licensing programs in their components.
- c. Institute systems to use the risk management process at all levels to prevent the unintentional loss of personnel, weapons systems, and equipment during peacetime and wartime.
- d. Follow National Highway Traffic Safety Vehicle Safety Administration Guidelines, also known and referred to in this issuance as “Highway Safety Program Guidelines (HSPGs),” in accordance with Section 3.
- e. Report DoD installation and facility motor vehicle safety performance as part of periodic in-progress reviews using the performance metrics in Paragraph 3.13. and Appendix 3B.
- f. Evaluate the compliance of installation roads with applicable standards on an annual basis.
- g. Assess safety risks during vehicle acquisition, balanced by mission capability impacts of safety technologies, in accordance with DoDI 6055.01.
- h. Monitor advances in autonomous vehicle technologies and, as necessary, develop policy and risk mitigations for their use on DoD Component facilities and installations.

2.5. COMMANDER, UNITED STATES TRANSPORTATION COMMAND.

In accordance with DoDD 4510.11 and in addition to the responsibilities in Paragraph 2.4., the Commander, United States Transportation Command:

- a. Coordinates DoD implementation of traffic engineering services with the Federal Highway Administration and other governmental and nongovernmental agencies or, if outside the United States, with appropriate HN authorities, subject to applicable international agreements.
- b. Directs the Commander, Surface Deployment and Distribution Command (SDDC) to:
 - (1) Assist the DoD Components in applying motor vehicle safety measures and techniques, including using traffic control devices, in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), to reduce the number and severity of traffic mishaps on military installations and their access roads.
 - (2) Define annual evaluation requirements and the process to communicate findings and lessons learned to DoD Component heads and the USD(P&R), Force Safety and Occupational Health.
 - (3) Evaluate DoD Component compliance with the safety requirements for highway design, construction, and maintenance in Paragraph 3.6.b.

SECTION 3: DOD MOTOR VEHICLE AND TRAFFIC SAFETY REQUIREMENTS

3.1. OCCUPANT PROTECTION (HSPG NUMBER 20).

a. Vehicle Restraint Systems.

(1) All personnel in the scope of this issuance, whether operating or riding in motor vehicles equipped with approved occupant restraint devices (lap and shoulder restraints), must wear these devices at all times in accordance with Executive Order 13043.

(2) The vehicle operator must inform passengers of the safety restraint requirement.

(a) The senior ranking occupant will enforce these requirements. If the senior occupant cannot be ascertained, the vehicle operator is responsible for enforcement.

(b) This requirement does not:

1. Apply to passengers riding in buses not equipped with safety restraints.
2. Mandate that vehicles manufactured before 1968 be retrofitted with safety restraints.

b. Vehicles Without Fixed Seats.

To the extent possible, personnel should be transported in vehicles with fixed seats (e.g., sedans, station wagons, vans, buses). When non-tactical vehicles without fixed seats must be used to transport personnel due to mission requirements, each passenger must remain seated wholly in the body of the vehicle. All occupants must follow the risk management principles in DoDI 6055.01 to reduce the risk of transporting personnel in vehicles without fixed seats.

c. Utility Vehicles (UTVs).

For UTVs that do not meet the design requirements for public roadway use, operators must adhere to the manufacturers' personal protective equipment (PPE) and operating recommendations and Federal, State, or HN regulations when operating on public roadways.

d. Child Safety Seats (HSPG Number 20).

Child safety seats must be used in motor vehicles in accordance with applicable State and local child safety seat laws or HN requirements. If there is no applicable requirement, the installation motor vehicle safety guidance will specify age, weight, or other criteria for child safety seat use.

3.2. VEHICLE OPERATION.

a. Transporting Pupils (HSPG Number 17).

(1) Operating DoD School Buses in the United States.

The DoD Components will mark, equip, operate, and maintain DoD government- or contractor-owned school buses in accordance with HSPG Number 17 and applicable Federal Motor Vehicle Safety Standards pursuant to Title 49, CFR, in addition to contractual requirements imposed by the applicable DoD Component, to reduce the danger of injury or death to children while they are being transported to and from school or related activities.

(2) Operating DoD School Buses Outside the United States.

The DoD Components will mark, equip, operate, and maintain DoD government- or contractor-owned school buses in accordance with applicable local, Combatant Command, or HN requirements in addition to contractual requirements imposed by the applicable DoD Component, subject to applicable international agreements. When marking buses, special consideration should be made regarding the local force protection and threat conditions.

b. DoD Impaired Driving Prevention Program (HSPG Number 8).

The DoD Components will implement an impaired driving prevention program that includes education and training on underage drinking, developing a working relationship with appropriate local authorities, and suspending driving privileges for persons convicted of impaired driving caused by alcohol or drugs. See Appendix 3A for program details.

c. Driver Distractions.

The DoD Components will:

(1) Enforce applicable Federal, State, local, and HN laws that are more stringent than this issuance regarding distractions while driving.

(2) Prohibit DoD personnel on official business, or when using government-supplied electronic equipment, from text messaging or using cell phones, or any other handheld electronic devices, while driving, unless the vehicle is safely parked. Using these devices is permitted for receiving or placing calls to perform official duties from emergency vehicles or other mission-critical duties, including law enforcement use of in-car mobile data terminals and other in-car electronic devices. If mission dictates, using hands-free devices is acceptable as a last resort. In general, using hands-free devices is discouraged.

(3) Prohibit DoD personnel, while driving a vehicle on official government business, from wearing listening devices other than hearing aids, single ear-piece hands-free phone devices, and motorcycle driver and passenger intercom devices, except where allowed by law. Using listening devices impairs driving and masks or prevents the recognition of emergency signals, alarms, announcements, the approach of vehicles, human speech, and outside noises in general.

(4) In safety guidance, emphasize the increased mishap potential caused by distracting activities such as using handheld and hands-free cell phones, eating, drinking, and operating entertainment systems and global positioning systems.

(a) In addition to the requirements of Paragraphs 3.2.c.(2) and (3), drivers on official government business or off-duty should be encouraged to safely park vehicles before completing tasks that distract attention from operating a vehicle.

(b) Accessory equipment should be mounted in a manner that does not interfere with the driver’s line of sight.

3.3. MOTORCYCLE AND ALL-TERRAIN VEHICLE (ATV) OPERATIONS.

a. Motorcycle, Moped, Motor Scooter, and ATV Operations.

The DoD Components will develop and approve safety requirements for motorcycles, mopeds, motor scooters, and ATVs that integrate risk management into techniques and training.

b. Mirrors.

The DoD Components will require that all privately owned motorcycles, mopeds, and motor scooters are equipped with both left- and right-hand rear view mirrors securely mounted in a usable configuration on the vehicle when operated on a roadway.

c. Headlights.

All privately owned motorcycles, mopeds, motor scooters, and ATVs (when equipped), in both on- and off-road modes, must have headlights turned on at all times when operated on an installation, except where prohibited during military mission or by State, local, or HN law.

d. PPE.

All individuals covered by this issuance must wear the following PPE while riding motorcycles, mopeds, motor scooters, and ATVs, in accordance with manufacturer specifications and directions.

(1) Helmets.

(a) For personnel riding motorcycles, mopeds, and ATVs in the United States, helmets must be certified to meet at least one of the standards in Table 1. Helmets that meet these standards will include the manufacturer markings as shown in Table 1.

Table 1. Motorcycle Helmet Standards

Standard	Markings
Federal Motor Vehicle Safety Standard No. 218	DOT symbol on the outside back of the helmet, near the bottom

Table 1. Motorcycle Helmet Standards, Continued

Standard	Markings
Snell Memorial Foundation Standard M20xx	Serialized Snell sticker inside the helmet marked with "M2010" or "higher"
United Nations Economic Commission for Europe Standard 22	Label sewn into the chinstrap with an "E" followed by a number, surrounded by a circle
British Standards Institute 6658:1985	British Standards Institute kitemark with an uppercase "B" on its back, over an "S," enclosed by a "V"

(b) For personnel riding motorcycles, mopeds, and ATVs outside the United States, helmets must meet the HN standards. In those instance where the HN has no standard, helmets must at least meet the requirements in Paragraph 3.3.d.(1)(a).

(c) All helmets must be properly fastened under the chin.

(2) Eye Protection.

Eye protection that is designed to meet or exceed American National Standards Institute/International Safety Equipment Association Z87.1-2020 must be worn. A windshield or fairing does not constitute eye protection. For personnel operating motorcycles and ATVs outside the United States, eye protection must meet the HN standards.

(3) Foot Protection.

Foot protection, including sturdy over-the-ankle footwear that affords protection for the feet and ankles, must be worn.

(4) Protective Clothing.

Protective clothing requirements include a 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 with impact-absorbing padding or CE armor (meeting European conformity) are strongly encouraged. Riders should select PPE that incorporates fluorescent colors and retro-reflective material.

(5) Non-Tactical Motorcycle and ATV Rider Protection.

The PPE for non-tactical government-owned motorcycle and ATV riders during off-road operations should include knee and shin guards and padded gloves.

3.4. PEDESTRIANS, BICYCLES, AND PERSONAL TRANSPORTATION DEVICES (PTD) (HSPG NUMBER 14).

a. Pedestrians.

The DoD Components will define pedestrian safety requirements in the overall motor vehicle safety program and:

(1) Separate pedestrian and motor vehicle traffic in accordance with the MUTCD as much as possible and provide sidewalks, pedestrian crossings, handicapped access ramps, and bicycle paths to maximize safe traffic flow without jeopardizing pedestrian safety, including compliance with Section 1915.93(c)(3) of Title 29, CFR, as applicable.

(2) Educate and require DoD personnel and family members to use paths or sidewalks along roadways. When paths or sidewalks are not available, require them to walk facing oncoming traffic and wear reflective outer garments or carry fluorescent or reflective devices during periods of darkness or reduced visibility.

(3) Include material on the effects of bicycling and pedestrian injuries and how to avoid them in:

(a) The kindergarten through 12 curriculum.

(b) Educational materials for preschool age children and their caregivers.

(4) In accordance with the MUTCD requirements, provide and require that DoD personnel use applicable fluorescent or reflective PPE when exposed to traffic hazards as a part of their assigned duties (e.g., marching troops, police, sentry and gate guards, firefighters, emergency medical services, road construction crews, electricians, telephone repair personnel working on outside overhead lines). Support any exceptions by a documented risk assessment approved by the Service component's appropriate command level.

(5) Prohibit individuals from walking, jogging, running, recreational bicycling, skating, or skateboarding on roadways during high traffic density and peak traffic periods. Post suitable alternate routes for commuters using these means. Installation commanders must designate the roadways and times that apply to avoid this hazard.

(6) Prohibit the use of powered and non-powered scooters, skateboards, roller skates, in-line skates, and other similar equipment not meeting DOT motor vehicle standards for public roadways on installation roads unless specifically authorized by location in the installation traffic code.

b. Bicycles.

The DoD Components will emphasize bicycle safety, including motorized or motor-assisted bicycle safety, in the overall motor vehicle safety guidance with particular emphasis on using bicycle helmets designed in accordance with Part 1203 of Title 16, CFR, such as those that meet ASTM F1447, Snell B-95, or other host nation standards. Reflective or fluorescent material and

devices are strongly encouraged for bicyclists. When riding on the road, bicyclists must safely follow applicable vehicular laws.

c. Listening Devices.

The DoD Components will prohibit individuals who are walking, jogging, running, bicycling, skating, or skateboarding on roadways from using any listening or entertainment devices (other than hearing aids) in order to not impair the recognition of emergency signals, alarms, announcements, approaching vehicles, human speech, and outside noise in general.

d. PTD(s) on DoD installations.

The DoD Components will emphasize PTD safety.

(1) PTD(s) such as e-scooters and Segways:

- (a) May operate on installation bike paths.
- (b) Will cross roadways only at marked or regulated intersections.
- (c) Will not exceed 15 miles per hour.

(2) PPE is required while operating a PTD.

(a) At a minimum, a bicycle helmet will be worn as designed by the manufacturer at all times while operating the PTD. Helmets must meet ASTM F1447, Snell B-95, or other host nation standard for bicycle helmets. Use of a full-coverage helmet is highly encouraged.

(b) Users are highly encouraged to use impact- or shatter-resistant eye protection, sturdy over the ankle footwear, full-finger gloves, knee and elbow pads, and brightly colored or reflective outer garments.

(3) While operating a PTD, the user will not:

- (a) Wear portable headphones, earphones, or other listening devices.
- (b) Operate a cellphone or other hand-held device.
- (c) Drink alcoholic beverages or operate a PTD under the influence of alcohol or other substances that could affect their skills.

(4) PTDs will be equipped at a minimum with, or as appropriate for the PTD type:

- (a) Operational brakes for all wheels.
- (b) Operational headlights, which must be on at all times unless prohibited by State, local, or HN laws.
- (c) Rear view mirrors, mounted on the left or right handlebars.

(d) Left and right turn signals that can be operated without removing hands from handlebars are highly recommended.

(5) DoD Components will monitor advances in PTDs and, as necessary, develop policy and risk mitigations for their respective facilities and installations.

3.5. VEHICLE STANDARDS.

a. DoD Vehicle Design Standards.

(1) Non-tactical vehicles the DoD purchases, rents, or leases for use in the United States must meet all applicable requirements of Part 571 of Title 49, CFR.

(2) U.S.- and foreign-manufactured commercial design vehicles the DoD purchases, rents, or leases for use outside the United States must meet all applicable HN safety requirements, subject to applicable international agreements.

(3) Low-speed vehicles used on installation or public roadways must meet the design requirements in Section 571.500 of Title 49, CFR.

(4) Except for school buses, procured and leased commercial design vehicles must be equipped with air bags, anti-lock braking systems, and electronic stability control (for rollover and yaw prevention on vehicles such as sport utility vehicles and vans), where available.

(5) Where available as a procurement option, non-tactical government-owned or -leased commercial design vehicles at high risk of mishaps, mechanical failure, or abuse should be equipped with safety monitoring devices (e.g., remote tracking, diagnostic monitoring systems) to support monitoring safe vehicle operations and to influence driving behavior.

(6) The DoD Components will:

(a) Conduct trade studies to assess safety technologies applicable to system acquisitions or modernizations.

(b) Consider system-related hazard reduction, implementation and life cycle cost and impacts on vehicle mission capability.

b. Vehicle Inspections (HSPG Number 1).

All non-tactical government-maintained vehicles, including non-appropriated fund vehicles and government-owned and contractor-operated vehicles, must pass a safety inspection at least annually, according to local and State inspection requirements. This safety inspection will:

(1) Include technical requirements of local, State, or HN vehicle inspection standards.

(2) At least evaluate systems and components for vehicle performance (e.g., stability control systems, safety restraints, air bags, lighting, glazing, exhaust systems, wipers, horns, brake systems, steering systems, suspension, tires, wheel assemblies).

3.6. DOD ROADWAYS (HSPG NUMBER 21).

a. Road Conditions Associated with Mishaps.

The DoD Components will:

- (1) Identify locations experiencing high numbers or sharp increases in mishaps.
- (2) Identify design and operational features associated with high-mishap frequencies or severities.
- (3) Develop measures for reducing mishaps.
- (4) Evaluate the effectiveness of safety improvements on specific sections of the road or street system.

b. Highway Design, Construction, and Maintenance.

In accordance with Paragraph 2.4.b.(2), the Commander, SDDC will ensure:

- (1) Installation roads are maintained in a safe condition.
- (2) Capital improvements and new traffic facilities are provided to modernize existing roads or meet the safety standards issued or endorsed by the Federal Highway Administration and DOT and, subject to applicable international agreements, by an equivalent HN authority if the installation is located outside the United States. Where construction operations or maintenance of a DoD facility impacts Federal, State, and local roadways, all requirements in the MUTCD must be followed.

c. Traffic Engineering Services.

The DoD Components will participate in the SDDC Traffic Engineering Services Program and apply the program's motor vehicle safety measures and techniques.

d. Traffic Codes and Laws (HSPG Number 6).

The DoD Components will:

- (1) As much as practical, include State or HN installation traffic codes, and consider codes and laws of local jurisdictions and adjacent DoD installations.
- (2) Establish installation traffic codes for authorized operating areas and conditions for low-speed vehicles, vehicles not meeting DOT standards, and pedestrians and bicycles discussed in Paragraph 3.4 of this issuance.

e. Speed Control (HSPG Number 19).

Maximum or minimum speed limits for installations will be based on traffic engineering and safe operating requirements.

f. Radar or Laser Detection Devices.

Using radar or laser detection devices that detect the presence of speed recording instruments or transmit simulated erroneous speeds will be prohibited on installations.

3.7. TRAINING AND EDUCATION.

a. Driver Education (HSPG Number 4).

DoD Components will:

(1) As part of initial entry into military service, provide military personnel who have a driver's license and are under 26 years of age with at least 4 hours of driver education at the government's expense. Tactical vehicle driver training will be conducted in accordance with training plans prepared during system acquisition by DoD Components.

(2) Use curriculum that reinforces a positive attitude toward driving, individual responsibility, correct response to routine and emergency driving situations, and sharing the road safely with other road users.

(3) Enforce all General Services Administration (GSA) requirements for drivers of GSA vehicles, including completion of GSA-mandated training.

b. Local Area Motor Vehicle Safety Orientation.

The DoD Components will provide all newly assigned military and civilian personnel orientation to local driving conditions, laws, and regulations.

c. Driver Improvement.

To reinforce positive driving behaviors, driver improvement courses will be required for military or civilian personnel who, while operating a government motor vehicle (GMV), have had a conviction for a moving traffic violation or have been determined to have been at fault in a traffic mishap. These individuals, inside or outside normal duty hours, must attend the course(s) or lose installation driving privileges. Court-approved local community driver improvement programs may be used to fulfill the requirement. Training mandated by an outside court will not be at the government's expense.

d. Emergency Vehicle Operator Training.

The DoD Components will:

(1) Develop and implement emergency vehicle operator training requirements in accordance with DoD Manuals (DoDMs) 4500.36 and 6055.06.

(2) Train emergency vehicle operators to operate their vehicles at all times with regard for the safety of others and at a speed that is reasonable for existing weather, visibility, traffic, and roadway conditions.

e. Full-Size Van Operator Training.

The DoD Components will provide training to operators of government-owned full-size vans, stressing the unique handling characteristics of these vehicles. This training will be at the government's expense and will at least include:

(1) Training in proper vehicle loading, gross vehicle weight, weight balance, mismatched tires, tire pressures at variance with manufacturers' recommendations, tire blowouts, risk of rollover, tips for preventing rollover, and requirements for passengers to use safety restraints at all times.

(2) For vans or buses with a capacity of more than 15 people, training and licensing in accordance with DoDM 4500.36.

f. Motorcycle Operator Training (HSPG Number 3).

(1) All military personnel in a Federal duty status who operate or intend to operate a street-legal motorcycle, and all operators of government-owned non-tactical motorcycles, must attend and complete the motorcycle rider training in accordance with Paragraph 3.7.f.(2).

(2) The DoD Components will:

(a) Provide Level I, Level II, and refresher/sustainment training, as shown in Table 2, to:

1. Military personnel in a Federal duty status who operate or intend to operate street-legal, two-wheeled motorcycles. Three-wheeled motorcycle training requirements will be determined by DoD Components based on State or HN training requirements.

2. DoD civilian personnel who operate motorcycles to perform assigned duties.

3. Operators of government-owned motorcycles.

Table 2. Motorcycle Operator Training

Level I	Level II	Refresher/Sustainment
Time Frame		
Schedule initial training within 30 duty days of requests for training. Authorize operators with a valid motorcycle license, endorsement, or learner's permit to ride subject to restrictions imposed by such license, endorsement, or permit.	Schedule within 60 days of requests for training, but in no case more than 1 year after completing Level I training.	Complete at least every 5 years.
Training Curriculum		
Meet a Motorcycle Safety Foundation, State-approved, or DoD Component-approved motorcycle training basic rider's course for motorcycle operator's initial safety training if motorcycle training is not required by the State or HN for licensing or endorsement purposes.	Meet or exceed requirements specified for Level I training.	Meet or exceed requirements specified for Level II training.
Options to Level I Training		
Accept the original or certified copy of a completion card or certificate from a Motorcycle Safety Foundation, State-approved, or DoD Component-approved motorcycle training course. State motorcycle license endorsements will also be accepted.		

(b) Address the minimum skills and appropriate behaviors necessary to accomplish safe street riding.

(c) Provide training to other DoD civilian personnel, military retirees, and military dependents with a valid State motorcycle license, permit, or endorsement, on a space-available basis at no additional cost to the government.

g. Off-road Training.

(1) Operators of privately owned, non-street legal off-road vehicles must complete additional performance-based training, at no cost to the government, before being allowed to operate these vehicles on the installation.

(2) The DoD Components will encourage personnel who operate privately owned ATVs or off-road motorcycles off-installation to complete appropriate operator safety training in accordance with manufacturer recommendations or requirements.

h. Non-tactical Motorcycle, ATV, UTV, and Recreational Off-Highway Vehicle (ROHV) Operator Training.

Operators of government-owned or -leased ATVs, UTVs, or ROHVs must complete an approved safety training course before operating the vehicle. Courses must be approved by the DoD or DoD Components and include all manufacturer's safety and operating requirements for

the vehicle. Examples of State-approved courses are those offered by the Specialty Vehicle Institute of America and Recreational Off-Highway Vehicle Association. Courses may be tailored to include specific mission requirements in addition to the manufacturer's requirements.

i. Government Vehicle Other (GVO) Training.

The DoD Components will develop and implement vehicle-specific training requirements for GVO operators not addressed in this issuance. Training requirements will specify:

- (1) Vehicle type.
- (2) Content of initial training required.
- (3) Quantity of supervised driving experience.
- (4) Certification procedures.
- (5) Driving restrictions for operators awaiting training and certification.
- (6) Frequency and content of refresher training.
- (7) Remedial training for observed undesirable driving behaviors.

j. Training Recordkeeping.

An official responsible for providing training must indicate to the person responsible for issuing Optional Form 346, "U.S. Government Motor Vehicle Operator's Identification Card" (available at <https://www.gsa.gov/forms-library/us-government-motor-vehicle-operators-identification-card>), or equivalent, that the individual driver has met the training requirements for the vehicle they will be operating and fully understands the operational peculiarities of the vehicle. Organizations providing training must maintain a list of personnel trained for 5 years.

k. Training Costs.

(1) Unless specifically stated otherwise in this issuance, individuals will not be required to take leave or pay for training required by this issuance.

(2) Other DoD civilian personnel, military retirees, and military dependents may attend DoD-sponsored motorcycle operator training on a space-available basis at no additional cost to the government.

(3) The government is not responsible for costs associated with training required by the State or HN above the training in Paragraph 3.7.f.(2), except as required for operating GMVs.

l. Educational Programs.

The DoD Components will develop programs to educate military and civilian personnel and their dependents of the requirements in this issuance.

3.8. OPERATOR LICENSING (HSPG NUMBER 5).

a. Minimum DoD Licensing Procedures.

DoD Components will implement licensing procedures that at least meet the requirements of DoDM 4500.36. Civilian employees must have a commercial driver's license to drive off installations, not an equivalent.

b. Motorcycle Operator Licensing.

Operators covered by this issuance must be properly licensed or have the proper learner's permit when operating on public roadways. For tactical motorcycle operators, a valid Optional Form 346, Standard Army Maintenance System–Level 1 Enhanced, unit-level logistics system operator qualification record, or a Service-specific certification form will fulfill the licensing requirement.

c. GMV Operator Duty Time.

To reduce the potential for mishaps caused by operator fatigue, DoD Components will establish and enforce duty hour limits for motor vehicle operators based on risk management. Contingency operations must have standards set for the operational environment. Appendix 3C provides guidelines for crew rest and operator duty time.

d. Emergency Vehicle Operations.

Emergency vehicle operators must exercise due regard for the safety of others and at a speed that is reasonable for existing weather, visibility, traffic, and roadway conditions. Operators must use their vehicle headlights when using windshield wipers.

3.9. TRAFFIC VIOLATIONS (HSPG NUMBER 7).

a. Traffic Violations.

All traffic violations on DoD installations in the United States may be referred to the applicable U.S. magistrate by District Court Violation Notice in accordance with Sections 210 and 634 of Title 32, CFR and DoDD 5525.04. In addition, the local area commander may issue a DD Form 1408, "Traffic Ticket, Armed Forces" (available at https://www.esd.whs.mil/Directives/forms/dd1000_1499/) for command usage.

b. Traffic Convictions.

- (1) Individuals may lose either or both GMV or installation driving privileges if they:
 - (a) Were convicted of a moving traffic violation while operating a private motor vehicle;
 - (b) Were found at fault in a traffic mishap on or off base; or

(c) Failed to:

1. Comply with and successfully complete training mandated by an outside court;
or

2. Complete commander-referred (or equivalent) training, if provided by the Service or agency.

(2) Any associated cost or leave use (except for the training in Paragraph 3.7.c.), is the individual's responsibility.

c. Interim Driving Restrictions.

Military and civilian personnel will not be authorized to operate a motor vehicle on base, or a GMV on or off base, during:

(1) Periods of a suspended or revoked operator's license by a State or HN.

(2) Periods while base driving privileges are suspended or revoked for:

(a) Driving under the influence of alcohol or drugs; or

(b) Other traffic violations that constitute a "moving violation" as defined by applicable Federal, State, local, installation, or HN traffic codes.

d. Line-of-Duty Determinations.

DoD Components must consider an individual's failure to use occupant protection devices, wear required PPE, or comply with licensing or operator training requirements when making line-of-duty determinations for death or injuries resulting from nonuse of equipment or noncompliance with requirements.

3.10. TRAFFIC ENFORCEMENT (HSPG NUMBER 15).

Each DoD Component that regulates operating privileges must:

a. Enforce all nonuse of occupant protection devices as a primary traffic violation for the operator.

b. Establish procedures for mandatory administrative action, including suspending operating privileges on installations and in areas subject to military traffic supervision or appropriate disciplinary action.

3.11. MISHAP INVESTIGATION AND REPORTING (HSPG NUMBERS 10 AND 18).

Pursuant to DoDI 6055.07, the DoD Components will investigate and report mishaps involving government-owned, -rented, or -leased vehicles; tactical vehicles; and privately owned, rented, and leased motor vehicles in this issuance's scope.

3.12. TRAFFIC ANALYSES.

In coordination with the SDDC, the DoD Components will establish a program to analyze local DoD traffic mishaps. The analysis must include all on- and off-base road networks in proximity to installations (e.g., access roads, routes heavily traveled by GMVs). The analysis report must include recommendations for corrective measures that could be taken to reduce the frequency and severity of traffic mishaps.

3.13. PROGRAM PERFORMANCE.

The DoD Components will evaluate and report motor vehicle safety program performance to the ASD(R) as part of annual in-progress reviews in accordance with DoDI 6055.01, using the performance metrics in Appendix 3B.

3.14. AWARDS.

Military Services will be highly encouraged to establish an awards and recognition program to recognize successful local installation motor vehicle safety programs.

3.15. COMMUNITY PARTNERSHIPS.

The DoD Components will:

- a. Participate in national safety promotion programs sponsored by the National Highway Traffic Safety Administration.
- b. Develop cooperative motor vehicle safety programs with local communities, including participation in State or local impaired driving task forces or commissions.

APPENDIX 3A: DOD IMPAIRED DRIVING PREVENTION PROGRAM REQUIREMENTS

3A.1. EDUCATION AND TRAINING.

a. The DoD Components will:

(1) Provide alcohol and drug education that focuses on impaired driving and underage drinking for traffic enforcement, security, public information, health care, and safety personnel.

(2) Provide annual refresher training to club managers, bartenders, and wait staff serving alcoholic beverages, and to Class VI and other personnel selling alcohol.

(3) Include specific information and a review of current DoD Component policy on impaired driving and the physical and social implications of underage drinking in appropriate school and courses.

b. For the DoD Education Activity, including domestic dependent elementary and secondary schools, DoD Dependents Schools-Europe, and DoD Dependents Schools-Pacific, courses must include material on the effects of alcohol and drugs on the impairment of driving skills in the curriculum for grades 7 through 12.

c. To the extent feasible and permitted by law and regulation, the DoD Components will cooperate with community leaders and nongovernmental organizations that are working to combat impaired driving and underage drinking in planning and implementing local education efforts.

3A.2. SUSPENSION OF DRIVING PRIVILEGES.

The DoD Components will establish procedures for suspending installation and GMV driving privileges pursuant to Part 634.9 of Title 32, CFR.

3A.3. REFERRAL.

The DoD Components will establish procedures for:

a. Screening military members and civilian employees charged with impaired driving to determine whether a member or employee is dependent on alcohol or drugs.

b. Referring the member or employee to the appropriate substance abuse program in accordance with the relevant criteria and applicable procedures.

3A.4. NOTIFICATION OF STATE DRIVER'S LICENSE AGENCIES.

The DoD Components will establish procedures to transmit impaired drinking and driving privilege suspension data to installations receiving DoD personnel and to appropriate State agencies.

3A.5. ADMINISTRATIVE INSPECTIONS.

The DoD Components will include the DoD Component impaired driving prevention program as an item of special interest for inspector general or administrative inspections.

APPENDIX 3B: COLLECTING MOTOR VEHICLE SAFETY PROGRAM PERFORMANCE METRICS

3B.1. GMV MISHAPS.

Number of fatalities: _____

Number of mishaps broken out by class, based on mishap severity classifications in DoDI 6055.07: _____

3B.2. GVO MISHAPS.

Number of fatalities: _____

Number of mishaps broken out by class, based on mishap severity classifications in DoDI 6055.07: _____

3B.3. PRIVATE MOTOR VEHICLE MISHAPS.

Number of fatalities: _____

Number of mishaps broken out by class, based on mishap severity classifications in DoDI 6055.07: _____

3B.4. TACTICAL VEHICLE MISHAPS.

Number of fatalities: _____

Number of mishaps broken out by class, based on mishap severity classifications in DoDI 6055.07: _____

APPENDIX 3C: GUIDELINES FOR CREW REST AND OPERATOR DUTY TIME

3C.1. DUTY HOUR LIMITS.

DoD Components will establish and enforce duty hour limits for GMV, GVO, and tactical vehicle operators to reduce the potential for traffic and training mishaps caused by operator fatigue. Mission requirements must be balanced with operating environment and safety considerations.

3C.2. DIRECTED TRAVEL.

The DoD Components will follow the guidance for directed travel in the Joint Travel Regulations.

3C.3. RISK MANAGEMENT.

The DoD Components will apply risk management principles to assess the risks, establish operating procedures, and apply supervision and other controls to enforce risk controls. Risk assessments will consider risk factors such as time on duty, the operator's physical condition, driving conditions, and length of travel. The following are guidelines for reducing the risk of mishaps from fatigue.

a. Rest.

DoD Components will provide vehicle operators with the opportunity for 8 consecutive hours of rest during any 24-hour period.

b. Pre-Travel.

Preceding a prolonged work or duty period, DoD Components will provide operators with a 12-hour period that is as free of duties as possible.

c. Duty Period.

Directed travel is limited to no more than 350 miles in an 8-hour period for driving any non-tactical vehicle. DoD Components will:

- (1) Determine time and mileage distance for all GMV, GVO, and tactical vehicle driving requirements.
- (2) Limit operators to driving no more than 10 hours in a duty period.

d. Alternative Considerations.

DoD Components will provide fatigued personnel with an alternate means of transportation or designated rest stops until they are sufficiently rested to operate a motor vehicle or plan for relief drivers.

e. Driving at Night.

DoD Components will:

- (1) Schedule driving for daylight periods as much as possible.
- (2) Consider providing a second awake person in the vehicle cab or reducing the scheduled driving time when traveling during hours of darkness is required.

SECTION 4: TACTICAL VEHICLE SAFETY

4.1. OCCUPANT PROTECTION.

a. Tactical Vehicle Restraint Systems.

(1) All personnel in the scope of this issuance, whether operating or riding in a tactical vehicle equipped with approved occupant restraint devices (e.g., lap, shoulder and gunner restraint systems), will wear these devices at all times to prevent injury in the event of a mishap or rollover, with the following exceptions.

(a) Using restraint systems will be mandatory during routine or administrative movements to and from training and maintenance operations. Not using restraint systems in combat operations and realistic combat training will be authorized at the appropriate level of command after thorough mission risk assessment has been conducted.

(b) Tactical vehicle crews conducting combat operations or training to simulate combat operations will utilize safety restraints to the level dictated by the appropriate command level after a thorough mission risk analysis has been conducted.

(c) When tactical vehicles without fixed seats or restraint systems will be used to transport personnel due to mission requirements, each passenger must remain seated wholly in the body of the vehicle. The principles of risk management must be used to reduce the risk of transporting personnel in vehicles without fixed seats or restraint systems.

(2) The senior occupant in command of a tactical vehicle or the driver will enforce the requirements of this issuance relative to restraints systems.

b. Protective Equipment.

Head gear, such as a combat vehicle crew member helmet or combat helmet, provides protection from injury in motor vehicle mishaps. DoD Components will determine and establish headgear requirements while operating tactical vehicles based on an appropriate analysis of the risk factors.

4.2. DRIVER AND OPERATOR DISTRACTION.

a. DoD personnel will be restricted from using personal electronic devices, either hands free or handheld, while operating tactical vehicles.

b. DoD personnel will be prohibited from wearing personal listening devices, other than hearing aids, while operating a tactical vehicle.

c. In safety guidance, the DoD Components will emphasize the increased mishap potential caused by distracting activities such as using handheld and hands-free cell phones, eating,

drinking, and operating entertainment systems and global positioning systems while riding in or operating tactical vehicles.

4.3. GOVERNMENT OWNED TACTICAL MOTORCYCLE AND ATV OPERATIONS.

The DoD Components will:

- a. Develop and approve safety requirements for tactical motorcycles and ATVs that integrate risk management into tactics, techniques, and training procedures.
- b. Determine the command level that may authorize using combat helmets for operating tactical vehicles (e.g., motorcycles, ATVs) during operations and training based on an operational risk assessment.
- c. Require that all government-owned motorcycles, mopeds, motor scooters, and ATVs (when equipped) that are operated on an installation, in both on- and off-road modes, have headlights turned on at all times, except where prohibited during military mission or by State, local, or HN law.

4.4. DOD TACTICAL VEHICLE STANDARDS.

The DoD Components will:

- a. Conduct trade studies to assess the applicability of safety technologies to DoD special purpose, tactical, and combat vehicles, both wheeled and tracked, whether purchased commercially or designed to contract specifications. Safety risk assessment and acceptance will be in accordance with Chapter 8 of DoDI 6055.01. Trade studies will consider vehicle and occupant survivability under mission threats.
- b. Equip DoD special purpose, tactical, and combat vehicles, both wheeled and tracked, whether purchased commercially or designed to contract specifications, with restraint systems, occupant rollover protection, collision avoidance alert systems, anti-lock braking system, and electronic stability control, except where the risk acceptance authority has accepted the risk as required by Chapter 8 of DoDI 6055.01.
 - (1) Tactical vehicles and equipment manufactured for and sold directly to the DoD Components that conform to contractual specifications will be exempt from the provisions of Title 49, CFR. However, vehicles and equipment will comply with the intent of those standards as long as compliance does not degrade essential military characteristics and system capabilities.
 - (2) Additional guidance for proper safety characteristics designed into tactical and combat vehicles is provided in Military Standard 1180B.

4.5. TRAINING AND EDUCATION.

a. Tactical Vehicle Driver Training.

(1) DoD Components will establish guidance to conduct tactical vehicle driver training and provide guidance for standardized training plans.

(2) Qualification training will include sequential and progressive instruction on academic subjects and driving. The process for qualification training will apply to all wheeled, tracked, and mechanical or ground support equipment that requires operator licensing.

(3) Operators will not participate in any hands-on vehicle or equipment training without a valid service license or permit.

(4) Licensing officials will be responsible for ensuring risk assessments are conducted before training execution.

b. Tactical Motorcycle, ATV, UTV, and ROHV Operator Training.

(1) Tactical Motorcycle Training.

The DoD Components will provide operators of government-owned tactical motorcycles with:

(a) Initial training for motorcycles as required in Paragraph 3.7.f.(2).

(b) Training tailored to satisfy specific mission objectives.

(2) Government-Owned or -Leased Tactical ATV, UTV, and ROHV Training.

Operators of government-owned or -leased tactical ATVs, UTVs, or ROHVs must complete an approved safety training course before operating the vehicle. Courses must be approved by the DoD or DoD Components and include all manufacturer's safety and operating requirements for the vehicle. Examples of courses are those offered by the Specialty Vehicle Institute of America and Recreational Off-Highway Vehicle Association. Courses will be tailored to include specific mission requirements in addition to the manufacturer's requirements.

4.6. FATIGUE IN TACTICAL VEHICLE OPERATIONS.

In a training environment and during combat operations, the DoD Components will provide vehicle operators with the opportunity to rest whenever possible, must proactively assess the alert levels and mental acuity, and ensure they take no unnecessary risks in relation to driver fatigue during training operations. Sleep and rest for vehicle drivers must be a priority to avoid mishaps that could impact mission accomplishments.

GLOSSARY

G.1. ACRONYMS.

ACRONYM	MEANING
ASD(R) ATV	Assistant Secretary of Defense for Readiness all-terrain vehicle
CFR	Code of Federal Regulations
DoDD DoDI DoDM DOT	DoD directive DoD instruction DoD manual Department of Transportation
GMV GSA GVO	government motor vehicle General Services Administration government vehicle other
HN HSPG	host-nation highway safety program guidelines
IG DoD	Inspector General of the Department of Defense
MUTCD	Manual on Uniform Traffic Control Devices for Streets and Highways
PPE PTD	personal protective equipment personal transportation device
ROHV	recreational off-highway vehicle
SDDC	Surface Deployment and Distribution Command
U.S.C. USD(P&R) UTV	United States Code Under Secretary of Defense for Personnel and Readiness utility vehicle

G.2. DEFINITIONS.

Unless otherwise noted, these terms and their definitions are for the purpose of this issuance.

TERM	DEFINITION
CE armor	The letters “CE” are the abbreviation of the French phrase “ <i>Conformité Européene</i> ” which literally means “European Conformity.” It is a type of padding required by European specifications and designed to crush on impact. It is usually found in the knees, elbows, shoulders, and sometimes the spine area of motorcycle jackets.
civilian personnel	Civil service employees of the DoD Components (including Reserve Component Military Reserve Technicians unless in a military duty status), nonappropriated fund employees (excluding military personnel working part-time to avoid dual reporting), Corps of Engineers Civil Works employees, youth or student assistance program employees, Navy civil service mariners with the Military Sealift Command, and Army and Air Force Exchange Service employees.
conviction	An official determination or finding authorized by applicable Federal, State, city, county, or HN law or regulation, including a final conviction by a court or court-martial (whether based on a plea of guilty or a finding of guilty and regardless of whether the penalty is deferred, suspended, or probated); an unvacated forfeiture of bail or other collateral deposited to secure a defendant’s appearance in court; or a plea of <i>nolo contendere</i> accepted by a court.
driving	Operating a motor vehicle on an active roadway or parking area with the motor running, including while temporarily stationary because of traffic, a traffic light or stop sign, or otherwise. Does not include operating a motor vehicle with or without the motor running when pulled over to the side of, or off, an active roadway or parking area that has halted in a location where the driver can safely remain stationary.
driving privileges	The authorization to operate a motor vehicle on an installation or in areas where traffic operations are under military supervision.
emergency vehicles	Police, ambulance, fire, crash and rescue, explosive ordnance disposal, and hazardous material response vehicles.

TERM	DEFINITION
full-size van	A van designed by the manufacturer to carry 9 to 15 people, including the driver.
GMV	A motor vehicle that is owned, rented, or leased by a DoD Component. Vehicles on receipt to and operated by non-DoD persons, agencies, or activities, such as the U.S. Postal Service or the American Red Cross, are not GMVs.
GVO	A vehicle designed primarily for off-the-highway operation, such as construction-tracked vehicles, forklifts, road graders, agricultural-type wheeled tractors, and aircraft tugs. Includes military combat and tactical vehicles (e.g., tanks, self-propelled weapons, armored personnel carriers, amphibious vehicles ashore, and high-mobility multipurpose wheeled vehicles).
impaired driving	Operating a motor vehicle while impaired or intoxicated by alcohol or drugs in violation of Section 911 of Title 10, U.S.C. (for persons subject to jurisdiction under the Uniform Code of Military Justice) or in violation of equivalent State, local, or HN laws in which the vehicle is being operated.
level I training	Training given to a first-time motorcycle operator who has not previously attended an MSF or State-approved training course.
level II training	Training given to a motorcycle operator within 60 days, but not more than 1 year after completion of Level I training.
low-speed vehicles	Defined in Section 571.3 of Title 49, CFR.
military personnel	All U.S. military personnel on active duty, Reserve or National Guard personnel on active duty or performing inactive duty training, Military Service Academy cadets and midshipmen, officer candidates in Officer Candidate School and Aviation Officer Candidate School, Reserve Officer Training Corps cadets and midshipmen when engaged in directed training activities, and foreign national military personnel assigned to the DoD Components.
mishap severity classifications	Defined in DoDI 6055.07.
moped	A powered two- or three-wheeled vehicle, including a motor scooter and motorbike, that cannot exceed 30 miles per hour on a level surface and does not have an engine larger than 49 cubic centimeters. If a moped exceeds these standards, it is classified as a motorcycle.

TERM	DEFINITION
motor vehicle	<p>A transportation device with a self-contained power unit mounted on wheels or tracks, or designed to be towed by and used together with a self-propelled device, that derives motor power by fossil fuels, electricity, or other external sources of energy, except devices moved by human power or used exclusively on stationary rails or tracks. Low-speed vehicles, mopeds, and scooters are considered motor vehicles when operated on highways.</p>
motor vehicle mishap	<p>A DoD mishap involving the operation of a motor vehicle by DoD personnel or the operation of a government-owned, -rented, or -leased motorized land vehicle by non-DoD personnel while operationally controlled by a DoD Component.</p> <p>Includes collisions with other vehicles, objects, terrain features, animals, or pedestrians; personal injury or property damage due to cargo shifting in a moving vehicle; personal injury occurring within or by falling or jumping from a moving vehicle; and towing or pushing mishaps.</p> <p>Does not include ground and industrial mishaps, such as injuries occurring while loading, unloading, mounting, or dismounting a nonmoving vehicle; cargo damaged by weather; damage to a parked GMV unless caused by an operating GMV; damage to a GMV caused by objects thrown or propelled into it by weather, natural phenomena, or fire when no collision occurred; or damage to a GMV when it is being handled as a commodity or cargo and not operating under its own power.</p>
motorcycle	<p>A two- or three-wheeled motor vehicle with a seat or saddle that can exceed 30 miles per hour on a level surface or has an engine larger than 49 cubic centimeters.</p>
non-tactical vehicle	<p>Defined in DoDM 4500.36.</p>
PTD	<p>A personal transportation device that has a motor, battery, or electric propulsion system that powers movement. Does not include devices covered under the American Disabilities Act, listed at https://www.ada.gov/opdmd.htm, such as motorized wheelchairs, mobility aids, and other power-driven mobility devices (OPDMD).</p>

TERM	DEFINITION
State	The 50 states, the District of Columbia, the Commonwealths of Puerto Rico and the Northern Marianas Islands, the Virgin Islands, American Samoa, Guam, Midway, and Wake Islands.
State-approved course	A course for which the sponsoring State or HN grants a waiver of the riding skills portion of their requirements for the issuance of a motorcycle license or endorsement.
tactical vehicle	Defined in DoDM 4500.36. For the purposes of this issuance, tactical and combat vehicles are interchangeable.
text messaging	Reading from or entering data into a handheld or other electronic device, including short message service texting, e-mailing, instant messaging, obtaining navigational information, or engaging in any other form of electronic data retrieval or communication.
underage drinking	Consumption of alcohol by DoD civilian and military personnel under the age of 21 regardless of the legal drinking age for the location in which the consumption takes place, unless authorized by the commander of the individual Service.
UTV	A vehicle specifically for utility use that is intended to transport a person(s) or cargo with a top speed in excess of 25 miles per hour and is 80 inches or less in overall width; designed to travel on 4 or more wheels, 2 or 4 tracks, or combinations of 4 or more tracks and wheels; using a steering wheel for steering control; with a non-straddle seat; with a gross vehicle weight rating of no more than 4,000 pounds; and with a minimum cargo capacity of 350 pounds. Examples include the Kawasaki Mule, Polaris Ranger, and John Deere Gator.

REFERENCES

- American National Standards Institute (ANSI)/International Safety Equipment Association (ISEA) Z87.1-2020, American National Standard for Occupational and Educational Personal Eye and Face Protection Devices,” January 2020¹
- British Standards Institute Standard 6658:1985, “Specification for Protective Helmets for Vehicle Users,” November 1985²
- Code of Federal Regulations, Title 16, Part 1203
- Code of Federal Regulations, Title 29, Section 1915.93(c)(3)
- Code of Federal Regulations, Title 32
- Code of Federal Regulations, Title 49
- Defense Transportation Regulation 4500.9-R, Part II, “Cargo Movement,” May 2014, as amended³
- Department of Transportation, “Manual on Uniform Traffic Control Devices for Streets and Highways,” current edition⁴
- Deputy Secretary of Defense Memorandum, “Safety and Occupational Health Policy Oversight Functions,” April 10, 2019
- DoD Directive 4500.09, “Transportation and Traffic Management,” December 27, 2019
- DoD Directive 4510.11, “DoD Transportation Engineering,” December 23, 2014, as amended
- DoD Directive 5124.02, “Under Secretary of Defense for Personnel and Readiness (USD(P&R)),” June 23, 2008
- DoD Directive 5525.04, “Enforcement of State Traffic Laws on DoD Installations,” November 2, 1981, as amended
- DoD Instruction 3025.21, “Defense Support of Civilian Law Enforcement Agencies,” February 27, 2013, as amended
- DoD Instruction 6055.01, “DoD Safety and Occupational Health (SOH) Program,” October 14, 2014, as amended
- DoD Instruction 6055.07, “Mishap Notification, Investigation, Reporting, and Record Keeping,” June 6, 2011, as amended
- DoD Manual 4500.36, “Acquisition, Management, and Use of DoD Non-Tactical Vehicles,” July 7, 2015, as amended
- DoD Manual 6055.06, “DoD Fire and Emergency Services Certification Program (F&ESCP),” January 22, 2020
- Executive Order 13043, “Increasing Seat Belt Use in the United States,” April 16, 1997, as amended

¹ Available for purchase at https://global.ihs.com/doc_detail.cfm?document_name=ANSI%2FISEA%20Z87%2E1&item_s_key=00537472

² Available for purchase at <https://shop.bsigroup.com/ProductDetail?pid=00000000030140499>

³ Available at <https://www.ustranscom.mil/dtr/dtrp2.cfm>

⁴ Available at <https://mutcd.fhwa.dot.gov/>

Executive Order 13513, “Federal Leadership on Reducing Text Messaging While Driving,” October 1, 2009

Federal Motor Vehicle Safety Standard No. 218, “Motorcycle Helmets,” May 13, 2011

Joint Travel Regulations, “Uniformed Service Members and DoD Civilian Employees,” current edition⁵

Military Standard MIL-STD-1180B Notice 1, “Safety Standards for Military Ground Vehicles,” August 7, 1991⁶

National Highway Traffic Safety Administration Guidelines, “Uniform Guidelines for State Highway Safety Programs,” current edition⁷

Snell Memorial Foundation Standard M2010, “2010 Standard for Protective Headgear for Use with Motorcycles and Other Motorized Vehicles,” October 17, 2008⁸

United Nations Economic Commission for Europe Standard 22, “Uniform Provisions Concerning the Approval of Protective Helmets and Their Visors for Drivers and Passengers of Motor Cycles and Mopeds,” September 24, 2002⁹

United States Code, Title 5, Appendix (also known as the “Inspector General Act of 1978,” as amended)

United States Code, Title 10

United States Code, Title 18, Section 1385

United States Code, Title 23, Chapter 4

United States Code, Title 32

⁵ Available at <https://www.defensetravel.dod.mil/Docs/perdiem/JTR.pdf>

⁶ Available at http://everyspec.com/MIL-STD/MIL-STD-1100-1299/MIL-STD-1180B_NOTICE-1_22182/

⁷ Available at <http://www.nhtsa.dot.gov/nhtsa/whatsup/tea21/tea21programs/>

⁸ Available at https://www.smf.org/standards/m/2010/m2010_final_booklet.pdf

⁹ Available at https://www.smf.org/docs/articles/hic/ECE22rv4e_helmet_standard.pdf