

11. Use of Listening Devices on Marine Corps Installations. The wearing of headphones, earphones, or other listening devices while walking, jogging, running, skating, skateboarding, bicycling, or using a personal transportation device on or within three (3) feet of any traveled portion of any street, roadway, highway, avenue, or parking lot is prohibited. The use of these devices masks or prevents recognition of emergency signals, alarms, announcements, the approach of motor vehicles, and human speech. This does not apply to hearing aids nor does it negate the requirements for PPE where work conditions dictate hearing protection. The use of listening devices while on a running/walking track, sidewalk, or pathway is authorized. Pedestrians are responsible to ensure that they always face traffic and maintain a minimum of three (3) feet of clearance from the traveled portion of roadways, streets, and parking lots or are otherwise protected from traffic (e.g. a curbed sidewalk, pedestrian bridge, and designated pedestrian pathway).

12. Debris and Hazard Control Clean Up. Installation commanders shall ensure provisions are made for the rapid, orderly and safe removal of wreckage, spillage and or debris resulting from motor vehicle mishaps, severe weather, and road/ditch maintenance to reduce the likelihood of secondary collisions. Installation commanders should consider mutual aid agreements with local authorities to assist in the safe removal of debris resulting from on- or off-base transportation mishaps involving hazardous materials being moved by, for, or to Marine Corps activities. Commanders should coordinate with their Staff Judge Advocates or Legal Counsel to ensure liability concerns are addressed when drafting mutual aid agreements with local authorities.

13. Pupil (K-12) Transportation Safety. Commands will establish guidelines and provisions to reduce the danger of death or injury to children while they are being transported to and from school, or related activities, in Marine Corps or contractor-owned vehicles. All Marine Corps school buses will be marked, equipped, operated and maintained consistent with reference (d), Standards for Pupil Transportation. Marine Corps military personnel and contractors operating buses or shuttles for pupil transportation will comply with local, state, or foreign jurisdiction requirements in addition to unique installation command requirements. Drivers of all buses to include school buses will be properly trained and licensed with corresponding documentation of training, licensing and skills test results maintained in each driver's history file. All school buses will meet Federal, State, and local standards.

14. Speed Control. Speed limits established for Marine Corps installations shall be based on traffic engineering requirements and be consistent with state and local laws. Traffic safety programs shall stress strict compliance with speed limits.

15. The Use of Radar Detectors. The use of radar or laser detection devices that indicate the presence of speed recording instruments or that transmit simulated erroneous speeds are prohibited on Marine Corps installations.

16. Occupant Protection. Commanders and TSMs shall develop educational programs addressing the mandatory use of safety belts/restraint systems in both tactical and commercial motor vehicles.

a. Failure of motor vehicle occupant(s) to use protective devices, (e.g. seatbelts) shall be enforced by local law enforcement personnel as a primary

traffic violation. Each Marine Corps organization regulating motor vehicle operating privileges shall establish procedures for applicable mandatory administrative or disciplinary action, to include suspension of motor vehicle operating privileges on Marine Corps installations and in areas subject to military traffic supervision. All Marine Corps personnel, active duty, reserve, civilian, on- or off-duty, while on any installation whenever operating or riding in any motor vehicle equipped with approved occupant restraint devices (lap and shoulder belts, gunner restraints, passenger restraints) shall wear these devices when the vehicle is in motion. Installation commanders shall establish local written policy on the wearing of Modular Tactical Vests and helmets for personnel (drivers, operators, passengers) while riding in and or operating any tactical vehicle for any movement. The vehicle operator shall be responsible for informing all passengers of the safety belt requirement.

b. The senior occupant of any vehicle shall be responsible for ensuring seatbelt enforcement and will not permit the operation of any vehicle until all passengers are wearing the restraint system specified for the type of vehicle. If the senior occupant cannot be ascertained, the driver shall be responsible for enforcement. This requirement does not apply to passengers riding in buses not equipped with safety belts or mandate vehicles manufactured prior to 1968 be retrofitted with safety belts.

c. Installation commanders will submit an annual safety belt usage report no later than 15 February for the previous calendar year using the format provided in Appendix A. Report Control Symbol DD-5100-03 (External Report Control Symbol DD-A&T(A) 2083) is assigned to this reporting requirement. Seat belt surveys will be conducted once a month (12 surveys a year) at various locations on each Marine Corps installation. The surveys will check a predetermined number of vehicles for seatbelt use. The TSM shall coordinate local support of the survey with installation security personnel (e.g. the Provost Marshal Office) and Roadmaster sections for enforcement and ticketing of those personnel who are not wearing a seatbelt. The report will include safety belt use rates and statistics of crashes, injuries, and related costs involving civilian employees on official business and occupants of motor vehicles driven on DoD installations. The report also shall identify specific agency programs that have made significant progress towards achieving goals that are notable and deserving of recognition.

17. Minimum Penalty Requirements. Minimum penalties for failure to wear seatbelts on a Marine Corps installation are in addition to standard local ticketing policies: first violation, a 30-day suspension of all base driving privileges (includes POVs and GOVs) plus attendance at an approved remedial drivers improvement class; second violation, a six-month suspension of all driving privileges; and third violation, a one (1) year suspension of all base driving privileges.

18. Restraint Maintenance and Availability. Restraint systems will be maintained in a serviceable condition on all Government owned motor vehicles and equipment.

19. Transporting Personnel. Personnel shall be transported in passenger vehicles with seating that meets federal standards for occupant transportation. All occupants shall be seated when the vehicle is in motion. With the exception of tactical operation, personnel may not be transported on highways in tactical vehicles. Tactical vehicles used for transporting personnel shall have fixed seating for each person. Each passenger must

remain seated within the body of the vehicle. Installation commanders shall establish local written policy on wearing Modular Tactical Vests and helmets for personnel (drivers, operators, passengers) while riding in and or operating any tactical vehicle for any movement. The vehicle operator shall be responsible for informing all passengers of the safety belt requirement.

20. Child Safety Seats and Child Restraints. Children under the age of 8 years old shall use a serviceable child safety seat appropriate for age and weight of the child in the proper manner, as approved by the DOT, while riding in a motor vehicle on any Marine Corps installation. The Installation commander shall ensure the installation policy incorporates local laws and regulations on the use of child safety seats. Installation TSMS shall coordinate quarterly child safety seat checks/clinics for all installation personnel. Each Child Safety Seat Check shall be coordinated with local Child Protective Services offices and/or local fire and rescue departments. The TSM shall ensure dates and locations are coordinated with the Public Affairs office for widest dissemination in the local area.

Appendix A

Annual Safety Belt Usage Report
Report Control Symbol DD-5100-03
(External Report Control Symbol DD-A&T(A) 2083)

1. Usage Rate. Enter safety belt usage rates for previous calendar year calculated from the following formula.

Usage Rate = number of occupants observed not wearing safety belts X
100% divided by number of occupants observed.

a. Usage rate by Military personnel on DoD installation.

b. Usage rate by Civilian personnel on DoD installation.

2. Cost of Military Injuries. Total cost of military injuries for reportable motor vehicle mishaps when the Service member was not wearing seatbelts.

3. Cost of Civilian Injuries. Total cost of civilian injuries for reportable motor vehicle mishaps when the civilian member was not wearing seatbelts.

4. Progress Indicators. Identify specific programs that have made significant progress towards achieving an annual goal of significant reduction in traffic mishaps or that are notable and deserving of recognition.

Appendix C

Example of a Medical Certificate for Drivers

MEDICAL EXAMINER'S CERTIFICATE		
I certify that I have examined _____ in accordance with the Federal Motor Carrier Safety Regulations (49 CFR 391.41-391.49) and with knowledge of the driving duties. I find this person is qualified; and, if applicable, only when:		
<input type="checkbox"/> wearing corrective lenses	<input type="checkbox"/> driving within an exempt intracity zone (49 CFR 391.62)	
<input type="checkbox"/> wearing hearing aid	<input type="checkbox"/> accompanied by a Skill Performance Evaluation Certificate (SPE)	
<input type="checkbox"/> accompanied by a _____ waiver exemption	<input type="checkbox"/> Qualified by operation of 49 CFR 391.64	
The information I have provided regarding this physical examination is true and complete. A complete examination form with any attachment embodies my findings completely and correctly, and is on file in my office.		
SIGNATURE OF MEDICAL EXAMINER	TELEPHONE	DATE
MEDICAL EXAMINER'S NAME (PRINT)	<input type="checkbox"/> MD <input type="checkbox"/> DO <input type="checkbox"/> Chiropractor	<input type="checkbox"/> Advanced Practice Nurse
	<input type="checkbox"/> Physician Assistant	
MEDICAL EXAMINER'S LICENSE OR CERTIFICATE NO./ISSUING STATE		
SIGNATURE OF DRIVER	DRIVER'S LICENSE NO.	STATE
ADDRESS OF DRIVER		
MEDICAL CERTIFICATE EXPIRATION DATE		

Appendix D

Types of Motorcycles



CRUISERS are the largest class of bikes. Cruisers mimic the style of American motorcycles from the 1930s to 1960s, such as Harley-Davidsons and Indians.



STANDARDS have basic designs and upright riding positions, with low power-to-weight ratios that result in a user-friendly motorcycle.



SUPERSPORTS are consumer versions of racing motorcycles. Reduced weight and increased power allow for quick acceleration, nimble handling, and high speeds.



SPORT motorcycles are closely related to super-sports. Sport bikes are capable of high speeds but don't have the acceleration, stability, and handling of super-sports. They generally have lower power-to-weight ratios than super-sports.



UNCLAD SPORT motorcycles are similar to sport bikes and super-sports in design and performance but without plastic body fairings or windscreens.



A MOTOCROSS bike or "dirt bike" is perfect for the beginning rider regardless of age. A lower seat height and lighter weight give it a lower center of gravity.



TOURING motorcycles have big engines and fuel tanks plus room to haul luggage. They're often outfitted with antilock brakes, audio systems, and cruise control.



SCOOTERS have small wheels, automatic transmissions, and small engines, but larger scooters are becoming more popular.

Appendix E

Definitions

1. Commercial Vehicle. A motor vehicle owned, purchased, rented, or leased by the Marine Corps that has no tactical application. Typically, these vehicles are used in daily garrison support requirements, movement of troops and cargo, carrier duty and other administrative duties.
2. Tactical Vehicle. A motor vehicle owned, purchased, rented, or leased by the Marine Corps that has been designed and built to military specifications for a tactical application, and is intended for support of tactical operations.
3. POV. Privately Owned Vehicle
4. GOV. Government Owned Vehicle
5. MSF. The Motorcycle Safety Foundation. MSF provides the curriculum and material for the following approved courses:
 - BRC, Basic Riders Course
 - ERC, Experienced Riders Course
 - MSRC, Military Sports Bike Rider Course Dirt bike school
 - ARC, Advance Rider Course
6. Motorcycle. Any motor vehicle that uses a saddle type of seat, has less than 4 wheels and is controlled with handle bars.
7. Sport Bike. A posture-forward motorcycle that emphasizes higher power to weight ratios and handling over comfort and load capacity. Foot pegs are located behind the leading edge of the operator's torso.
8. Cruiser. A motorcycle with a relaxed rider stance. The foot pegs are at or ahead of the leading edge of the rider.
9. Dual Sport. A motorcycle that retains the look and feel of a dirt bike, but is completely street legal. (Enduro)
10. Dirt Bike/Off Road. This class of motorcycle is designed and used for off road riding and is very rider active.
11. Motorcycles, Other. These include; Mopeds, Scooters, Trikes, CanAm Spiders, and other style of motorcycles.
12. TMS/MCTFS Course Codes. Training completion codes have been established in the Marine Corps Total Force System (MCTFS), the Marine On Line (MOL) system and the Training Management System (TMS) to be used to report and facilitate the tracking of riders and their course completion and qualifications. Refer to reference (h) and appropriate written guidance per local S-3, Consolidated Administrative Section or Administrative section for an updated list of approved codes.
13. Motorcycle PPE. The following are definitions of PPE.
 - a. Helmet. An approved helmet meets the standards of Federal Motor Vehicle Safety Standard (FMVSS) 218. When a helmet manufacture meets or

exceeds FMVSS 218 test standards, "DOT" and/or "SNELL" may be applied by the manufacturer and usually appears centered on the back of the helmet in white letters on a black background. Regardless of the lettering on the back of the helmet, a non-removable (usually stitched) tag is installed on the inside the helmet that indicates the helmet meets FMVSS 218. There is also a tag or sticker inside the helmet that provides make, manufacture, material used for manufacture of the helmet, and date of manufacture. The interior head padding is typically one inch (1") thick, and the chin strap is riveted to the helmet and uses a non-snapping buckle under the chin.

b. Eye Protection. Eye protection is defined as riding glasses or goggles that are American National Safety Institute (ANSI) approved and shatter resistant. Eye protection used without a face shield or windshield should seal the cup of the eye through the use of a strip of foam or material around inside of lens.

c. Hand Protection. Hand protection consists of full fingered riding gloves. The glove shall be constructed of, or with, abrasion resistant material. Gloves are preferably designed for riding, have added padding, and retain a natural curl when not worn.

d. Long Sleeves or Jacket. A long sleeve shirt shall be past the elbow while the rider's hands are on the handlebar grips. A riding shirt or jacket should be constructed of abrasion resistant material. An armored type riding jacket made of abrasion resistant material is highly recommended.

e. Leg Protection. Leg protection is sturdy, full length pants or trousers that extend past the knee, and meet the top of the riding boot when seated on the motorcycle under normal riding conditions

f. Foot Protection. Foot protection is sturdy, above the ankle shoes or boots that provide support and traction when riding or when in transition of movement from a stop/starting position. Unacceptable foot wear is defined as any shoe or boot that has an open toe, open foot/heel design, extensive heel over 2 inches, or a total canvas or rubber material construction.

Appendix F

Motorcycle Safety Page 11 Example



ADMINISTRATIVE REMARKS (1070)

DATE:	DATE	
Articles UCMJ explained to me this date as required by Article 137, UCMJ.	Articles UCMJ explained to me this date as required by Article 137, UCMJ.	
<i>(Signature)</i>	<i>(Signature)</i>	

_____ : Counseled this date in accordance with MCO 5100.19 in regards to motorcycle safety and operation. As a motorcycle owner or operator, I will successfully complete a CMC (SD) approved Motorcycle Safety Course. I will ensure completion of required follow on course (Experienced Riders Course (ERC) for non-sport bike riders or Military Sport Bike Riders Course (MSRC) for all Sport Bike riders), have the proper motorcycle endorsement on a valid U.S driver's license or, if OCONUS, on my Status Of Forces Agreement (SOFA) driver's license, maintain current registration, state inspection (if applicable), valid liability insurance or, if OCONUS, maintain all applicable registration/insurance requirements for location, current base decal, a mechanically sound motorcycle, and all proper Personal Protective Equipment (PPE) will be worn at all times on- and off-base. I understand that if I operate a motorcycle at any time, I will comply with all of the applicable regulations listed above. Furthermore, if I have knowledge of a service member operating a motorcycle without following the above regulations, I am required to report this to my chain of command. Finally, I understand that failure to comply with the above orders and regulations may result in administrative or disciplinary action.

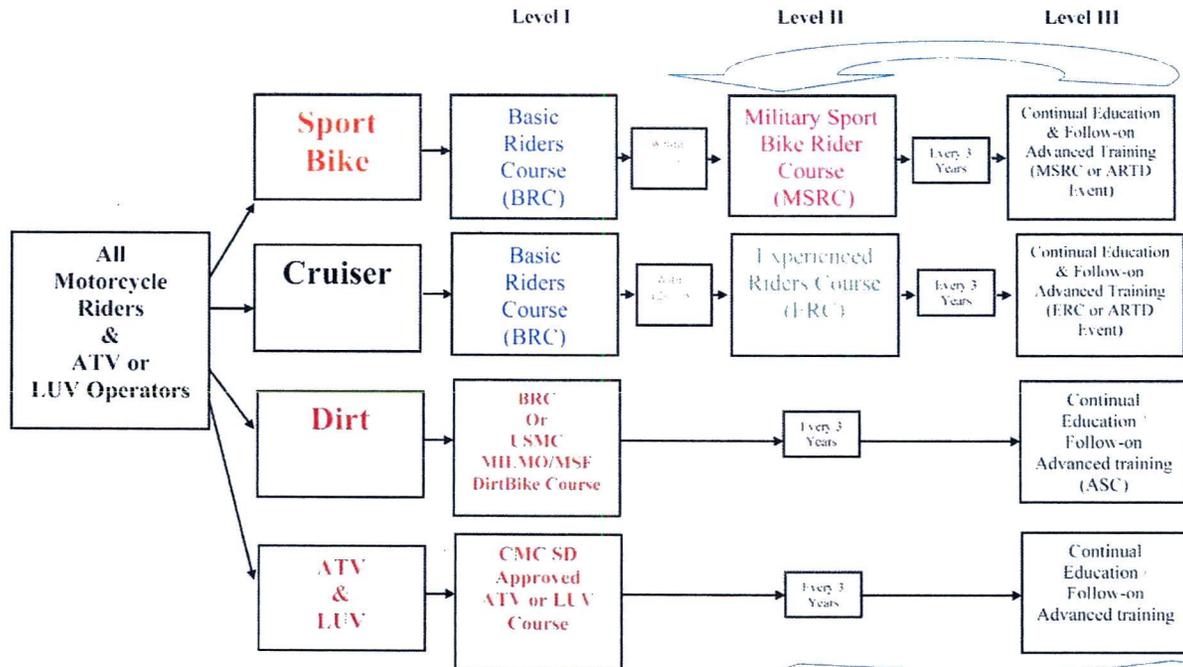
_____ SNM _____ CO

NAME (last, first, middle)	SSN
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Appendix G

Marine Corps Motorcycle Training Continuum

USMC MOTORCYCLE RIDER TRAINING REQUIREMENTS
MCO 5100.19F



1. If you own, ride or wish to ride a motorcycle, you must inform your chain of command.
2. All Marines who ride will complete the motorcycle training as outlined in 5100.19F.
3. Level II and III training requires the use of your own motorcycle as required by the course.
4. Follow-on training should be within 120 days after the completion of Level I training.
5. Level II training cannot be attended without proof of Level I completion. Such proof shall be a motorcycle endorsement on a valid driver's license or other basic rider's course completion certificate from a CMC (SD) approved course. All dirt/off road riders must show proof of a basic course completion or pass a local dirt/off road competency test administered by a recognized (CMC SD) coach or instructor.
6. Contact your Installation, Base, or Station Traffic Safety Officer for assistance, and for the list of approved training courses that may not appear on the chart above.