



DEPARTMENT OF DEFENSE
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January 23, 1995

MEMORANDUM FOR LORRETTA BROWN, DTIC-OCC

SUBJECT: DoD Instruction 6055.4, "DoD Traffic Safety Program," November 22, 1994

The attached DoD Instruction 6055.4, "DoD Traffic Safety Program," November 22, 1994, replaces DoD Instruction 6055.4, same subject, August 25, 1988. The DTIC accession number for the replaced Instruction is ADA-272636.

For further information, please contact me at (703) 697-4111 or -4112.

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SUPPLEMENTARY

INFORMATION

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DIRECTIVES SYSTEM TRANSMITTAL

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ATTACHMENTS

None

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AD-A-291196

INSTRUCTIONS FOR RECIPIENTS

The following pen change to DoD Instruction 6055.4, "DoD Traffic Safety Program," November 22, 1994, is authorized.

PEN CHANGE

Page 1

Reference (b). Change "1000.3, 'Safety and Occupational Health Policy for the Department of Defense,' March 29, 1979" to "4715.1, 'Environmental Security,' February 24, 1996"

EFFECTIVE DATE

The above change is effective immediately.

B. Whitehead
B. C. WHITEHEAD
Director
Correspondence and Directives

WHEN PRESCRIBED ACTION HAS BEEN TAKEN, THIS TRANSMITTAL SHOULD BE FILED WITH THE BASIC DOCUMENT

A291196



Department of Defense INSTRUCTION

DODI-6055.4

Supersedes AD-A272636

November 22, 1994
NUMBER 6055.4

USD(A&T)

SUBJECT: DoD Traffic Safety Program

- References:
- (a) DoD Instruction 6055.4, "DoD Traffic Safety Program," August 25, 1988 (hereby canceled)
 - (b) DoD Directive 1000.3, "Safety and Occupational Health Policy for the Department of Defense," March 29, 1979
 - (c) Title 23, Code of Federal Regulations, Part 1204, "Uniform Guidelines for State Highway Safety Programs," and Part 1230, "Highway Safety Program Standard-Applicability to Federally Administered Areas," current edition
 - (d) Public Law 89-564, "Highway Safety Act of 1966," September 9, 1966
 - (e) through (n), see enclosure 1

A. REISSUANCE AND PURPOSE

This Instruction:

1. Reissues reference (a).
2. Under reference (b), updates policy, responsibilities, and procedures for administering the DoD Traffic Safety Program to reduce deaths, injuries, and property damage caused by vehicular accidents.
3. Continues to implement references (c) and (d) in the Department of Defense.

B. APPLICABILITY

This Instruction applies to the Office of the Secretary of Defense (OSD), the Military Departments, the Chairman of the Joint Chiefs of Staff, Unified Combatant Commands, the Inspector General of the Department of Defense, the Uniformed Services University of the Health Sciences, the Defense Agencies, and the DoD Field Activities (hereafter referred to collectively as "the DoD Components").

C. POLICY

A comprehensive and effective DoD Traffic Safety Program shall be established and maintained as an element of the overall DoD accident prevention program under reference (b).

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D. RESPONSIBILITIES

1. The Deputy Under Secretary of Defense (Environmental Security), as the designated "DoD Safety and Occupational Health Official," shall:

a. Represent the Secretary of Defense on national traffic safety policy issues that involve the Department of Defense.

b. Solicit, coordinate, and consolidate comments on existing, revised, or proposed Department of Transportation (DoT) safety regulations and provide the DoT a single DoD position.

c. Provide programing criteria, guidance, and instructions for the incorporation of traffic safety elements into applicable DoD programing and budgeting documents.

d. Conduct periodic evaluations of the DoD Components traffic safety programs.

2. The Heads of the DoD Components shall establish programs under the cognizance of the DoD Components' designated "Safety and Occupational Health Officials" to carry out this Instruction. Such programs shall include the minimum requirements in section E., below.

E. PROCEDURES

The Heads of the DoD Components shall incorporate the requirements of subsection 3, E.1, through E.11, below into their traffic safety programs:

1. Highway Safety Program Standards (HSPS). Part 1230 of 23 CFR (reference (c)) requires the Department of Defense to implement such standards for DoD activities. The Department of Defense modified reference (c) to reflect unique military requirements and DoD-worldwide operations (enclosure 2).

2. Safety Standards for DoD Motor Vehicles

a. Commercial vehicles, as defined in DoD 4500.36-R; Appendix A (reference (e)), which are purchased, leased, or rented by the Department of Defense shall meet all applicable requirements of 49 CFR 571 and P.L. No. 99-570 (1986), (references (f) and (g)). Commercial vehicles of foreign manufacture purchased for use outside the United States and U.S. territories and possessions shall meet all applicable safety requirements of the country in which they are to be used.

b. Tactical and combat vehicles, designed to contract specifications, are exempt from 49 CFR 571 (reference f). Such specifications shall comply with the reference (f) standards, unless such compliance would unacceptably degrade essential military characteristics. DoD special purpose, tactical, and combat vehicles, whether purchased commercially or designed to contract specifications, shall be equipped with safety belts, helmets, and rollover protection, when applicable, unless the DoD Component Acquisition Executive determines that such equipment unacceptably degrades an essential military characteristic. Significant non-compliance shall be documented and approved by the DoD Component Acquisition Executive. Approval Authority may be delegated. MIL-STD-1180 (reference (h)) provides guidance to ensure that proper safety characteristics are designed into tactical and combat vehicles.

3. Operator and Passenger Protection. The use of occupant protective devices (safety belts, air bags, child safety seats, and helmets, etc.) has dramatically reduced the number of deaths, and the number and severity of injuries. Accordingly, DoD Component traffic safety programs shall require that:

a. All military personnel operating or riding in or on motor vehicles shall wear safety belts or DoT-approved helmets (for applicable vehicles) always on or off-duty, on or off a DoD installation. DoD civilian personnel are subject to those requirements while on any DoD installation, and during the conduct of any official DoD business while off a DoD installation.

b. Child safety seats shall be used on DoD installations. If a State or local law requires use of child safety seats, the installation traffic safety program shall be consistent with the State or local requirement. If there is no applicable State or local requirement, the installation traffic safety program shall specify age, weight, or other criteria for child safety seat use. The DoD Components are highly encouraged to sponsor child safety seat loaner programs.

c. The vehicle operator shall be responsible for informing passengers of the safety belt requirement. The senior occupant shall be responsible for ensuring enforcement. For civilian employees, if the senior occupant cannot be ascertained, the driver shall be responsible for enforcement.

d. All nonuse of occupant protective devices and personal protective equipment shall be enforced as a primary traffic violation. Each DoD Component that regulates operating privileges shall establish procedures for applicable mandatory administrative or disciplinary action, to include the suspension of operating privileges on DoD installations and in areas subject to military traffic supervision. Traffic points shall be assessed under AR/190-5/AFR 125-14/DLAR 5720/OPNAVINST

to military traffic supervision. Traffic points shall be assessed under AR/190-5/AFR 125-14/DLAR 5720/OPNAVINST 11200.5C/MCO 5110.1C (reference (i)). All levels of supervision and management shall participate actively in the enforcement of that program and become involved by personal example and written directive.

e. Educational programs shall be developed.

f. All commercial-type passenger-carrying vehicles that are purchased, leased, or rented by the Department of Defense shall be equipped with the occupant protection required by 49 CFR 571 (reference (f)). Every effort shall be made to procure or lease vehicles equipped with air bags (preferably for both driver and passenger).

g. Occupant protective devices shall be maintained in a serviceable condition and readily available for driver and passenger use.

h. To the extent possible, personnel shall be transported in passenger vehicles such as sedans, station wagons, or buses. Occupants shall be seated when the vehicle is in motion. Personnel may be transported without fixed seats for short distances on DoD installations if each passenger remains seated wholly in the body of the vehicle.

i. Nonuse or malfunction of DoD motor vehicle occupant-protective devices that result in injury to DoD personnel shall be reported in accordance with DoD Instruction 6055.7 (reference (j)).

4. Line-of-Duty Determinations. Failure to use occupant protective devices may be considered in making line-of-duty determinations for injury stemming from nonuse of those devices on or off DoD installations.

5. Speed Limits. Speed limits, maximum or minimum, established for DoD installations shall be based on traffic engineering and safety requirements.

6. Operator Duty Time. To reduce the potential for traffic accidents caused by operator fatigue, specific peacetime duty-hour limits for DoD vehicle operators shall be prescribed and enforced. Those duty-hour limits shall consider the degree of risk involved in various DoD motor vehicle operations; e.g., weapon convoys, flight line, and public highway operations.

7. Use of Headphones or Earphones. The wearing of portable headphones, earphones, or other listening devices while operating

a motor vehicle and while bicycling, or skating on roads and streets on DoD installations is prohibited. Use of those devices masks or prevents recognition of emergency signals, alarms, announcements, the approach of vehicles, human speech, and the ability to determine the direction from which the sound is coming.

8. Alcoholic Beverages. While driving on any DoD installation, the operators and passengers of motor vehicles are prohibited from having open containers of alcoholic beverages in their ready possession. "Open container" means any bottle, can, or other receptacle containing any alcoholic beverage that has been opened, or the seal broken, or the contents of which have been partially removed. "Ready possession" means located in the passenger compartment of the vehicle or accessible to the driver or passenger(s) from the passenger compartment.

9. Emergency Vehicle Operations. Emergency vehicle operators shall not operate their vehicles at any time at a speed that is not reasonable for weather, visibility, traffic, or roadway conditions.

10. Pedestrian Use of Roadways. Individuals are not authorized to jog, run, or walk on roadways during high traffic density and peak traffic periods. Installation commanders shall designate which roadways and time periods that apply.

11. Radar Detection Devices. The use of radar or laser detection devices to indicate the presence of speed recording instruments, or to transmit simulated erroneous speeds, is prohibited on DoD installations. Such devices shall not be sold in DoD-controlled sales outlets.

F. EFFECTIVE DATE AND IMPLEMENTATION

1. This Instruction is effective immediately. Detailed implementing instructions are only necessary to provide for any DoD Component-unique traffic safety situations.

2. DoD Components must satisfy their bargaining obligations with unions under 5 U.S.C. Chapter 71 (reference (k)) before implementing any changes generated by this Instruction. This Instruction does not supersede any existing collective bargaining agreement until the agreement expires and the bargaining obligations fulfilled.

3. Forward two copies of implementing documents to the Under Secretary of Defense for Acquisition and Technology within 120 days.

Paul G. Kaminski
Paul G. Kaminski
Under Secretary of Defense
(Acquisition and Technology)

Enclosures - 2

1. References
2. HSPS Requirements

REFERENCES, continued

- (e) DoD 4500.36-R "Management, Acquisition, and Use of Motor Vehicles," July 1981, authorized by DoD Directive 4500.36, April 10, 1985
- (f) Title 49, Code of Federal Regulations, Part 571, "Federal Motor Vehicle Safety Standards," March 11, 1970, and Part 390, "Federal Motor Carrier Safety Regulations; General," May 19, 1988
- (g) Title XII of Public Law 99-570, "Commercial Motor Vehicle Safety Act of 1986," October 27, 1986
- (h) MIL-STD-1180, "Safety Standards for Military Ground Vehicles," August 7, 1991
- (i) AR 190-5/AFR 125-14/DLAR 5720.1/OPNAVINST 11200.5C/MCO 5110.1C, "Motor Vehicle Traffic Supervision," July 8, 1988
- (j) DoD Instruction 6055.7, "Mishap Investigation, Reporting and Record-keeping," April 10, 1989
- (k) Chapter 71 of Title 5, United States Code
- (l) Uniform Vehicle Code and Model Traffic Ordinance¹
- (m) DoD Instruction 6055.1, "DoD Occupational Safety and Health Program," October 26, 1984
- (n) DoD Directive 5160.60, "Highways for National Defense," April 26, 1973

¹Available from the Traffic Institute, Northwestern University
405 Church Street, P.O. Box 1409, Evanston, IL 60204

HSPS REQUIREMENTS

The DoD Components shall model their traffic safety programs after 23 CFR 1204 (reference (c)). The minimum requirements to carry out those standards are as follows:

A. "PERIODIC MOTOR VEHICLE INSPECTION" (HSPS NUMBER 1)

Besides the inspection requirements in DoD 4500.36-R (reference (e)), all DoD vehicles (including nonappropriated fund vehicles) shall be required to pass, at least annually, a safety inspection that conforms to applicable State requirements. If the State does not have inspection requirements, the annual inspection shall evaluate systems and components for safe vehicle performance; e.g., safety belts, lighting, glazing, exhaust system, wipers, horns, brake systems, steering systems, suspension, tires, and wheel assemblies as well as the following:

1. The inspection shall ensure that exhaust emissions do not exceed any applicable Federal, State, municipal, or host-nation requirements.

2. Periodic inspection of privately owned motor vehicles regularly operated on DoD installations is primarily the responsibility of the licensing State. The DoD Components may authorize installation commanders to require annual safety inspections of privately owned motor vehicles, regularly operated on the installation, which are not covered by a State inspection program.

3. The DoD Components shall enforce vehicle equipment laws with other traffic law enforcement activities.

4. Overseas installations may modify inspection procedures for host-nation treaties or Status of Forces Agreements (SOFAs).

B. "MOTORCYCLE AND ALL TERRAIN VEHICLE (ATV) SAFETY" (HSPS NUMBER 3)

1. Operators of Government and privately owned motorcycles (both street and off-road versions) on DoD installations must be appropriately licensed to operate on public highways (except where not required by the SOFAs or local laws). A valid OF-346, "U.S. Government Motor Vehicle Operator's Identification Card," fulfills the licensing requirement for operators of tactical motorcycles.

2. Where State or local laws applicable to the installation require special licenses to operate privately-owned motorcycles, motorized bicycles (MOPEDs), motor scooters, or ATVs, such

license requirements, as a minimum, shall apply to operation of those vehicles on DoD installations. (An ATV is a motorized vehicle with three or four wheels, low pressure tires, a wheel base of 50 inches or less, and overall weight of 600 pounds or less, a handlebar for steering, and a seat designed to be straddled.)

3. Before operation of a Government-owned (tactical, street and off-road versions) or privately owned motorcycle (street version), MOPED, motor scooter, or Government-owned ATV on a DoD installation, each operator shall successfully complete a rider or operator safety course.

a. The safety course must include the following:

(1) The Motorcycle Safety Foundation (MSF) or Specialty Vehicle Institute of America (SVIA) approved curriculum taught by MSF or SVIA certified or licensed instructors.

(2) Hands-on training.

(3) A performance-based and knowledge-based evaluation.

b. Training required by this Instruction shall be provided at no cost to military and DoD civilian personnel (including annual leave).

c. Additional performance based evaluations may be required for off-road recreational operation of privately owned vehicles or vehicles controlled by morale, recreation, and welfare organizations on DoD installations. Privately owned ATV and off road motorcycle operators should complete training. Operators are also encouraged to complete refresher training before each riding season or after long periods of inactivity.

d. Curriculum for operator or rider safety courses required in paragraph 3a. above will not be modified, or equivalent curriculum used, without DUSD(ES) approval.

4. The DoD Components will develop and approve safety requirements for mission and tactical operational training involving motorcycles and integrate those requirements into tactics, techniques, and procedures training.

5. When operated on any DoD installation, in both on and off road modes, all Government or privately owned motorcycles, MOPEDs, motor scooters, and ATVs (when equipped) must have headlights turned on always, except where prohibited by military mission, the SOFAs, or local laws.

6. Motorcycles, except Government owned off road motorcycles on tactical missions or training, shall be equipped with rear view mirrors mounted on the handlebar or fairing.

7. Requirements for Personal Protective Equipment (PPE) are, as follows:

a. The following PPE is mandatory for all persons (military and civilian) while operating or riding as a passenger on a motorcycle, motor scooter, or MOPED on DoD installations, and military personnel operating off installations:

(1) DoT-approved helmet properly fastened under the chin. If stationed overseas, personnel may use host-nation certified and equivalent helmets.

(2) Impact or shatter resistant goggles or full-face shield properly attached to helmet. A windshield or eye glasses alone are not proper eye protection.

(3) Sturdy footwear. Leather boots or over the ankle shoes are strongly encouraged.

(4) Long sleeved shirt or jacket, long trousers, and full-fingered motorcycle gloves or mittens.

(5) A brightly colored vest or jacket worn as an outer upper garment during the day and reflective during the night. Outer upper garment shall be clearly visible and not covered.

b. The PPE for Government-owned motorcycle and ATV operators during off-road operations should also include knee and shin guards and padded full-fingered gloves.

c. Failure to wear PPE or comply with licensing or operator training requirements may be considered in making line-of-duty determinations if the injury is from such nonuse of PPE or noncompliance with requirements.

C. "DRIVER EDUCATION" (HSPS NUMBER 4)

1. All military personnel under 26 years of age who possess a driver's license shall be given a minimum of 4 hours of classroom instruction in traffic safety designed to establish and reinforce a positive attitude toward driving. Individual responsibility and correct response to routine and emergency driving situations shall be stressed. Such education should be given expediently after initial entry into Military Service.

2. Driver improvement courses shall be used to reinforce positive attitudes and motivate persons who have been convicted of serious moving traffic violations, or who have been determined

to have been at fault in a traffic accident while operating a Government-owned vehicle on or off a DoD installation. Offenders, military or civilian, shall be required to attend those courses or lose installation driving privileges. Installations may use court-approved local community driver improvement programs to fulfill that requirement.

3. Besides the driver selection and training requirements under DoD 4500.36-R (reference (e)), and before assignments as a driver of DoD police vehicles, ambulances, fire trucks, crash rescue vehicles, and buses, individuals shall complete additional training to ensure competency in the safe operation of such vehicles. All operators of those vehicles shall complete that training every 3 years. That additional training shall include the following elements:

- a. Applicable laws and regulations.
- b. Safe operating practices under normal and emergency conditions.
- c. Operator inspection and primary preventive maintenance.

4. A certifying official shall indicate to the person responsible for issuance of the OF-346, that the individual driver has met the requirements in subsection C.3. above, and fully understands the operational peculiarities of the vehicle. That required training shall be documented on the operator's personnel training record.

D. "DRIVER LICENSING" (HSPS NUMBER 5)

Minimum DoD licensing procedures are in reference (e).

E. "CODES AND LAWS" (HSPS NUMBER 6)

1. To the maximum extent practical, all DoD installation traffic codes shall assimilate the traffic codes of the State or nation in which the installation is located.

2. The Uniform Vehicle Code and Model Traffic Ordinance (reference (1)) shall be used in the design of DoD installation traffic codes.

F. "TRAFFIC VIOLATIONS" (HSPS NUMBER 7)

1. All traffic violations occurring on DoD installations (in the United States or U.S. territories) may be referred to the applicable U.S. magistrate, or State or local judicial authorities, in the interest of impartial judicial determination

and effective law enforcement. That does not prevent the issuance of a DD 1408, "Armed Forces Traffic Ticket," for the local area commander's usage.

2. DoD members shall not be authorized to operate DoD motor vehicles during the following:

a. Periods of suspension or revocation of operator's license by any State or host nation.

b. Periods while base driving privileges are suspended or revoked for driving under the influence of alcohol or other drugs or other traffic violation that constitute a "moving violation" of installation, State, Federal, or host-nation traffic codes.

G. "ACCIDENT INVESTIGATION, REPORTING AND ANALYSIS" (HSPS NUMBERS 9, 10, AND 18)

1. All accidents that involve DoD vehicles shall be investigated and reported under the requirements of DoD Instruction 6055.7 (reference (j)).

2. Additionally, each DoD installation shall establish a program to ensure that the analysis of local DoD traffic accidents and the application of corrective measures to reduce frequency and severity. That program shall include all on-base and off-base road networks in proximity to DoD installations; e.g., access roads and routes heavily traveled by DoD vehicles. That program shall include the following, as a minimum:

a. Accurate identification of accident locations and an analysis of high-incidence locations. That analysis should include identification of those design and operating features that contribute to the high-accident frequency or severity. Military police and safety organizations shall present the analyses to installation organizations responsible for highway design, construction, maintenance, and traffic engineering so that they can assess and begin improvements.

b. Abatement of on-base traffic hazards under DoD Instruction 6055.1, enclosure 2, subsection 5 (reference (m)).

c. Close coordination between the DoD Component and the local officials to resolve off-base traffic problems of mutual concern.

d. Providing data collected under paragraph G.2.a., above, to the Military Traffic Management Command (MTMC).

H. "HIGHWAY DESIGN, CONSTRUCTION, AND MAINTENANCE" (HSPS NUMBER 12)

DoD installation roads shall be maintained in a safe condition. Capital improvements to modernize existing roads or to provide new traffic facilities shall meet the safety standards issued or endorsed by the Federal Highway Administration, DoT. Compliance shall be evaluated periodically by the Commander, MTMC, under the responsibilities assigned to that command in section I., below.

I. "TRAFFIC ENGINEERING SERVICES" (HSPS NUMBER 13)

Under DoD Directives 5160.60 (reference (n)), the MTMC, under the direction of the Army, shall coordinate and ensure DoD implementation of the HSPS No. 13, and coordinate with the Federal Highway Administration and other Governmental and non-Governmental agencies, as applicable. To ensure information and techniques sharing, installations shall provide the MTMC a copy of their traffic control devices plan and the associated scheduled maintenance plan.

J. "PEDESTRIAN SAFETY" (HSPS NUMBER 14)

1. Pedestrian safety shall be emphasized in the overall traffic safety program. That program shall include separation of pedestrian and motor vehicle traffic and shall provide for adequate sidewalks, pedestrian crossings, handicapped access ramps, and bicycle paths to ensure maximum safe traffic flow without jeopardizing pedestrian safety. Participants should be educated to use paths or sidewalks along roadways and wear reflective outer garments during periods of reduced visibility.

2. Strong emphasis shall be placed on the protection of children walking to and from school, entering and leaving school buses, and playing in DoD housing areas.

3. Applicable fluorescent or reflective personal protective equipment shall be provided to and used by all DoD personnel who are exposed to traffic hazards as a part of their assigned duties, e.g., marching troops, traffic control personnel, road construction crews, electricians, or telephone repair personnel working on outside overhead lines.

4. Pedestrian-motor vehicle accidents shall be analyzed and reported under section G., above.

K. "PUPIL TRANSPORTATION SAFETY" (HSPS NUMBER 17)

Provisions shall be made to reduce the danger of death or injury to children while they are being transported to and from

school, or related activities, in DoD, or contractor-owned vehicles. DoD school buses shall be marked, equipped, operated, and maintained consistent with HSPS No. 17. Private contractors shall comply with State and local requirements besides any requirements of the cognizant DoD Component.

L. "BICYCLE SAFETY" (HSPS NUMBER 19)

Bicycle safety shall be emphasized throughout the Department of Defense as an important part of the DoD Components' traffic safety program. Programs shall emphasize the mandatory use of approved (i.e., American National Standards Institute (ANSI) or the Snell Memorial Foundation) bicycle helmets by all personnel (including dependents) who ride bicycles on DoD installations. Workers operating bicycles in areas that require the use of ANSI-approved helmets (hard hats) for protection from falling and flying objects are allowed to use those helmets instead of approved bicycle helmets.