



DEPARTMENT OF THE NAVY
COMMANDER NAVY REGION SOUTHWEST
937 NO. HARBOR DR.
SAN DIEGO, CA 92132-0058

IN REPLY REFER TO:

COMNAVREGSWINST 5100.12
N22
28 SEP 2000

COMNAVREGSW INSTRUCTION 5100.12

Subj: NAVY REGION SOUTHWEST TRAFFIC SAFETY PROGRAM

Ref: (a) OPNAVINST 5100.12G
(b) OPNAVINST 5102.1C
(c) DOD 4500.36-R, Management, Acquisition, and Use of Motor Vehicles, Mar 94 (NOTAL)
(d) OPNAVINST 3500.39, Operational Risk Management
(e) COMNAVREGSWINST 5100.11C

1. Purpose. To publish the Navy Region Southwest (NRSW) Installation Traffic Safety Program.
2. Cancellation. All existing individual installation traffic safety instructions.
3. Background. Reference (a) directs all commands to implement the Navy Traffic Safety Program which shall include the provisions of Title 23, Code of Federal Regulations, Part 1230 Highway Safety Program Standards - Applicability to Federally Administered Areas, July 13, 1973.
4. Definition of Terminology. For the purpose of this instruction, pertinent definitions set forth in the states of California and Nevada vehicle codes shall apply, except as specifically modified below:
 - a. Region/Regional. All areas under the jurisdiction of Commander, Navy Region, Southwest (CNRSW).
 - b. Complex. All sub-areas of the Region under the jurisdiction of a Complex Commanding Officer.
 - c. Complex Commanding Officer. The Commanding Officer, Regional Complex, and in his/her absence, the acting Commanding Officer.
 - d. Regional Safety Program Manager. Occupational Safety and Health Program Manager for Commander, Navy Region, Southwest.

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e. Regional Traffic Safety Manager. Regional Lead Traffic Safety Specialist. Appointed in writing by the Regional Safety Program Manager.

f. Site Safety Manager. Safety Managers tasked by the Regional Safety Program Manager to provide safety services to Complex Commanding Officers.

g. Regional Real Property Maintenance Program Manager. Real Property Maintenance Program Manager for NRSW.

h. Regional Vehicle Transportation Program Manager. Vehicle Transportation Program Manager for NRSW.

i. Site Public Works Officer. Staff Civil Engineer tasked by the Regional Real Property Maintenance Program Manager to provide the Complex Commanding Officer services.

j. Regional Security Program Manager. Security Program Manager for NRSW.

k. Site Security Officer. Security Officer tasked by the Regional Security Program Manager to provide the Complex Commanding Officer with traffic control and enforcement.

l. All Terrain Vehicle (ATV) is defined as a motorized vehicle with three or four wheels, low-pressure tires, a wheel base of 50 inches or less, and an overall weight of 600 pounds or less, handlebars for steering, and a seat designed to be straddled.

m. Motor vehicles are defined as wheeled vehicles (under motor power or assisted by motor power) designed primarily for travel on public roads (highway use) to transport cargo or personnel.

(1) Private motor vehicles (PMV) are either owned, leased, rented or controlled by individuals in their personal capacities. A trailer towed by a PMV is considered part of the vehicle, even if it becomes detached from the vehicle.

(2) Navy government motor vehicles (GMV) are either owned (whether acquired or operated with appropriated or non-appropriated funds); leased (includes General Service Administration (GSA) vehicles under control of Navy activities); or rented (includes vehicles rented by personnel when authorized

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on their official travel orders). A trailer towed by a PMV is considered part of the vehicle, even if it becomes detached from the vehicle. Examples of GMVs are passenger cars, station wagons, ambulances, fire trucks, buses, motorcycles, trucks, vans, and tractor-trailers.

(a) Motor vehicle equipment designed primarily for off-the-highway operation such as tracked or half-tracked vehicles, forklifts, road graders, agricultural-typed wheeled tractors, and aircraft tugs are not considered GMVs under this definition. Tactical and combat vehicles are also not included.

(b) Although not classified as a GMV, golf cart type vehicles are allowed to be used on complex roads and streets as basic transportation for people or cargo. These conveyances cannot be operated on public roads. These are low visibility vehicles, which offer minimum occupant protection in a collision with a motor vehicle.

n. Motorcycles are defined as any government or privately owned motorcycle (both street and dual purpose versions) having a seat or saddle for the use of its operator and designed to travel on not more than three wheels in contact with the ground, e.g., motorcycle, motor-driven cycle, speed-limited motor-driven cycle, moped, motor scooter, motorized or motor-assisted bicycle with or without pedals and 3 or 4-wheeled GMV ATVs.

o. Pedestrians are defined as anyone on foot (e.g., walkers or joggers).

p. Roads are defined by the American National Standards Institute (ANSI) as that part of a traffic way, which includes both the roadway and any shoulder alongside the roadway.

5. Scope and Effect. This instruction applies to motor vehicle operators, passengers and pedestrians as follows:

a. All Navy military personnel at all times (on and off a naval installation).

b. All Navy civilian personnel in a duty status (on and off a naval installation).

c. All persons in/on any Navy motor vehicle (on and off a naval installation).

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6. Policy and Procedures. It is the policy of Commander Navy Region Southwest, to actively support the Navy Traffic Safety Program as implemented by reference (a). References (b), (c) and (d) provide additional detail in specific areas in support of the program.

7. Requirements

a. Safety Standards for Navy and Privately Owned Motor Vehicles:

(1) Commercial type vehicles, which are purchased, leased, or rented by the Department of the Navy, shall meet all applicable requirements of the Federal Motor Vehicle Safety Standards, Title 49 Code of Federal Regulations Part 571.

(2) Tactical and combat vehicles, designed to contract specifications, are exempt from the provisions of the Federal Motor Vehicles Standards. Such specifications shall, however, comply with the intent of those standards provided compliance does not degrade essential military characteristics. With the same limitations, compliance with applicable provisions of Federal Motor Carrier Regulations is a Department of the Navy requirement. DOD Military Standard 1180 (AT), "Safety Standards for Military Ground Vehicles", provides guidance to ensure proper safety characteristics are designed into tactical and combat vehicles.

(3) All Navy commercial type vehicles (except buses) shall be equipped with seat belt assemblies. Navy tactical and combat vehicles shall also be equipped with seat belts and rollover protection when appropriate. In addition:

(a) Seat belts will be maintained in a serviceable condition and will be readily available for driver and passenger use.

(b) All Navy military and/or civilian personnel operating or riding in a Navy motor vehicle shall wear the seat belts whenever the vehicle is in motion. It shall be the responsibility of the senior occupant to ensure that this requirement is observed.

(c) Nonuse or malfunction of Navy motor vehicle seat belt assemblies, which result in a reportable personal injury, shall be identified in the accident investigation report required by reference (b). An addendum shall be prepared by the

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cognizant department head, fully explaining why seat belts were not used by the injured person or in case of malfunction, what caused the malfunction, and what remedial actions were taken to prevent a reoccurrence.

(4) All persons operating or riding in any private motor vehicle shall use safety belts in a proper manner. Individuals shall not ride in seating positions where safety belts have not been installed, have been removed or rendered inoperative or sit in such a way as to render the seat belt ineffective (i.e. semi or fully reclined to the point that the belt does not contact the chest area). Additionally, passengers shall not ride in the cargo areas of motor vehicles, except when the vehicle has been modified for such purposes. (Does not apply to passengers riding in forms of public transportation such as buses, taxi cabs, etc., nor does it apply to historic/antique vehicles being driven to/from/in parades/displays, etc.).

(5) All children under the age of four or weighing less than 40 pounds shall be restrained by proper use of an infant or child car safety seat, approved by the U.S. Department of Transportation, while riding in a Navy or private motor vehicle. Parents of newborn infants shall ensure that they are placed in an approved child safety seat prior to transporting home from hospitals or clinics.

(6) The operator of any private motor vehicle is responsible for informing all passengers of applicable safety belt, child car safety seat and protective equipment requirements and for ensuring compliance by all passengers with those requirements.

b. Motor Vehicle Inspections

(1) All government owned or leased vehicles including non-appropriated fund vehicles shall at least annually undergo a satisfactory safety inspection. The annual inspection shall evaluate systems, subsystems, and components having substantial relation to safe vehicle performance including lighting, glazing, exhaust systems, windshield wipers, tires, and wheel assemblies. The inspection shall also ensure that exhaust emissions do not exceed federal, state or municipal requirements. Any deficiencies found shall be documented to include date of inspection, signature and title of individual conducting the inspection. The Regional Vehicle Transportation Program Manager shall keep this documentation on file.

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(2) Government motor vehicle operators shall promptly report unsafe or defective equipment to their supervisor or to Public Works Transportation maintenance personnel.

(3) Motor vehicles found to be in an unsafe operating condition shall not be operated until they meet all applicable safety standards.

c. Maximum Driving Time. The paragraphs below pertain only to Navy vehicles operated during peacetime conditions by on-duty, full-time motor vehicle operators, such as truck and bus drivers, school bus drivers, security patrol vehicle operators and operators of vehicles carrying explosives or other hazardous cargo. To reduce the potential for traffic mishaps caused by operator fatigue:

(1) No person shall drive or require another to drive a motor vehicle during any duty period if that duty period was not preceded by at least eight (8) consecutive hours off duty.

(2) In any duty period no one may drive or require another to drive a motor vehicle for more than a total of ten (10) hours, or after having been on duty for fifteen (15) hours, or after eight (8) hours if the vehicle is carrying explosives or other hazardous cargo. (If a vehicle carrying explosives or other hazardous cargo makes an off-station trip requiring more than eight (8) hours driving time, two drivers shall be assigned. Assigned drivers shall relieve each other of driving responsibility and one may not drive over eight (8) hours. Total driving time for both drivers shall not exceed ten (10) hours).

(3) Emergency medical service, fire truck and crash and rescue vehicle drivers who are assigned to 24-hour rotating shifts with sleeping accommodations are exempt from the above duty time restrictions.

d. Use of Portable Headphones, Earphones, Cellphones, and Vehicle Audio Equipment. Use of these 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.

(1) Wearing portable headphones, earphones, or other listening devices while operating a motor vehicle or while jogging, walking, bicycling, or skating on roads and streets on Regional Complexes is prohibited. (This does not include

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hearing aids, nor does it negate the requirement for wearing hearing protective equipment where conditions dictate their use, or when communications-type equipment is being used for official Navy business).

(2) Operators must use caution when operating modern communication and navigation devices, (e.g., cellular telephones, global positioning systems, etc.), while in a moving motor vehicle because of driver distraction. Whenever possible, use these devices only when the vehicle is safely stopped or if available, have a passenger operate the equipment.

e. Motorcycle Safety

(1) Operators of privately owned motorcycles shall be currently licensed by one of the 50 states or District of Columbia motor vehicle licensing authorities to operate motorcycles on public highways of the United States.

(2) Operators of privately owned motorcycles shall also successfully complete the Motorcycle Safety Foundation's Motorcycle Rider Course (MRC) or the Motorcycle Safety Foundations Motorcycle Rider Course - Riding and Street Skills (MRC-RSS) or other training approved by the Naval Safety Center. Each operator of an all terrain vehicle (ATV) that is operated on military installations shall successfully complete a Naval Safety Center approved ATV Safety Course. Family members are encouraged to attend on a space available basis.

(3) The operation of a privately owned motorcycle and personal protective equipment requirements shall be in strict compliance with reference (a). These requirements are mandated for military members operating a motorcycle both on and off station.

(4) Motorcycle operators are encouraged to complete a refresher course before each riding season, after long periods of inactivity, purchase of a new motorcycle, or transfer to a new geographical area.

(5) All motorcycle safety training shall be entered in the individual's military service record or civilian personnel file.

f. Driver Education and Training

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(1) Per reference (a) the Chief of Naval Education and Training (CNET) shall provide all military personnel under 26 years of age who possess a driver's license with a minimum of four (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 will be stressed. Training will be given expediently after initial entry into the Navy.

(2) In addition to the CNET requirement above, the American Automobile Association's Driver Improvement Program (AADIP) driver improvement course shall be required for:

(a) Individuals who have been determined to have been at fault in a Navy GMV mishap whether on or off a Navy installation.

(b) Individuals driving a GMV or PMV who have been convicted of serious moving traffic violations (e.g., reckless driving, driving while intoxicated, speeding, following too closely, failure to yield, etc.).

(3) Individuals shall not be assigned as a driver of Navy police vehicles, ambulances, fire trucks, and crash and rescue vehicles until they have successfully completed the 40 hour initial National Highway Traffic Safety Administration's Emergency Vehicle Operator Course (EVOC) conducted by a NAVSAFECEN approved instructor, or other training approved by the Naval Safety Center. Operators shall complete 16-hour re-certification training every three years thereafter to ensure competency in the safe operation of such vehicles. EVOC instructors shall not instruct unless they have been re-certified by an EVOC master instructor within the previous three years.

g. Traffic, Codes and Regulations

(1) The Regional Security Program Manager has established additional local traffic regulations.

(2) Traffic violations occurring aboard a Regional Complex will be disposed of by the Complex Traffic Court utilizing the point system.

h. Accident Investigation, Reporting and Analysis

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(1) All motor vehicle accidents occurring aboard a Regional Complex shall be promptly reported to the Security Department.

(2) Operators of GMVs involved in any mishap on or off station, regardless of the extent of damage or personal injury shall take the following actions:

(a) Provide all possible aid to any of the injured.

(b) Act to safeguard the scene against further accident.

(c) Notify local police authorities if off-station.

(d) Exchange essential data such as names and addresses with the operator of the other vehicle(s) and individual(s) involved.

(e) Obtain names and addresses of all principals and witnesses to the accident.

(f) Prepare an Operators Report of a Motor Vehicle Accident Standard Form (SF) 91 at the scene or as soon after the accident as possible.

(g) Not make any statement admitting responsibility or discuss the accident with other principals in the accident. (Also applies to passengers.)

(h) Promptly advise his/her supervisor in the event of receiving a citation, subpoena, or other notice of arrest based on investigation of the accident in which he/she is involved. The supervisor will advise the appropriate legal officer.

(3) The SF-91 shall be submitted to the operator's supervisor who shall forward the same to the Regional Vehicle Transportation Program Manager.

(4) Supervisors shall report motor vehicle mishaps to the site safety office by telephone per reference (e). This notification shall be made within 24 hours of the mishap or on the next duty day. The Site Safety Manager shall investigate and report on motor vehicle mishaps. Tenant units and activities that do not receive full support from the Region are

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responsible for the investigation and reporting of mishaps involving their personnel per reference (b).

i. Pedestrian Safety

(1) Appropriate fluorescent or reflective personnel protective equipment shall be provided and used by all personnel who are exposed to traffic hazards in their assigned duties (e.g., traffic control personnel, roadway maintenance, construction crews and security personnel assigned traffic control duties).

(2) Personnel are not authorized to jog on main roads and streets on a Regional Complex during peak traffic periods, (0600-0830 and 1500-1700 Monday through Friday). Personnel shall use sidewalks or jogging paths when available and avoid roads and streets if possible. If using roadways, personnel shall: jog facing traffic; wear light colored clothing (during reduced visibility conditions, wear reflective clothing); and obey traffic rules and regulations. Joggers should be cautious of cars entering the roadway from cross streets or driveways.

j. Complex Traffic Safety Council

(1) Purpose. The Council shall:

(a) Analyze traffic mishap and violation experience.

(b) Monitor all on-station road networks and off-station road networks in close proximity of the station.

(c) Identify mishap locations and analyze high mishap incidence locations. Analysis shall include identification of design and operating features with potentially high mishap frequency or severity.

(d) Maintain close cooperation and coordination with local and state officials to resolve mutual traffic safety problems.

(2) Membership:

(a) Commanding Officer/Executive Officer - Chair

(b) Site Safety Manager - Recorder

(c) Site Security Officer - Member

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(d) Site Public Works Officer - Member

(e) Regional Traffic Safety Manager - Participate as often as practical

(f) Complex tenants - Open to all

(3) Meetings. The council will meet quarterly or more frequently if deemed necessary by the Chairperson.

(4) Meeting Minutes. Site Safety Managers will ensure the preparation, publication and file maintenance of minutes.

k. Driver Licensing and Medical Evaluations. Government motor vehicle licensing and operator medical evaluations will be accomplished as per Regional Security and PWC Instructions.

l. Operational Risk Management. The principles of risk management should be stressed and incorporated into all driving activities, on and off duty, and in government and private vehicles. Reference (d) provides guidance on operational risk management (ORM).

8. Responsibilities

a. Regional Safety Program Manager shall:

(1) Appoint a Traffic Safety Program Manager (in writing) to provide central management and coordination of the Traffic Safety Program.

(2) Nominate individuals to attend COMNAVSAFECEN sponsored traffic safety train-the-trainer courses.

(3) Submit an Annual Safety Belt Usage Report no later than 1 March of each year to COMNAVSAFECEN.

(4) Ensure motorcycle and driver improvement training programs are available in the Region.

b. Chief of Naval Education and Training shall provide initial entry point traffic safety training to all military personnel under 26 years of age who possess a driver's license per reference (a).

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c. Commander, Naval Supply Systems Command shall prohibit the sale of radar detection devices in any Navy resale service outlet per reference (a).

d. Regional Security Program Manager shall:

(1) Maintain a coordinative relationship with the Regional Safety Program and Regional Real Property Management Program Managers in respect to motor vehicle mishap investigation, recording and reporting, parking planning and control, traffic codes and requirements enforcement, and access control programs.

(2) Provide emergency vehicle operators' course (EVOC) for all operators of security emergency vehicles per reference (a).

(3) Establish regulations concerning the operation of loud vehicle audio equipment on Regional installations.

e. Site Security Officer shall:

(1) Provide enforcement of traffic codes and regulations established by this instruction and reference (a).

(2) Conduct investigations of all on-complex motor vehicle mishaps including both government motor vehicle and privately owned vehicles, and record findings.

(3) Report quarterly the number of on-complex crashes, related injuries and estimated vehicle damage costs to Site Safety Manager.

(4) Conduct quarterly safety belt use check points and record findings.

(5) Maintain a coordinative relationship with the Site Safety Manager and Site Public Works Officer in respect to motor vehicle mishap investigation, recording and reporting, parking planning and control, and access control programs.

(6) Support Complex Traffic Safety Council by participating in the quarterly meetings.

(7) Ensure Complex Traffic Court judges are familiar with the requirements of this instruction.

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(8) Ensure that police officers are familiar with the enforcement requirements of this instruction and reference (a).

f. Regional Federal Fire Program Manager shall provide EVOC training for operators of ambulances, fire apparatus, emergency response vehicles and disaster preparedness personnel per reference (a).

g. Regional Real Property Maintenance Program Manager shall:

(1) Coordinate with the Military Traffic Management Command to periodically evaluate highway design, construction and maintenance of Regional facility roads and ensure DOD implementation of traffic engineering services per reference (a).

(2) Procure, construct, install, and maintain permanent traffic control devices necessary for controlling traffic flow and parking.

h. Site Public Works Officer shall:

(1) Ensure that installation road networks are maintained in a safe condition, and capital improvements to modernize existing roads or to provide new traffic facilities meet the standards issued or endorsed by the Federal Highway Administration, Department of Transportation.

(2) Support Complex Traffic Safety Councils by participating in the quarterly meetings.

i. Regional Vehicle Transportation Program Manager shall:

(1) Ensure GMVs are equipped with occupant restraint devices and rollover protection, when appropriate, and shall meet all other applicable requirements of this instruction and reference (c).

(2) Ensure Navy School Bus Operators complete school bus operator training per reference (a).

(3) Provide inspections and maintenance of government motor vehicles as required by this instruction and reference (a).

j. Complex Commanding Officer shall establish and chair a Complex Traffic Safety Council to analyze traffic mishaps,

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identify hazardous locations and work with local officials to resolve traffic safety problems of mutual concern.

k. Regional Traffic Safety Manager shall:

(1) Maintain and coordinate all aspects of the Region's traffic safety program. Cross-Functional program managers/individuals having traffic safety program responsibilities are encouraged to share resources and coordinate program activities.

(2) Participate in Community Traffic Safety Councils, traffic safety related courses, federal, state or local traffic safety conferences, workshops and seminars to remain current with traffic safety state-of-the-art technology.

(3) Coordinate and instruct Motorcycle Safety Foundation (MSF) training as set forth in this instruction.

(4) Assist Site Safety Managers in monitoring all motor vehicle training requirements set forth in this instruction.

(5) Assist Site Safety Managers with agenda and action items arising from Complex Traffic Safety Council meetings.

(6) Consolidate and analyze complex safety belt use checkpoint findings.

(7) Prepare an Annual Safety Belt Usage Report no later than 15 February of each year. This report has been assigned Report Control Symbol DD-A&T (A) 2083 in accordance with reference (a).

(8) Consolidate and analyze on-complex motor vehicle mishap statistics.

(9) Annually report, to COMNAVSAFECEN, the number of Regional on-complex crashes, related injuries and estimated vehicle damage costs.

(10) Develop educational programs to ensure military and civilian personnel are aware of the requirements in this instruction.

(11) Develop and maintain a Traffic Safety Orientation lesson plan to be used by Site Safety Managers to conduct orientation briefings for all new personnel arriving from

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outside the local geographical area. Include such topics as: base traffic patterns, local community driving hazards and situations, special weather driving conditions, state and local vehicle and driving laws, vehicle registration, motorcycle training and personal protective clothing requirements, safety belt and child safety seat laws, alcohol and drug abuse driving countermeasures and risk management training.

(12) Ensure Site Safety Managers conduct periodic traffic safety briefings to all Navy personnel prior to major holidays, extended weekends or liberty periods, to units visiting foreign ports, returning from deployment or when mishap experience warrants additional training.

(13) Annually review the Regional Access instruction to ensure it contains requirements, which are consistent with the traffic regulations established by this instruction and reference (a).

1. Site Safety Manager shall:

(1) Establish and conduct quarterly a Complex Traffic Safety Council to analyze traffic mishaps, identify hazardous locations and work with local officials to resolve traffic safety problems of mutual concern.

(2) Report, to the Complex Traffic Safety Council, the number of on-complex crashes, related injuries and estimated vehicle damage costs.

(3) Coordinate and ensure instruction of the American Automobile Association Driver Improvement Program (AAADIP) for complex violators sentenced to Traffic School.

(4) Monitor all motor vehicle training requirements set forth in this instruction.

(5) Conduct accident investigations and reporting per reference (b).

(6) Coordinate and ensure traffic safety briefings for all Navy personnel are conducted prior to the summer holidays period and again, before the winter holidays period. Suggested topics may include local traffic laws, safe operating practices and defensive driving, risk management, impaired driving, occupant protection, etc. Training material may be found on the

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Naval Safety Center's Internet web site:
<http://www.safetycenter.navy.mil>.

(7) Document all periodic traffic safety briefings. Include names of attendees, dates of training and subjects discussed. Records shall be made available for Immediate Superior In Charge reviews.

m. Supervisors shall:

(1) Incorporate the principles of risk management as an integral part of all government motor vehicle related duties and responsibilities per reference (d).

(2) Personally counsel subordinates, before a Leave Request/Authorization (NAVCOMPT Form 3065) is approved, on their proposed travel plans, e.g., mode, miles, and time necessary to complete their journey, when leave or liberty plans include long distance driving per reference (a).

(3) Establish an approval process to set or limit driving distances for overnight and weekend private motor vehicle travel for off-duty Navy personnel, e.g., no more than 350 miles a day with a 15 minute break every 2 hours. Shared driving duties may also reduce the probability of falling asleep at the wheel.

(4) Consider the risks involved when assigning long distance driving duties to watch personnel who have been on duty (in their regular job) for the previous eight (8) hours, e.g., duty drivers. Driver fatigue and falling asleep at the wheel are significant contributors to personal injury and property damage mishaps.

(5) Ensure military and civilian personnel are aware of the requirements in this instruction.

(6) Conduct Traffic Safety Orientation briefings for new personnel arriving from outside the local geographical area.

(7) Ensure all Navy military personnel attend traffic safety briefings hosted by Site Safety Offices prior to summer and winter holidays periods.

(8) Report motor vehicle mishaps to the Site Safety Office by telephone per reference (e). This notification shall be made within 24 hours of the mishap or on the next duty day.

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n. Emergency Vehicle Operators shall complete emergency vehicle operator training per reference (a).

o. Navy School Bus Operators shall complete school bus operator training per reference (a).

p. All Navy military and civilian employees shall become familiar with the contents of this instruction and support the Navy Traffic Safety Program through compliance with the provisions contained herein.



D. C. KENDALL
Deputy and
Chief of Staff

Distribution:

Web page (www.cnrsw.navy.mil/admin/menu/htm)