



**MARINES**  
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FEEDS SHARE

## PRIVATE MOTOR VEHICLE AND MOTORCYCLE SAFETY REQUIREMENTS

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MSGID/GENADMIN/CMC WASHINGTON DC//

SUBJ/PRIVATE MOTOR VEHICLE AND MOTORCYCLE SAFETY REQUIREMENTS//

REF/A/MSGID:DOC/CMC WASHINGTON DC SD/11APR2007//

REF/B/MSGID:DOC/CMC WASHINGTON DC SD/29DEC2000//

AMPN/REF A IS CMC WHITE LETTER 01-07, MARINE CORPS MANDATORY SEAT BELT POLICY. REF B IS MCO 5100.19E, MARINE CORPS TRAFFIC SAFETY PROGRAM (DRIVESAFE)//

GENTEXT/REMARKS/1. MARINES, 24 OF YOUR FELLOW MARINES HAVE DIED IN 14 PRIVATE MOTOR VEHICLE AND 8 MOTORCYCLE MISHAPS SINCE 1 OCTOBER 2007. THESE NUMBERS ARE STAGGERING AND COMPLETELY UNACCEPTABLE.

2. PROPER SEAT BELT USAGE DRAMATICALLY REDUCES THE CHANCE OF INJURY DURING MOTOR VEHICLE MISHAPS. THROUGH MARINE CORPS ORDER AND A LETTER TO ALL COMMANDERS, I HAVE OUTLINED MY VIEWS ON THE USE OF SEATBELTS FOR ALL MARINES AND THE COMMANDER'S TOOLS AVAILABLE TO HOLD MARINES ACCOUNTABLE (SEE REFS A AND B). IN SHORT, FAILURE OF A MARINE TO WEAR A SEAT BELT WHILE IN A MOTOR VEHICLE IS PUNISHABLE UNDER THE UCMJ AND MAY ALSO BE CONSIDERED MISCONDUCT DURING LINE OF DUTY DETERMINATIONS.

3. MOTORCYCLE FATALITIES CONTINUE TO RISE AT AN ALARMING RATE. IN FY07, WE LOST 19 MARINES IN MOTORCYCLE MISHAPS - MORE THAN AT ANY PREVIOUS TIME IN OUR HISTORY. RECENT TRENDS INDICATE A CULTURE OF NONCOMPLIANCE AMONG YOUNGER RIDERS, IN PARTICULAR SPORT-BIKE RIDERS.

THESE TRENDS FALL SHORT OF THE PROFESSIONALISM I EXPECT FROM ALL MARINES. IN RESPONSE, THE FOLLOWING ACTIONS ARE DIRECTED.

A. MOTORCYCLE OWNERSHIP IS A SIGNIFICANT RESPONSIBILITY. PRIOR TO PURCHASING A MOTORCYCLE, ALL MARINES WILL CONSULT WITH THEIR LEADERSHIP IN ADVANCE TO BE CERTAIN THAT THEY ARE AWARE OF THE RESPONSIBILITIES THAT COME WITH OWNERSHIP. THESE RESPONSIBILITIES INCLUDE PROPER REGISTRATION, TRAINING, AND MANDATORY WEAR OF PERSONAL PROTECTIVE EQUIPMENT (PPE).

B. ALL MARINES WHO PRESENTLY OWN OR PURCHASE A MOTORCYCLE, WHETHER

OR NOT THEY INTEND TO RIDE ON BASE, WILL PERSONALLY REPORT THEIR OWNERSHIP TO THEIR COMMANDING OFFICERS/OFFICERS-IN-CHARGE WITHIN 48 HOURS. THE FAILURE OF A MARINE TO REPORT OWNERSHIP IS PUNISHABLE UNDER THE UCMJ. FURTHER, THESE MARINES WILL APPROPRIATELY REGISTER THE MOTORCYCLE WITH THE PROVOST MARSHAL'S OFFICE ON THE INSTALLATION.

C. WHEN OWNERSHIP OR PURCHASE OF A MOTORCYCLE IS REPORTED, COMMANDERS SHALL VERIFY WITH THE PROVOST MARSHAL'S OFFICE THAT THE MARINE HOLDS A VALID DRIVER'S LICENSE WITH A MOTORCYCLE ENDORSEMENT AND THAT THEY HAVE COMPLETED OR ARE SCHEDULED TO ATTEND THE MOTORCYCLE SAFETY FOUNDATION BASIC RIDERS COURSE (BRC) AT THE EARLIEST OPPORTUNITY, AND THAT THE MARINE KNOWS WHAT PPE IS REQUIRED WHILE RIDING. ON INSTALLATIONS WHERE THE BRC PROVIDES A MARINE WITH THE MOTORCYCLE FOR USE IN THE COURSE, LEADERS SHALL ENCOURAGE THE MARINE TO COMPLETE THE BRC PRIOR TO THE PURCHASE.

D. FAILURE OF A MARINE TO WEAR REQUIRED PPE WHILE RIDING A MOTORCYCLE IS PUNISHABLE UNDER THE UCMJ AND MAY ALSO BE CONSIDERED MISCONDUCT DURING LINE OF DUTY DETERMINATIONS.

4. SAFETY PROGRAMS DO NOT REPLACE LEADERSHIP; BUT PROVIDE ADDITIONAL TOOLS TO OUR COMMANDERS. THESE ACTIONS PROVIDE OUR MOTORCYCLE RIDERS THE EDUCATION AND TRAINING THEY NEED TO AVOID OR SURVIVE A MOTORCYCLE MISHAP. LEADERS WILL ENSURE STRICT ADHERENCE TO THIS ALMAR AND APPLICABLE ORDERS AND SET THE FOUNDATION OF SAFE PRACTICES TO PRESERVE OUR MARINES AND SAILORS AND THE EQUIPMENT THEY OPERATE.

5. SEMPER FIDELIS, JAMES T. CONWAY, GENERAL, U.S. MARINE CORPS, COMMANDANT OF THE MARINE CORPS.//

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