



UNITED STATES MARINE CORPS

2D MARINE AIRCRAFT WING
U.S. MARINE CORPS FORCES COMMAND
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Policy Letter 04-08

From: Commanding General, 2d Marine Aircraft Wing
To: All 2d Marine Aircraft Wing

Subj: VEHICLE SAFETY AND THE II MEF DRIVE SAFE ORDER

Ref: (a) CMC White Letter (02-08)
(b) II MEFO 5100.29 (Drive Safe Order) of 29 Apr 08

1. Purpose. To provide additional guidance on the implementation of the references in order to ensure compliance while preventing abuse of leave and liberty policies.

2. Background. The Commandant of the Marine Corps (CMC) and the Commanding General, II Marine Expeditionary Force (CG, II MEF) published references (a) and (b) to arrest the current unacceptable motor vehicle mishap rate.

a. Reference (a) states Commanders are responsible for Safety, but it tasks Commanders with empowering Noncommissioned Officers (NCO) to take charge of the motor vehicle safety programs. CMC's intent is to grant NCOs more authority to run these programs and to hold them to a higher level of accountability. Reference (a) requires authority to disapprove leave or liberty be delegated to NCOs. In the event an NCO recommends denial of leave or liberty of a subordinate Marine due to deficient motor vehicle equipment, safety, or Operational Risk Management (ORM) skills, a plan of remediation must be developed and implemented by the NCO to correct the deficient Marine.

b. Reference (b) provides Commanders within II MEF with a tool that consolidates motor vehicle safety orders and policies into one document. It provides Commanders, and the Marines that manage the motor vehicle safety programs, with tools and a level of detail required to ensure compliance and enforce accountability.

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3. Requirements

a. Implement the references as directed by CMC and CG II MEF.

b. All requests for leave and liberty must still be routed to the Commander (or his designated representative) for final adjudication. However, in accordance with reference (a), NCOs are to be empowered to review and make recommendations on junior Marines leave/liberty requests. The NCOs must also review associated ORM forms in order to make an informed recommendation to the Commanding Officer. In the event an NCO recommends a junior Marine be denied leave or liberty due to deficient motor vehicle safety or ORM skills, the NCO must ensure a plan of remediation is developed and put in place to re-train the deficient Marine. This proposed plan of remediation must accompany the leave/liberty request as it is routed up the chain of command for final adjudication by the Commanding Officer. Leaders at all levels must ensure the remediation plan is feasible, executable and has a clear list of requirements that can be accomplished in order to re-train the deficient Marine so that once re-trained, leave/liberty could be approved by the Commanding Officer.

4. Intent. To provide additional guidance on the implementation of the references in order to ensure compliance while preventing abuse of the leave and liberty policies. I want to empower our NCOs to take charge of the motor vehicle safety programs, and ensure our senior leaders continue to guide and mentor them as they re-train Marines identified as poor decision makers, or deficient in motor vehicle safety skills. By empowering our Marines to take charge of these programs, while senior leaders continue to maintain close oversight, we will drive down the current unacceptable motor vehicle mishap rate while also preventing abuse of leave and liberty policies.


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