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Sent: Sunday, January 13, 2008 5:10 PM
To: Macdonald, John A MG IMCOM
Subject: NETCALL 2008-01 - Army Traffic Safety Training Program Update
(UNCLASSIFIED)

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Caveats: NONE

NETCALL 2008-01
SUBJECT: Army Traffic Safety Training Program Update

Region Directors and Commanders,

We are well into our second year of deployment for the Army Traffic Safety Training Program (ATSTP), and can be proud of our contribution to reducing motor vehicle accidents, motorcycle accidents and accident fatalities. The program includes training modules targeted for operators with different experience levels, and incorporates a mix of online, classroom, and hands-on instruction. To date, over 180,000 Soldiers and Civilians have been trained under the contract, with many more thousands receiving training at Advanced Individual Training and the online Accident Avoidance Course which is required of all Soldiers.

To underscore the resource impacts of what we have done and are doing, the ATSTP was conceived, funded and staffed to satisfy privately owned motor vehicle training requirements detailed in AR 385-55 Prevention of Motor Vehicle Accidents and AR 385-10 The Army Safety Program. Since its initial rollout, Senior Commanders have recognized the value of the ATSTP training courses, and in some cases have requested training above and beyond the minimum Army requirements. One example of these worthwhile initiatives is requiring Soldiers to attend motorcycle refresher training immediately upon reintegration following a combat deployment. Is this training required by Army policy? No, not if the returning Soldier has already attended an MSF approved course prior to deployment. But is this training an outstanding idea that will inevitably save Soldiers lives? You bet it is! The returning Soldier may not have driven a motor vehicle for a year or more, and most definitely will not have ridden a motorcycle. The Soldier's riding skills will be rusty at best. Equally as important as riding skills, the Soldier's headspace for safe riding will also require some calibration prior to getting back in the saddle. Leaders should continue to promote our motorcycle mentorship programs, which involves pairing inexperienced riders with experienced riders, as a means to augment formal ATSTP training.

IMCOM is firmly committed to supporting Senior Commanders objectives for all privately owned vehicle and motorcycle training requirements and needs. We are expanding support by ramping up our mobile surge capability of trainers, motorcycles and portable classrooms to satisfy growing demands. We are developing a centralized online tracking and registration tool within the ATSTP website to make it easier for

Soldiers and their supervisors to sign up for ATSTP courses. Until these capabilities are operational, we continue to ask Senior Commanders to use local installation procedures to register Soldiers for ATSTP courses. Early identification of upcoming requirements, particularly while still downrange, will ensure that ATSTP training resources are available when needed at training locations.

Motorcycle ridership has steadily risen in the past decade and we expect it to grow even faster. In this new era of expensive fuel, Soldiers are seeing the motorcycle as an economical mode of transportation which is contributing to this growth. IMCOM is committed to providing quality training for Soldiers to safely operating vehicles and motorcycles. We will be ready, with your assistance, to provide our Soldiers with the training that is essential for them to safely operate their vehicles.

My POC for the ATSTP is Mario Owens, (703) 602-1342, mario.owens@hqda.army.mil.

Thank-you for all you do for Soldiers and Families everyday.

v/r

jam

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