

# To Secure or Not?



THAT IS THE QUESTION!

SIR, LOCKING THESE RIGS UP SURE CREATES A HUGE SAFETY RISK!

I KNOW, MOTOR SERGEANT. IT MAKES NO SENSE,...

...BUT I HAVE THIS LETTER THAT SAYS THE FUEL TRUCKS HAVE TO BE SECURED.



FOR MANY YEARS FUEL TRUCKS HAVE BEEN LEFT UNLOCKED SO THEY COULD BE MOVED QUICKLY IN CASE OF FIRE.

THE INCREASE IN PHYSICAL SECURITY CONCERNS SINCE 9/11 HAS SOME PEOPLE TRYING TO FIND A REGULATION THAT SUPPORTS LEAVING FUEL TANKERS UNLOCKED. HERE'S THE ANSWER...

Dear MSG Half-Mast,

We used to leave all refueling vehicles and fuel tankers steering wheels unsecured for safety. In case of fire, we could quickly move the vehicles out of danger without the delay of getting a key. Recently we were told to secure all fuel tankers in the motor pool because there wasn't a regulation or policy that exempted them from security requirements. I need to know if there is a regulation or policy that can provide the proper guidance.

SSG A.W.

Dear Sergeant A.W.:

The answer isn't easy to find. It's not in safety, security, maintenance, or hazardous waste/environmental publications. It turns out to be a military police regulation. AR 190-51, Military Police, Security of Unclassified Army Property (Sensitive and Nonsensitive), requires vehicles to be secured with a locking mechanism. However, Para 3-5e. (2)(g) also provides an exception for fuel tanker vehicles at the discretion of the installation commander.

The regulation is available online at the Army Publishing Directorate's website:

[http://www.army.mil/usapa/epubs/190\\_Series\\_Collection\\_1.html](http://www.army.mil/usapa/epubs/190_Series_Collection_1.html)

Half-Mast



THE KEY TO THE COMPETING SAFETY AND SECURITY CONCERNS IS A RISK ASSESSMENT.

THE INSTALLATION COMMANDER MUST WEIGH THE RISKS AND DECIDE IN FAVOR OF WHAT SEEMS TO BE THE MOST LIKELY RISK.