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AFZF-CG

25 November 2014

COMMANDING GENERAL'S POLICY LETTER # 5

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: III Corps Command Accident Prevention and Motorcycle Safety Program

1. REFERENCES:

a. Department of Defense Instruction 6055.04, DoD Traffic Safety Program, 20 April 2009 with change 2.

b. AR 385-10, The Army Safety Program, 27 November 2013.

2. APPLICABILITY. This policy applies at all times and in all locations to all service members assigned to, attached to, or performing duties in units or activities assigned, attached, stationed, based, or otherwise located on the Fort Hood military reservation. This includes, but is not limited to, units and service members conducting maneuvers, training, maintenance, or other duties on the Fort Hood military reservation. It also applies to all service members present within the limits of the Fort Hood military reservation. All service members assigned to, attached to, or performing duties in units or activities over whom Commander, III Corps and Fort Hood, exercises Senior Commander (SC) authority are also subject to this policy.

3. ACCIDENT PREVENTION POLICY.

a. General.

(1) Risk Management (RM) and accident prevention are the cornerstones of all III Corps operations. These are critical – at all times and at all levels. Leaders are responsible for the safety of personnel and equipment in their care. First line leaders are the key to enforcing standards and discipline, and preventing accidents. All individuals, however, share the responsibility for managing risks and upholding safety standards on and off duty.

(a) Recent statistics reflect that the Army's on-duty accident rates have gone down, but accidents continue to degrade mission accomplishment. Off-duty accidents also continue to lower unit readiness.

(b) In order to reduce the number of accidents both on and off duty, leaders at every level must use RM principles and ensure that they become part of all activities. Active leadership consistently enforcing discipline and standards will ensure that lives are saved and service members are held accountable which are both vital if we are to successfully accomplish our combat readiness mission.

(2) To foster a robust command involvement in our accident prevention efforts, I will chair the Command Safety Council. The III Corps Safety Council is part of the III Corps Ready and Resilient Council. The III Corps Safety Office is the proponent for the Command Safety Council.

b. Concepts/Programs. Commanders at all levels will establish a clearly defined Risk Management and Accident Prevention Program in writing that outlines ground and aviation accident prevention initiatives designed to reduce accidents, enhance readiness, and improve the quality of life for our service members, Civilians, and Family members. Paragraph 4 outlines the III Corps Motorcycle Safety Program.

4. MOTORCYCLE SAFETY PROGRAM POLICY.

a. General. Motorcycle accidents continue to be a leading cause of Soldier deaths and serious injuries. Recent accident trends suggest excessive speed, reckless operation, and operator inexperience as the most common causes of these accidents. Every leader and service member must be actively involved in accident prevention, especially the prevention of motorcycle accidents. Training, leader involvement, and the enforcement of standards, will mitigate our ongoing concern over motorcycle operations. These will be supplemented with leader and service member mentorship, and the integration of RM.

b. Concept of Operations. Reducing the number of motorcycle accidents requires the dedicated support of every commander, leader, and service member. This policy includes mandatory training, mentorship, and the reinforcement of a service member's personal responsibility to keep safe.

(1) Mandatory Training. Motorcycle training consists of the Basic Rider Course (BRC), Experienced Rider Course (ERC)/Basic Rider Course 2 (BRC2), Military Sport Bike Rider Course (MSRC), Motorcycle Refresher Training (MRT), and sustainment training. All active duty military personnel who intend to operate a motorcycle on or off the installation will successfully complete the Motorcycle Safety Foundation approved motorcycle rider safety course(s). All operators of government owned motorcycles must also attend and successfully complete required motorcycle safety training. All other motorcycle operators must be properly licensed to operate a motorcycle on the

installation. All training except MRT can be scheduled through the Defense Training Management System (DTMS), Army's IMCOM Registration System (AIRS) or supporting garrison safety office. All military motorcycle riders will complete the progressive training described in the following paragraphs. Commanders or 1SGs, with the recommendation of the unit Motorcycle Safety Program Coordinator (MSPC), will determine when the service member is ready for progression. Unit commanders have the responsibility for tracking motorcycle operators and the successful completion of required training.

(a) BRC. The BRC is the initial training for all motorcycle riders which provides basic motorcycle skills and prepares them for licensing procedures. Since the BRC is conducted on smaller, government furnished motorcycles, the unit MSPC will conduct a check-ride to ensure the service member can handle his/her personal motorcycle. The MSPC will also conduct a check-ride when a service member purchases a different motorcycle. Three-wheeled and off-road motorcycle operators are only required to complete the BRC.

(b) ERC/BRC2. This is an eight-hour training course intended for graduating BRC students. ERC/BRC2 is required for service members operating all motorcycles other than "Sport-Touring or Sport Bikes". It is recommended that new riders be given approximately 60 days after the BRC or possession of a motorcycle to gain experience before taking the ERC/BRC2. The unit MSPC will monitor the service member's progression and ensure the motorcycle operator is prepared for the ERC/BRC2 and training is completed within 12 months following the BRC or acquiring a motorcycle.

(c) MSRC. This is an eight-hour training course specially designed for "Sport" and "Sport-Touring" motorcycles. In order to obtain the skill set necessary to operate a high-performance sport bike, all military "Sport" and "Sport Touring" motorcycle riders will complete the MSRC at the direction of the MSPC/commander, but not later than 12 months after completing the BRC.

(d) MRT. All redeployed (six months and greater deployments) military motorcycle riders will attend the MRT or the next uncompleted phase of training (as determined by the commander with the recommendation of the unit MSPC) prior to operating a motorcycle. The service member is authorized to ride their motorcycle to the training site. This training will be conducted by the unit MSPC. Training materials can be obtained from the III Corps Safety Office.

(e) Remedial Training for Motorcycle Operators. Commanders/leaders will provide an after action review (AAR) within seven days of any motorcycle accident, regardless of the severity of the accident. The AAR will be briefed to the first O-6 in the

chain of command. The commander and unit chain of command will determine if the motorcycle operator will be required to attend the ERC/BRC2 for remedial training. Any service member experiencing a motorcycle accident will not operate a motorcycle until the first O-5 in the chain of command has interviewed the service member, reviewed the service member's abilities, and approved the service member for continued motorcycle operations subsequent to a MSPC-led check ride IAW paragraph 4b(2)(b).

(f) Sustainment Training for Motorcycle Operators. Motorcycle operators will complete sustainment training every five (5) years. Sustainment training shall mirror the type of motorcycle used (ERC/BRC2 for non-sport bike or MSRC for sport bike).

(2) Commanders/Leaders Responsibilities.

(a) Brief all service members on motorcycle safety requirements. Identify service members with motorcycle licenses or planning to obtain a motorcycle license and ensure face-to-face counseling (to include a brief on this policy) between first-line supervisors and service members. Service members must be identified by type of motorcycle and assigned to the appropriate MSPC. Enforce motorcycle training requirements outlined in paragraph 4b(1). Service members shall execute a written motorcycle safety contract with their commander (sample at Encl 1). Support and promote unit level motorcycle safety activities within regulatory limits.

(b) Establish unit motorcycle safety programs at MSC, brigade and battalion levels. Commanders will interview, approve and appoint on orders their MSPC (both standard/cruiser and sport/sport touring motorcycles) to coach unit motorcycle licensed and potential operators. Each program will have a senior MSPC to administer the program. Company sized organizations are encouraged to establish motorcycle safety programs. Unit MSPC will:

- Be an experienced (five years or more on the appropriate motorcycle type) and current motorcycle rider in good standing. MSPC should be a knowledgeable and proactive leader (SGT or higher).

- Complete the BRC and ERC/BRC2. Sport bike MSPC will complete the MSRC.

- Act as a conduit of information to service members for motorcycle safety education and awareness.

- Set the standard for responsible motorcycle riding.

- Advise service members on motorcycle licensing, purchasing, riding and maintaining motorcycles.

- Monitor and evaluate service members' skill development and recommend appropriate training. Ensure service members successfully complete appropriate training.

- Track and inform the commander of service members' riding progress and completed training.

- Organize and promote activities to enhance motorcycle safety by unit affiliation or riding events.

- Promote command objectives related to motorcycle safety.

- Conduct individual check rides. MSPCs will perform individual motorcycle operator check rides to assess the service member's skills and monitor progression. The first check ride will be conducted once the service member completes the BRC, completes applicable licensing requirements, and obtains a motorcycle. Additional check rides will be performed to determine the service member's skill level to attend ERC/BRC2 and MSRC. Check rides will be conducted each time the service member changes motorcycles. Unit MSPCs can conduct additional check rides as needed. A check ride check list is at Enclosure 2. The MSPC to rider ratio during check rides will not exceed 1 to 2. MSPCs will consider the rider(s) experience level when developing routes. The check ride will cover a minimum of 30 miles.

- Plan and conduct unit motorcycle safety rides. Unit rides will be conducted semi-annually. Unit MSPCs will ensure riders have the appropriate skills to participate in unit rides. Service member participation in unit motorcycle safety rides is NOT mandatory.

- Conduct MRT as required for redeploying service members IAW paragraph 4b(1)(b).

(c) Support and promote unit level motorcycle safety activities within regulatory limits.

(d) Promote activities that reinforce positive training and safe riding.

(3) Unit Mentorship Programs. Commanders are encouraged to support and foster unit motorcycle mentorship programs. Unit motorcycle mentorship programs are

voluntary motorcycle clubs where less experienced riders and seasoned riders can create a supportive environment of responsible motorcycle riding and fellowship. Such an environment can create positive conduct and behavior and serve as a force multiplier that supports the III Corps motorcycle safety program. Solder participation in unit motorcycle mentorship programs is encouraged. Additionally information on motorcycle mentorship programs is located on the Army Combat Readiness/Safety Center website: https://safety/army.mil/.

(4) Individual Responsibilities.

(a) Identify themselves to their chain of command at the time of assignment to the unit, or when planning to purchase a motorcycle.

(b) Seek out mentorship from skilled, responsible, and positive riders. **Demonstrate self-discipline and defensive driving when operating a motorcycle. Recognize the inherently dangerous nature of motorcycle operation and do not join or participate in activities that contribute to high risk behavior.**

(c) Comply with installation, local, state, and Army motorcycle training, licensing and operating requirements. The Motorcycle Safety Foundation card issued as proof of course completion shall be carried at all times while operating a motorcycle.

(d) Use risk management in purchasing, riding, and maintaining motorcycles.

(e) Properly maintain and wear the appropriate Personnel Protective Equipment (PPE) for both on and off post riding. Operators must ensure that passengers comply with these PPE requirements while riding on Fort Hood. Anyone operating or riding as a passenger on a motorcycle on military installations must wear the required PPE. Minimum required PPE consists of:

- A Department of Transportation Federal Motor Vehicle Safety Standard No. 218 or Snell Standard M2005 approved motorcycle helmet properly fastened under the chin.

- Full fingered leather or other abrasion-resistant material gloves or mittens designed for use on a motorcycle.

- Long sleeved shirt/jacket and long trousers. Outer clothing constructed of abrasion-resistant material such as leather, Kevlar®, or Cordura® and containing impact-absorbing padding is strongly encouraged. Riders and passengers are

III Corps Motorcycle Operator's Contract

I understand that I am a service member 24 hours a day and the following actions are required for me to operate a motorcycle on- or off-post:

- ✓ I must complete the required motorcycle safety courses.
- ✓ My personal protective equipment (PPE) will consist of a Dept. of Transportation (DOT) approved helmet (properly fastened under the chin), approved eye protection (American National Standards Institute Standard Z87.1-2003 or greater), full-fingered gloves or mittens designed for use on a motorcycle, a long sleeve shirt or jacket, long pants, and boots or sturdy over the ankle shoes.
- ✓ PPE also applies to any passenger.
- ✓ No matter what the state law is, I will always wear a DOT approved helmet and all PPE.
- ✓ I will report any motorcycle accident I experience.

I understand that failure to comply with Army regulations could result in my loss of motorcycle driving privileges. If I am involved in a motorcycle accident and I have violated any of the military regulations governing motorcycles, I could be held liable for all medical costs that I incur. Additionally, if I violate any of the requirements and sustain fatal injuries, my survivors could be denied military benefits.

I will always operate my motorcycle in a safe and disciplined manner.

Make_____ Model_____ Year_____ Engine (cc displacement)_____

I am associated with the following motorcycle organization(s) :

Name of organization_____

Address of organization_____

At any time I purchase a different (or additional) motorcycle or become associated with a motorcycle organization, I will update this contract with my chain of command (within 72 hours).

I understand that motorcycle organization rules on operating a motorcycle or wear of PPE do not take precedence over Army and III Corps policies or regulations. Additionally, motorcycle organization rules do not relieve me from personal responsibility to operate a motorcycle safely and not to engage in dangerous activities on a motorcycle, both on or off post.

_____Date_____
Operator Signature

_____Date_____
1SG Signature

_____Date_____
Commander Signature

Enclosure 1

CHECKRIDE CHECKLIST

CHECK RIDE: AFTER BRC/ BEFORE/AFTER ERC/BRC2 and MSRC/Newly Assigned

RANK / NAME	DATE	MOTORCYCLE: Make/Model/Engine Size

ADMIN CHECK: INSURANCE / MSF CARD / REGISTRATION / DRIVERS LICENSE

PRERIDE INSPECTION: T-CLOCS PASS / FAIL

PPE: DOT HELMET / BOOTS / EYE PROTECTION / LONG SLEEVE SHIRT or JACKET / LONG PANTS / GLOVES

Date of Last CheckRide:

	NEEDS MAJOR IMPROVEMENT	NEEDS MINOR IMPROVEMENT	PASS
ACCLERATION			
SHIFTING GEARS			
STOPPING			
CURVES			
CHANGING LANES			
AVOIDING OBSTACLES			
HAND AND ARM SIGNALS			
TURN SIGNALS			
RIGHT HAND TURN			
LEFT HAND TURN			
CLUTCH AND THROTTLE CONTROL			

NOTES: _____

_____

_____

_____

PASS / FAIL

SIGNATURE: _____
Unit Motorcycle Safety Program Coordinator

Enclosure 2

encouraged to select protective clothing that incorporates bright colors and/or fluorescent colors and retro-reflective material.

- Foot protection that provides sturdy over-the-ankle protection for the feet and ankles.

- Eye protection designed to meet or exceed American National Standards Institute Standard Z87.1-2003 for impact or shatter resistant goggles, wrap around glasses or full face shield attached to the helmet. Windshields, eyeglasses, and fairing do not meet this requirement. Protective eyewear issued for combat (i.e., RFI) will meet this requirement. The goggles may be darkened for daylight use; however, they must be clear during the hours of darkness or adverse weather conditions.

(f) Report their involvement in any motorcycle accident to unit leadership.

(g) Support installation and unit motorcycle safety initiatives.

5. The number of service member motorcycle riders continues to increase. Our current concerns over motorcycle operation will require the personal involvement of leaders at all levels and the personal discipline of motorcycle operators. Across III Corps we must foster an environment for safe motorcycle operation. Together, we can keep our service members safe.

6. PUNITIVE ORDER. Service members who fail to comply with the requirements of the III Corps Motorcycle Safety Policy are subject to adverse administrative action and/or punishment under the Uniform Code of Military Justice (UCMJ).

7. EXPIRATION. This III Corps Command Policy Memorandum supersedes III Corps Policy # 11, SAFETY-01, 11 April 2013, subject: III Corps Command Accident Prevention and Motorcycle Safety Program, and will remain in effect until superseded or rescinded.

SEAN B. MacFARLAND
LTG, U.S. Army
Commanding

2 Encls
1. III Corps Motorcycle Operator's Contact
2. Checkride Checklist

DISTRIBUTION:
IAW FH Form 1853: A