



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
HEADQUARTERS, III CORPS AND FORT HOOD
1001 761ST TANK BATTALION AVENUE
FORT HOOD, TEXAS 76544-5000

**COMMANDING GENERAL'S
POLICY LETTER #11
SAFETY-01**

AFZF-SAFE

11 APR 2013

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 1.
- b. AR 385-10, The Army Safety Program, 23 August 2007 with Rapid Action Revision (RAR) dated 4 October 2011.
- c. Vice Chief of Staff of the Army memorandum, 21 January 2011, subject: Motorcycle Mentorship Program – Ride Smart Ride Safe, Team Up!
- d. FORSCOM Commander memorandum, 14 May 2010, subject: Motorcycle Safety.
- e. FORSCOM Commander memorandum, 23 February 2011, subject: Motorcycle Mentorship Program.

2. APPLICABILITY. This policy applies to all personnel assigned to, attached to, or under the operational control of III Corps and Fort Hood.

3. ACCIDENT PREVENTION POLICY.

a. General.

(1) Composite Risk Management (CRM) 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.

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(b) In order to reduce the number of accidents both on and off duty, leaders at every level must use CRM principles and ensure that they become part of all activities. Active leadership consistently enforcing discipline and standards will ensure that lives are saved and Soldiers are held accountable which are both vital if we are to support joint operations around the world successfully.

(2) To ensure command involvement in our accident prevention efforts, I will chair the III Corps Command Safety Council, part of the III Corps and Fort Hood Health Promotion Council. Commands and organizations not located on Fort Hood will participate and conduct their own local quarterly safety councils. 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 Command Risk Management and Accident Prevention Program in writing that outlines ground and/or aviation accident prevention initiatives designed to reduce accidents, enhance readiness, and improve the well-being of our Soldiers, 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 trends show excessive speed, reckless operation, and operator inexperience as the most common causes of these accidents. Every leader and Soldier 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 Soldier mentorship, and the integration of CRM.

b. Concept of Operations. Reducing the number of motorcycle accidents requires dedicated support from every commander, leader, and Soldier. This policy includes training, mentorship, and the reinforcement of Soldiers' 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 post must be properly licensed and will successfully complete motorcycle rider safety course(s) approved by the Motorcycle Safety Foundation. All operators of government owned motorcycles additionally must attend and successfully complete required

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motorcycle safety training. A Motorcycle Training Sequence chart for military members is enclosed (Encl 1) and all training except MRT can be scheduled through the Defense Training Management System (DTMS). All military motorcycle riders will complete the training program described in the following paragraphs. Commanders or 1SGs, with the recommendation of the unit Motorcycle Safety Program Coordinator (MSPC), will determine when the Soldier is ready for progression.

(a) BRC. The Basic Rider Course is the initial training for all motorcycle riders and provides basic motorcycle skills to prepare them to receive a license. Riders who have passed the BRC and received a state license will be allowed to register their motorcycle for up to 180 days on the installation. The BRC is conducted on smaller, government owned motorcycles so the unit MSPC will conduct a check-ride to ensure the Soldier can handle his/her personal motorcycle. The MSPC will also conduct a check-ride any time a Soldier obtains a different motorcycle. Three-wheeled and off-road motorcycle operators are required only to complete the BRC.

(b) ERC/BRC2. Successful completion of the Experienced Rider Course (ERC)/Basic Rider Course 2 allows a rider to obtain long term installation motorcycle registration and access. New riders should be given approximately 60 days after completing the BRC or obtaining a motorcycle to gain experience before enrolling in the ERC/BRC2. The unit MSPC will monitor the Soldier's progression and ensure the motorcycle operator is prepared for the ERC/BRC2 and has completed training within 180 days following the BRC or obtaining a motorcycle.

(c) MSRC. Motorcycle manufacturers label models as "Sport" and "Sport Touring" motorcycles. In order to obtain the skills 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, and no later than one year after completing the BRC. Unit commanders have the responsibility for tracking sport bike riders and the successful completion of this policy.

(d) MRT. After each deployment lasting six months or more, redeploying military motorcycle riders will attend the MRT or the next uncompleted training course prior to operating a motorcycle. Commanders will be responsible for making this determination with the recommendation of the unit MSPC. Soldiers are authorized to ride their motorcycles 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, no matter how minor. The AAR will be briefed to the first General Officer (GO) in the chain

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of command. The commander and DCG will determine if the motorcycle operator will be required to attend the ERC/BRC2 for remedial training. Any Soldier who has had a motorcycle accident will not operate a motorcycle until the first O-6 in the chain of command has interviewed the Soldier, reviewed the Soldier's abilities, and approved the Soldier to resume riding. An MSPC-led check ride must occur before the Soldier resumes riding IAW paragraph 4b(2)(b).

(f) Sustainment Training for Motorcycle Operators. Motorcycle operators will complete sustainment training every three years. Sustainment training shall be tailored to the type of motorcycle used (ERC/BRC2 for cruiser or MSRC for sport bike).

(2) Commanders/Leaders Responsibilities.

(a) Identify Soldiers 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 Soldiers. Soldiers must be identified by the type of motorcycle they operate and will be assigned to the appropriate MSPC. Enforce the training requirements outlined in paragraph 4b(1). Soldiers shall enter into a written motorcycle safety contract with their commander (sample at Encl 2). Support and promote unit level motorcycle safety activities within appropriate limits.

(b) Establish unit motorcycle safety programs at MSC, brigade, and battalion levels. Commanders will interview, approve, and put on orders MSPCs for both standard/cruiser and sport/sport-touring motorcycles. These MSPCs will coach unit motorcycle licensed and potential operators. Each unit program also will have a senior MSPC to administer the program. Though not required, individual companies are encouraged to establish motorcycle safety programs. Unit MSPCs will:

- Be experienced (five years or more on the appropriate motorcycle type) and current motorcycle riders in good standing. MSPCs should be knowledgeable and proactive leaders (SGT or higher).

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

- Act as POCs to Soldiers for motorcycle safety education and awareness.

- Set the standard for responsible motorcycle riding.

- Advise Soldiers on motorcycle licensing, purchasing, riding and maintenance.

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- Monitor and evaluate Soldiers' development and recommend appropriate training. Ensure Soldiers successfully complete appropriate training.

- Track and inform the commander of Soldiers' 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 Soldiers' skills and monitor progression. The first check ride will be conducted once a Soldier completes the BRC and obtains a motorcycle. Additional check rides will be performed to determine if the Soldier is ready to attend ERC/BRC2 and MSRC. Check rides will be conducted each time the Soldier changes motorcycles and at any other time the unit MSPC sees fit. A check ride check list is at Enclosure 3. The rider to MSPC ratio during check rides will not exceed 2 to 1. MSPCs will consider the experience level of all riders when developing check ride routes, and check rides will be no less than 30 miles.

- Plan and conduct unit motorcycle safety rides quarterly. Rides can be conducted at unit, battalion, brigade, division, or Corps level. Unit MSPCs will ensure riders have the appropriate skills to participate in unit rides. Soldier participation in unit motorcycle safety rides is NOT mandatory.

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

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

(d) Promote activities that reinforce safe riding.

(3) Unit Mentorship Programs. Commanders are encouraged to support their unit motorcycle mentorship programs. Unit motorcycle mentorship programs are voluntary motorcycle clubs where less experienced riders are paired with seasoned riders to learn responsible motorcycle operation and to have fun. Soldier participation in unit motorcycle mentorship programs is encouraged. Additional information on motorcycle mentorship programs can be found on the Army Combat Readiness/Safety Center website: <https://safety/army.mil/>.

(4) Individual Soldier Responsibilities.

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

(b) Find a mentor who is a skilled, responsible, and positive motorcycle rider.
Demonstrate self discipline and defensive driving when operating a motorcycle.
Recognize that motorcycle operation is inherently dangerous and do not participate in high risk behavior while riding.

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

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

(e) Properly maintain and wear the required Personnel Protective Equipment (PPE) for both on and off post riding. Anyone operating or riding as a passenger on a motorcycle on any military installation must wear the required PPE. Operators must ensure that passengers wear PPE while riding on Fort Hood. The required PPE consists of:

- A motorcycle helmet properly fastened under the chin. All helmets must be in accordance with either Department of Transportation Federal Motor Vehicle Safety Standard No. 218 or Snell Standard M2005.

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

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

- Sturdy over-the-ankle protection for the feet and ankles.

- Eye protection that meets or exceeds American National Standards Institute Standard Z87.1-2003 for impact, Shatter resistant goggles, wrap around glasses, and full face shield attached to the helmet also are acceptable. Protective eyewear issued for combat (i.e., RFI) will meet this requirement but windshields,

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eyeglasses, and fairing are inadequate. Goggles may be darkened for daylight use, but they must be clear during the hours of darkness or in adverse weather conditions.

- Service members assigned to Fort Hood will wear a fluorescent and reflective vest, jacket, or upper outer garment at all times when operating a motorcycle or riding as a passenger on a motorcycle. This requirement applies both on and off post, regardless of local civilian laws. Civilian employees (to include contractors), family members, and retirees will wear a fluorescent and reflective vest, jacket, or upper outer garment at all times when operating a motorcycle or riding as a passenger while on Fort Hood and are highly encouraged to wear such equipment off post. All others are highly encouraged to wear a fluorescent and reflective vest, jacket, or upper outer garment at all times when operating a motorcycle or riding as a passenger while on Fort Hood. All motorcycle operators and passengers must ensure that their outer garments are properly secured, clearly visible, and not covered. The lightweight mesh physical training vest is not authorized to wear as PPE; however, it can be used to cover a backpack if it is secured.

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

(g) Support installation and unit motorcycle safety initiatives.

5. The number of Soldier 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 Soldiers safe.

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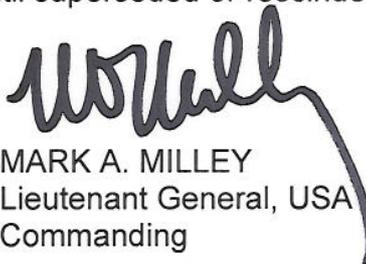
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6. PUNITIVE ORDER. This policy is punitive and is intended to be a lawful general order and regulation within the meaning of Article 92, UCMJ, and 18 USC 1382. Violations of this policy may result in punitive action under the UCMJ, adverse administrative action, or both.

7. EXPIRATION. This III Corps Command Policy Memorandum supersedes III Corps Policy, SAFETY-01, dated 04 August 2011, subject: III Corps Command Risk Management and Accident Prevention Program, and III Corps Policy, SAFETY-02, dated 07 May 2012, subject: III Corps and Fort Hood Command Motorcycle Safety Program. This policy will remain in effect until superseded or rescinded.

3 Enclosures

1. Motorcycle Training Sequence
2. III Corps Motorcycle Operator's Contract
3. Checkride Checklist



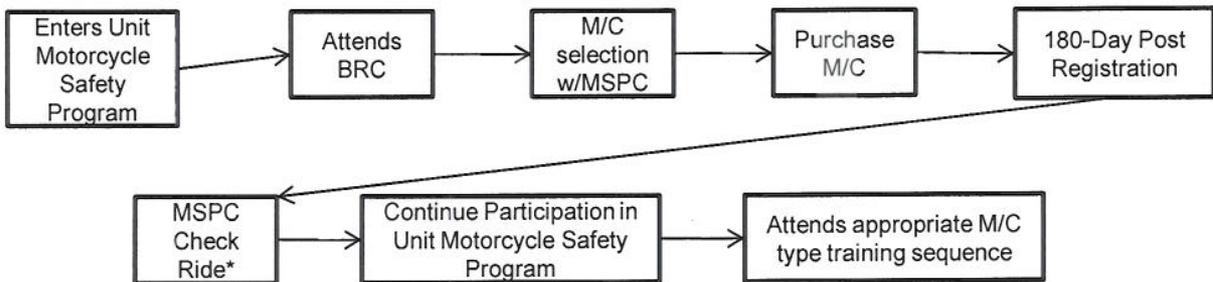
MARK A. MILLEY
Lieutenant General, USA
Commanding

DISTRIBUTION:

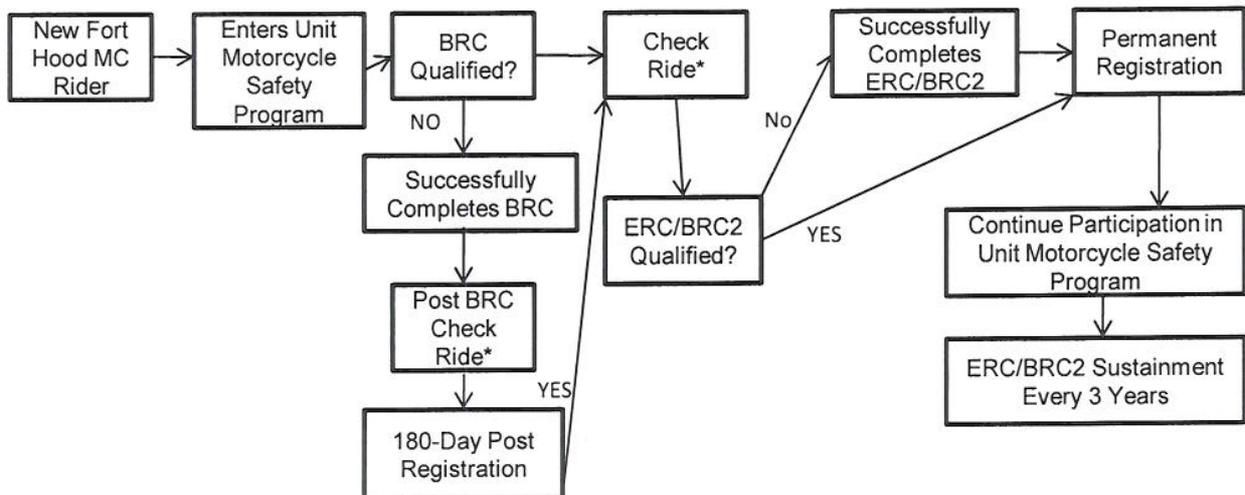
IAW FH Form 1853: A

Motorcycle Training Sequence

Prospective/New Riders



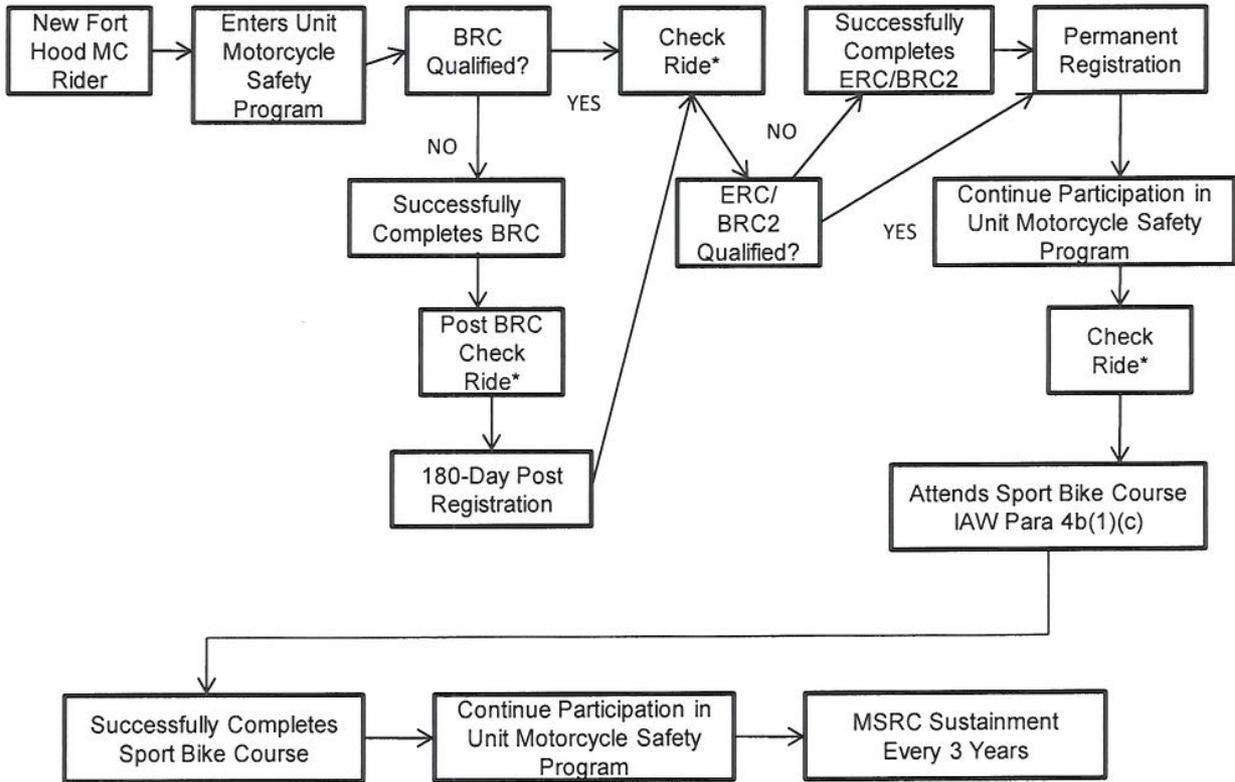
Cruiser Riders



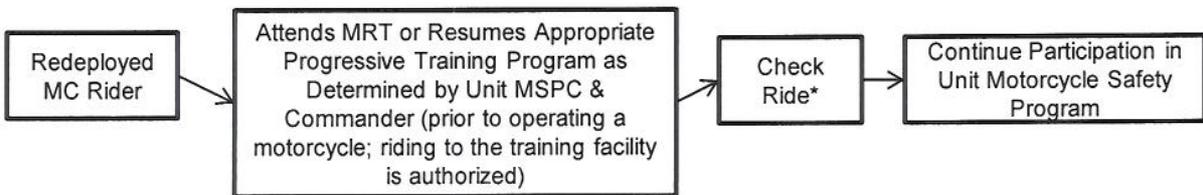
*Check ride to evaluate rider skill level IAW para 4b(2)(b)

Motorcycle Training Sequence

Sport/Sport Touring Riders



Redeployed Riders



*Check ride to evaluate rider skill level IAW para 4b(2)(b)

III Corps Motorcycle Operator's Contract

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

- ✓ I must register my motorcycle with the installation Provost Marshal.
- ✓ 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, boots or sturdy over the ankle shoes, and a fluorescent and reflective vest, jacket, or upper outer garment.
- ✓ PPE also applies to any passenger.
- ✓ No matter what the state law is, I will always wear a DOT approved helmet.
- ✓ 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 or III Corps and Fort Hood 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.

Operator Signature Date _____

1SG Signature Date _____

Commander Signature Date _____

Enclosure 2

CHECKRIDE CHECKLIST

CHECK RIDE: AFTER BRC BEFORE ERC/BRC2 and MSRC Other

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 / LONG PANTS / GLOVES / FLUORESCENT REFLECTIVE VEST, JACKET, OR UPPER OUTER GARMENT

	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