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

REPLY TO
ATTENTION OF

AFZF-SAFE

COMMAND POLICY LETTER
SAFETY-02

DEC 0 7 2011

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: III Corps and Fort Hood Command 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. PURPOSE. To establish the III Corps and Fort Hood Command Motorcycle Safety Program to promote and foster an environment of safe motorcycle usage both on and off duty.

4. POLICY.

a. General. Motorcycle accidents continue to be a leading cause of Soldier fatalities and serious injuries. Recent accident trends suggest excessive speed, reckless operation and operator inexperience as the most common reasons. Every leader and Soldier must be committed to and actively involved in accident prevention, especially the prevention of motorcycle accidents. Training, leader involvement, enforcement of standards, leader and Soldier mentorship, along with the integration of composite risk management, will mitigate our ongoing concern over motorcycle operation.

b. Concept of Operations. Reducing the number of motorcycle accidents requires the dedicated support of every commander, leader, and Soldier. This policy includes mandatory training, leader mentorship, and the reinforcement of a Soldier'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 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. A Motorcycle Training Sequence chart for military members is enclosed (Encl 1) and training can be scheduled through the installation Army Traffic Safety Training Program (ATSTP) website at https://apps.imcom.army.mil/airs/ (Region=West; Garrison = Fort Hood; Courses = (applicable course). All military motorcycle riders will complete the progressive training described in the following paragraphs. Commanders or 1SGs, with the recommendation of the unit mentor, will determine when the Soldier is ready for progression.

(a) BRC. The BRC is the initial training for all motorcycle riders which provides basic motorcycle skills and prepares them for licensing procedures. A state licensed motorcycle operator who has passed the BRC is then permitted to register their motorcycle for up to 180 days on the installation. Since the BRC is conducted on smaller, government furnished motorcycles, the unit mentor will conduct a check-ride to ensure the Soldier can handle his/her personal motorcycle. The mentor will also conduct a check-ride when a Soldier purchases a different motorcycle. Three-wheeled and off-road motorcycle operators are only required to complete the BRC.

(b) ERC/BRC2. Successful completion of the ERC/BRC2 will permit a rider to obtain long term installation motorcycle registration and access. 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 motorcycle mentor will monitor the Soldier's progression and ensure the motorcycle operator is prepared for the ERC/BRC2 and training is completed within 180 days following the BRC or acquiring a motorcycle.

(c) MSRC. Motorcycle manufacturers categorize specific models as "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 unit mentor/commander, but not later than one year after completing the BRC. Unit commanders have the responsibility for tracking sport bike riders and the successful completion of this command directive.

(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 mentor) prior to operating a motorcycle. The Soldier is authorized to ride their motorcycle to the training site. This training can be conducted by the ATSTP contractor or the appointed unit mentor. 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 Corps Deputy Commanding General (DCG) that the unit is aligned with for Terms of Reference. The commander and DCG will determine if the motorcycle operator will be required to attend the ERC/BRC2 for remedial training.

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

(2) Commanders/Leaders Mentorship.

(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 type of motorcycle and assigned to the appropriate mentor. Enforce motorcycle training requirements outlined in paragraph 4b(1). Soldiers shall execute a written motorcycle safety contract with their commander (sample at Encl 2). Support and promote unit level motorcycle safety activities within regulatory limits.

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

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

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

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

- Set the standard for responsible motorcycle riding.

- Mentor Soldiers in motorcycle licensing, purchasing, riding and maintaining motorcycles.

- Monitor and evaluate Soldiers' skill 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. Mentors will perform individual motorcycle operator check rides to assess the Soldier's skills and monitor progression. The first check ride will be conducted once the Soldier completes the BRC and obtains a motorcycle. Additional check rides will be performed to determine the Soldier's skill level to attend ERC/BRC2 and MSRC. Check rides will be conducted each time the Soldier changes motorcycles. Mentors can conduct additional check rides as needed. A check ride check list is at Enclosure 3. The mentor to rider ratio during check rides will not exceed 1 to 2. Mentors will consider the rider(s) experience level when developing routes. The check ride should cover a minimum of 30 miles.

- Plan and conduct mentorship rides. Mentorship rides will be conducted quarterly. Rides can be conducted at unit, battalion, brigade, division, or Corps level. Mentors will ensure riders have the appropriate skills to participate in mentorship rides.

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

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

(e) Commanders will brief their motorcycle mentorship program as part of their Mission Training Brief (MTB).

(3) 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 composite 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.

- 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.

- 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, on and off post, regardless of local civilian requirements. 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 on a motorcycle while on Fort Hood and are highly encouraged to wear such equipment off Fort Hood. 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 on a motorcycle while on Fort Hood. All motorcycle operators and passengers must ensure outer garments are properly secured, clearly visible, and not covered. The light-weight mesh physical training vest is not authorized to wear as a fluorescent and reflective vest on a motorcycle; however, they can be used to cover a backpack (must be secured).

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

6. PUNITIVE ORDER. Soldiers who fail to comply with the requirements of this 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, SAFETY-02, 29 Jul 2011, subject: III Corps and Fort Hood Command Motorcycle Safety Program, and will remain in effect until superseded or rescinded.

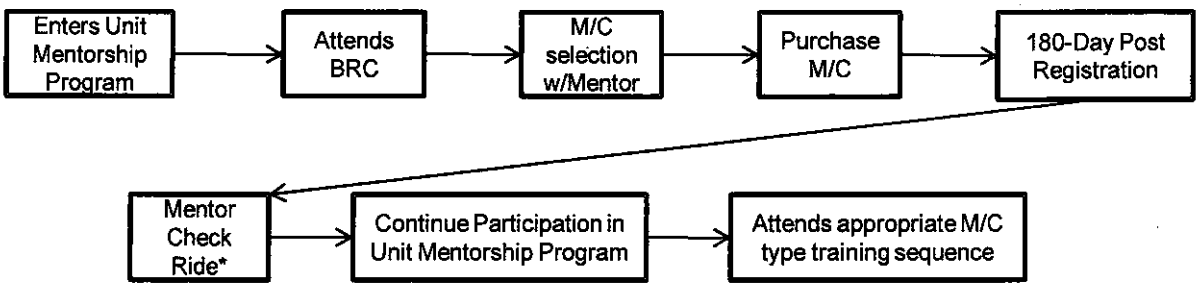
DONALD M. CAMPBELL, JR.
Lieutenant General, USA
Commanding

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

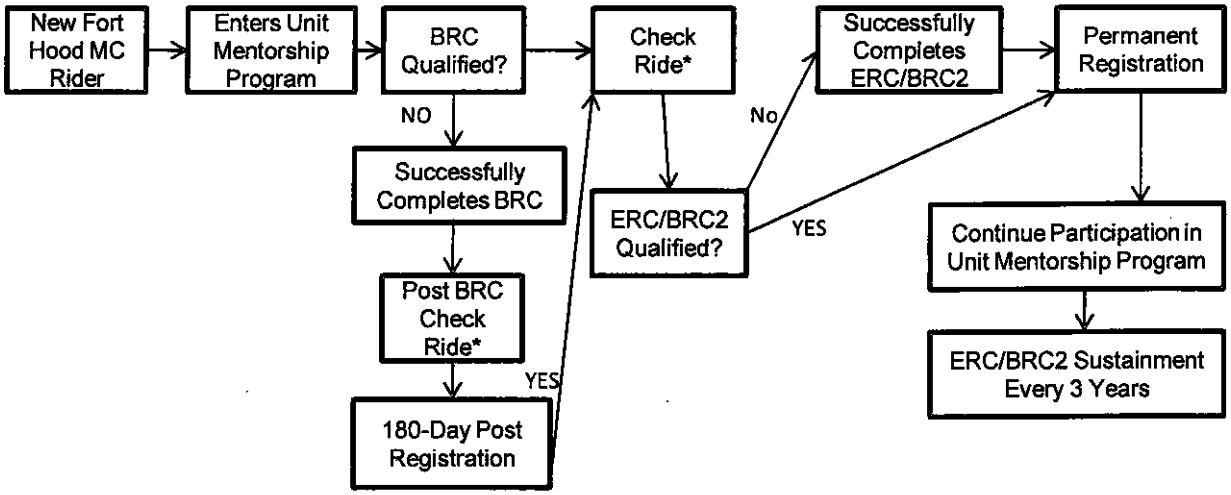
DISTRIBUTION:
IAW FH Form 1853: A

Motorcycle Training Sequence

Prospective/New Riders



Cruiser Riders

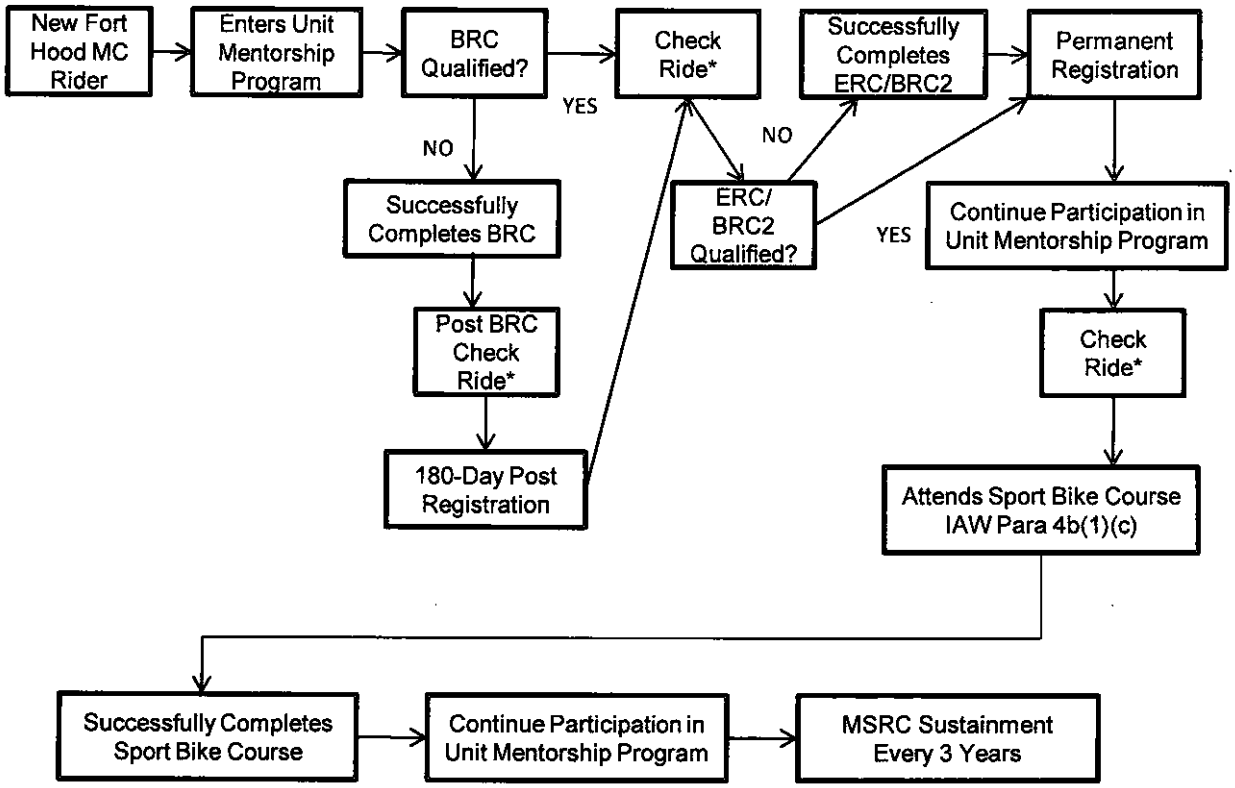


*Check ride to evaluate rider skill level IAW para 4a(2)(b)

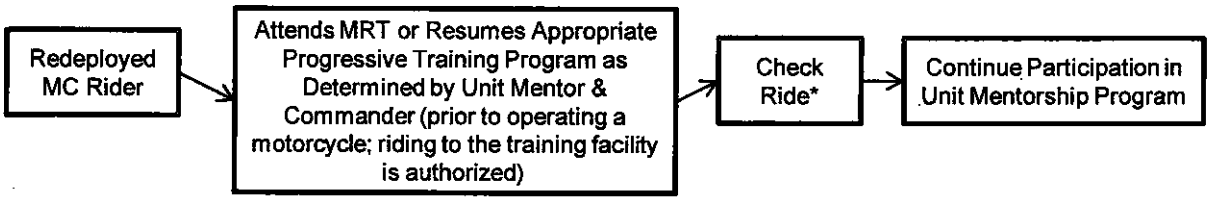
Enclosure 1

Motorcycle Training Sequence

Sport/Sport Touring Riders



Redeployed Riders



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

Enclosure 1

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.

_____Date_____
Operator Signature

_____Date_____
1SG Signature

_____Date_____
Commander Signature

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: _____

_____

_____

_____

MENTOR: PASS / FAIL **MENTOR SIGNATURE:** _____

Enclosure 3