



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
U.S. ARMY MANEUVER SUPPORT CENTER AND FORT LEONARD WOOD
320 MANSCEN LOOP STE 316
FORT LEONARD WOOD, MISSOURI 65473-8929

16 SEP 2009

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MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Command Policy 26, Motorcycle Safety Program

1. REFERENCES.

- a. TRADOC Reg 385-2, U.S. Army Training and Doctrine Command Safety Program, 19 December 2007.
- b. FLW Reg 190-5, Motor Vehicle Traffic Supervision on Fort Leonard Wood, 6 November 2006.
- c. DODI 6055.4, DoD Traffic Safety Program, 20 July 1999.
- d. AR 385-10, The Army Safety Program, 23 August 2007.

2. GENERAL.

- a. This policy establishes the U.S. Army Maneuver Support Center and Fort Leonard Wood (MANSCEN&FLW) Motorcycle Safety Program to promote and foster an environment of safe motorcycle operation on and off duty.
- b. This policy applies to all military personnel assigned to or under the operational control of MANSCEN&FLW.
- c. 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 the Fort Leonard Wood community, we must foster an environment for safe motorcycle operation. Together, we can keep our Soldiers safe.

3. POLICY AND PROCEDURES.

- a. Fact. Motorcycle accidents continue to be a leading cause of Soldier fatalities and serious injuries. Approximately 65 percent of motorcycle fatalities involve sport bikes. 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, and enforcement of standards—along with the

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integration of composite risk management—will mitigate our ongoing concerns over motorcycle operation. This policy is punitive in nature and subject to the Uniform Code of Military Justice, Article 92. Failure to use required personal protective equipment (PPE) or follow the outlined regulations could affect their line of duty determinations if they have injuries sustained from misuse or non-use of the outlined requirements.

b. Concept of Operations. Reducing the number of motorcycle accidents requires the dedicated support of commanders, first-line leaders, and Soldiers. The Motorcycle Safety Program includes mandatory training, leader responsibilities, mentorship, and the reinforcement of a Soldier's personal responsibility to keep themselves safe.

(1) Mandatory Training. Mandatory motorcycle training consists of the Basic Rider Course (BRC), Experienced Rider Course (ERC), Motorcycle Sport Bike Rider Course (MSRC), and Motorcycle Refresher Training (MRT). All military assigned to or in training at Fort Leonard Wood who own a motorcycle must complete a Motorcycle Safety Foundation (MSF)-approved motorcycle rider safety course (MSF or approved equivalent course). All training is provided on the installation at no cost to the motorcycle riders. A Motorcycle Training Sequence chart is provided as appendix A, and training can be scheduled through the Army Traffic Safety Training Program (ATSTP) by calling (573) 596-0116. All military motorcycle riders will complete the progressive training described in the following paragraphs. Training already completed prior to issuance of this policy letter does not have to be repeated.

(a) BRC. The BRC, which provides basic motorcycle skills and is provided by MSF through a contractor, is the initial training for military motorcycle riders and prepares them for licensing procedures. A state-licensed or permitted motorcycle operator who has passed the BRC is then permitted to register his motorcycle for up to 180 days on the installation. This training must be completed prior to operation of a motorcycle, on or off the installation. This includes off-road motorcycles (dirt bikes).

(b) ERC. The ERC, which is provided by MSF through a contractor, will be completed by military motorcycle riders after 120 days of riding experience. Possession of a motorcycle operator's license or permit, and the successful completion of the BRC and ERC will permit the rider to obtain the installation stickers required for long-term registration and installation access. The ERC is designed to provide additional highway safety skills for experienced motorcycle riders by building on the skills taught in the BRC or gained through experience.

(c) MSRC. Motorcycle manufacturers categorize specific models as "Sport" or "Sport Touring" motorcycles. The MSRC, which is provided by MSF and Combat Readiness Center (CRC) through a contractor, will be completed by all "Sport" and "Sport-Touring" motorcycle riders/owners within the first 6 months of ownership. Those already owning such motorcycles will complete this course within the first 6 months of the effective date of this policy. Sport bikes are defined as fast, light, sleek motorcycles designed for maximum

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performance, for racing or spirited road riding. They are distinguishable by their full fairings and the rider's tipped-forward seating position <www.answers.com>. Sport-touring motorcycles combine attributes of a sport bike and a touring motorcycle. They are built for comfortable long-distance travel while maintaining a forward-leaning riding position, good handling, and high performance <www.answers.com>. Unit commanders have the responsibility for tracking sport-bike riders and the successful completion of this command directive.

(d) MRT. The MRT, which is provided by CRC through a contractor, will be attended by all motorcycle riders deployed for 6 months or longer, within 30 days of their return. The MRT is a 2-hour program consisting of 10 exercises designed to refresh Soldiers on critical skills they will have not used since they last rode their motorcycles.

(2) Additional Training. Personnel who ride off-road motorcycles must complete MSF training prior to riding their off-road motorcycles. MSF training will provide information for riding a motorcycle on the road only; therefore, TRADOC Reg 385-2 strongly suggests that personnel who ride off-road motorcycles complete additional training specifically targeted to safe off-road operation.

(3) Commander/Leader Responsibilities. Safety is a leader's responsibility, and leaders can do much to prevent motorcycle accidents. Commanders/commandants/leaders will—

(a) Identify unit motorcycle riders and ensure that face-to-face counseling is conducted between first-line supervisors and Soldiers, at the time of inprocessing for newly assigned Soldiers or as soon as possible after the purchase of a motorcycle for assigned Soldiers.

(b) Ensure that each known or potential motorcycle rider is provided, reviews, and completes the TRADOC Statement for Motorcycle Operator Responsibilities and Individual Responsibilities (see TRADOC Reg. 385-2, appendix D) at the time of inprocessing into their unit or upon purchase of a motorcycle. Discrepancies will require follow-up by leadership personnel to ensure that the documentation is completed. Documentation will be maintained by supervisory personnel, as designated by the commander, for future reference. A "potential rider" is one who has indicated that he intends to purchase, rent, lease, borrow, operate, or ride a motorcycle (as a passenger).

(c) Ensure that Soldiers who operate motorcycles understand that the same licensing, training, and PPE requirements that apply for motorcycle operation on post also apply off post, whether on or off duty, and that failure to use required PPE could constitute a UCMJ violation.

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

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- (e) Promote activities that reinforce positive training, mentorship, and riding.
 - (f) Enforce mandatory motorcycle training requirements outlined in paragraph 3b(1).
 - (g) Establish unit mentorship programs at brigade or battalion level. Select suitable unit mentors to coach unit motorcycle riders. Unit mentors will—
 - Be an experienced (5 years or more) motorcycle rider in good standing. Mentor should be mature and a leader.
 - Act as a conduit of information to Soldiers for motorcycle safety education and awareness.
 - Set the standard for responsible motorcycle riding.
 - Mentor Soldiers in purchasing, riding, and maintaining motorcycles.
 - Monitor and evaluate Soldier's skill development and recommend appropriate training. Ensure that Soldiers attend appropriate training.
 - Organize and promote activities for motorcycle safety by unit affiliation or riding events.
 - Promote command objectives related to motorcycle safety.
- (4) Individual Responsibilities.
- (a) Inform the chain of command that you are a motorcycle operator at the time of your assignment to the unit or when you are planning to purchase, rent, lease, or borrow a motorcycle or ride as a passenger on someone else's motorcycle.
 - (b) Comply with installation, local, state, and Army motorcycle training, licensing, and operating requirements.
 - (c) Use composite risk management in purchasing, riding, and maintaining motorcycles.
 - (d) Properly maintain and wear appropriate PPE. Mandatory PPE requirements for Fort Leonard Wood (according to FLW Reg 190-5, paragraph 2-7) are—
 - Department of Transportation (DOT)-approved helmet.
 - Eye protection. Proper eye protection includes shatterproof goggles or helmet face shield. A motorcycle windshield or fairing is not considered proper eye protection.
 - Full-fingered gloves.
 - Long trousers and shirt or jacket with sleeves extended below the elbow.
 - Leather boots or over the ankle shoes.

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- High visibility garments (reflective vest or belt visible both night and day from both the front and rear views).
 - During off-road operations, operators and riders must use additional PPE, such as knee and shin guards and padded, full-fingered gloves.
- (e) Understand that the same licensing, training, and PPE requirements that apply for motorcycle operation on post also apply off post, whether on or off duty.
- (f) Support installation and unit motorcycle safety initiatives.
- (g) Seek out mentorship from skilled, responsible, and experienced riders.
- (h) Demonstrate self-discipline and defensive driving when operating a motorcycle. Recognize the inherently dangerous nature of motorcycle operation and stay clear of motorcycle organizations and riders that contribute to high-risk behavior.
- (i) Ensure that passengers wear the same PPE as the operator.
- (5) Security Guards. The installation security guards will strictly enforce motorcycle registration, licensing, operator training (MSF card), and PPE standards at all entry points to the installation.

4. SUPERSESSION. This policy supersedes CP 93-08, 10 March 2009, and is effective for 2 years from the published date or until it is published in a more permanent medium, whichever is sooner.

5. PROPONENT. The proponent for this policy letter is the Maneuver Support Center Safety Office, 596-1275.



GREGG F. MARTIN
Major General, USA
Commanding

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All Schools, Brigades, Battalions,
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Appendix A
 MOTORCYCLE TRAINING SEQUENCE

Motorcycle Training Sequence

