



DEPARTMENT OF THE ARMY
HEADQUARTERS UNITED STATES ARMY MANEUVER CENTER OF EXCELLENCE
35 RIDGWAY LOOP
FORT BENNING, GEORGIA 31905-4500

Policy Memorandum 385-10-5

25 APR 2011

IMSE-BEN-SO (385)

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: MCoE Motorcycle Safety Policy and Implementation Plan

1. REFERENCES:

- a. AR 385-10, the Army Safety Program, 23 August 2007.
- b. Department of Defense Instruction 6055.4, Army Traffic Safety, 20 April 2009.
- c. TRADOC Regulation 385-2, Training and Doctrine Command Safety Program, 23 January 2009.

2. PURPOSE: This policy establishes the standards, concept, and implementation of the Maneuver Center of Excellence and Fort Benning Motorcycle Safety Program to promote and foster an environment of safe motorcycle use for military riders both on and off duty and on and off post.

3. POLICY:

a. Motorcycle accidents continue to be a leading cause of Soldier fatalities and serious injuries Army-wide. A five year analysis of Fort Benning motorcycle accidents reveal indiscipline, overconfidence, and aggressive speed as top factors in our past accident experiences. Our current concerns over motorcycle operation will require the personal involvement of Leaders at all levels. All Soldiers need to be trained on motorcycle safety awareness. Training, Leader involvement, enforcement of standards, and Leader and Soldier mentorship, along with the integration of composite risk management, will be the driving force behind the MCoE Motorcycle Safety Program. This policy applies to all military personnel assigned to or under the operational control of the MCoE and Fort Benning, GA who own and/or operate a motorcycle on or off duty and on or off post. Civilian personnel or contracted laborers that are properly licensed to ride a motorcycle will not be required to receive service-sponsored training, or to prove that they have taken other motorcycle training to operate a motorcycle on a DoD installation.

b. Concept of Operations: The MCoE and Fort Benning Motorcycle Safety Program include mandatory training, Leader mentorship, and the reinforcement of Soldier's personal responsibility to ride safely.

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(1) Mandatory Training. Mandatory motorcycle training consists of the Basic Rider Course (BRC), Experienced Rider Course (ERC), Motorcycle Sports Rider Course (MSRC), and Motorcycle Refresher Training (MRT). Training is provided at no cost to the rider. Training can be scheduled on-line at <https://airs.lmi.org>.

(a) BRC. All service member motorcycle riders must complete this course prior to operating the motorcycle on or off post. The course is 16 hours of classroom and riding. Upon completion of the course, the rider is permitted to register their motorcycle on the installation for one year. Operators will not be required to repeat BRC, when relocating to a new installation.

(b) ERC. After no more than 6-12 months or 2,000 miles of riding experience, military motorcycle riders will complete the ERC. Upon successful completion of the ERC and the motorcycle mentor's recommendation and command approval, the rider can obtain the standard four- year vehicle registration for installation access. Riders will attend the training with their Privately Owned Motorcycle. Operators will not be required to repeat ERC when relocating to a new installation, if previously taken.

(c) MSRC. All "Sport" (racing style) motorcycle riders will complete the BRC or ERC depending on experience level prior to taking the MSRC. Riders will attend the training with their Privately Owned Motorcycle.

(d) MRT. Prior to operation, all redeployed Soldiers (six months or greater deployments) and NLT 30 days after PCS/TCS into Fort Benning, motorcycle riders will complete the MRT. Riders will attend with their Privately Owned Motorcycle.

c. Commanders/Leaders:

(1) Identify all unit motorcycle riders and ensure face-to-face counseling between first-line supervisors and Soldiers who ride (Encl 4).

(2) Support and promote unit level motorcycle safety activities that reinforce positive training, mentorship, and riding within regulatory limits.

(3) Establish an incentive awards program as part of the mentorship program for accident-free riders.

(4) Establish brigade and battalion Motorcycle Mentorship Programs as part of their Safety Standard Operating Procedures. The program will be evaluated as part of the Staff Inspection Program (SIP).

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(5) Ensure all Soldiers have completed a Motorcycle Safety Foundation rider's course, operator inspection checklist (Encl 1), and have a signed motorcycle agreement on file.

(6) Mentors will be in grade E-6 or above, be an experienced rider (five years or more), and are in current good rider standing. Mentor should be a mature rider and designated on appointment orders by a Company Commander or higher.

(7) Commanders will educate all riders and non-riders on motorcycle awareness, as part of the POV/POM Prevention Program.

d. Motorcycle Mentors:

(1) Foster positive conduct and behavior of all motorcycle riders and serve as an integral part of the Commander's accident prevention program by implementing a Motorcycle Mentorship Program (MMP).

(2) Promote awareness, education, and training of all riders without regard to experience level.

(3) Mentors will ensure each rider has an individual file containing the following items:

(a) Copy of valid state driver's license and insurance.

(b) Copy of approved Motorcycle Safety Foundation card.

(c) Motorcycle Safety Inspection Checklist (updated quarterly, prior to holiday weekends and leave) (Encl 1).

(d) Signed copy of the MCoE Motorcycle Operators Agreement (Encl 2).

e. Service Member Motorcycle Riders Responsibilities:

(1) Maintain a valid state driver's license with a motorcycle endorsement to operate a motorcycle and a valid insurance card meeting state minimum insurance requirements.

(2) Complete a Department of the Army approved motorcycle safety foundation course and carry the issued Motorcycle Safety Foundation card when operating the motorcycle.

(3) Complete a National Crime Information Center (NCIC) Background Check Waiver signed with attached driving history record stamped by the Directorate of Emergency Services

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(DES). Refusing to consent to the release of the driving record history will result in denial of operating a motorcycle on the installation (Encl 3).

(4) First-time new riders will register their motorcycle for the first year, then every four years on post, as applicable. The first time the motorcycle is registered, the NCIC check must be completed.

(5) Operators and passengers must wear the following personal protective equipment (PPE) when operating a motorcycle.

(a) Any helmet that meets or exceeds the Department of Transportation (DOT) standards is acceptable; at all times the chinstraps must be fastened under the chin. Novelty helmets are unacceptable and do not meet this requirement. It is illegal to purchase "aftermarket" DOT stickers for placement on novelty helmets.

(b) Impact or shatterproof goggles, wrap-around glasses, or face shields attached to the helmet. Eyewear must meet or exceed ANSI Safety Code Z87.1 for impact and shatter resistance.

(c) Sturdy over-the-ankle footwear. The Army Combat Uniform (ACU) canvas boots are acceptable.

(d) Long-sleeved shirts, jackets, long trousers, and full-fingered gloves.

(e) During daylight hours, operators and passengers must wear reflective or brightly colored outer garments (vests, shirts, or jackets) that are clearly visible and not covered. During hours of limited visibility, operators or passengers will wear a highly reflective outer garment that is visible and not covered. If the operator or passenger wears a backpack, the rear of the backpack will be conspicuously marked with reflective material (e.g., reflective belts, vests, sewn material, etc). Reflective belts may be used in a "crossing" pattern on the rear of the backpacks; however, the reflective belt alone is not authorized to be used as a reflective outer garment for the rider.

f. Civilians, contractors, dependants, and retirees will comply with paragraph e (1) (4) (5a-e).

g. Visitors will be required to comply with paragraph e (1) (5a-e).

h. Directorate of Emergency Services:

(1) Require verification of motorcycle training, licensing, and commander approval when registering a motorcycle on the installation (Encl 4).

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(2) Enforce the provisions of this policy for Soldiers who are found to be in violation. They may be detained at the access control point and released to unit personnel. Their motorcycle may be impounded if found operating on the installation illegally.

(3) Access Control Point guards will ensure standardization and enforcement of this policy at all ACP's.

i. MCoE Safety Office will:

(1) Oversee the Army Traffic Safety Training Program contract provided by Cape Fox, who implements the training program for the Army.

(2) Per Cape Fox contract, ensure Soldiers are attending and completing the Motorcycle Safety Foundation rider's courses and assist with contractor issues.

(3) Verify and check the unit's motorcycle safety training program during the Staff Inspection Program inspections.

(4) Compile data on number of motorcycle riders and inform the Command Group during the Commanding General's Quarterly Safety Council of statistical trends and analysis or changes in rider's behaviors, leading to Soldiers accidents and fatalities on or off duty and on or off post.


4. SUPERSESSION: This policy memorandum supersedes Policy Memorandum 385-10-1; Commanding General's Motorcycle Safety Policy, 11 Feb 2009; Policy Memorandum 385-10-2; Fort Benning Motorcycle Mentorship Program Policy, 25 Mar 2009; and Commanding General's Motorcycle Safety Policy Implementation, 30 Mar 2009.

5. PROPONENT: Ms. Jill Carlson, MCoE Safety Office, 545-3268, e-mail jill.carlson@us.army.mil.

FOR THE COMMANDER:

4 Encls

1. Motorcycle Inspection Checklist
2. Operators Agreement
3. NCIC Background Sheet
4. Commanders Memo



TERRY L. SELLERS
Colonel, Infantry
Chief of Staff