

## **MOTORCYCLE SAFETY TRAINING AND OPERATING REQUIREMENTS**

Leaders must take immediate action in response to escalating motorcycle accidents/fatalities.

The training standard is the Motorcycle Safety Foundation (MSF) or MSF-Based, State-Approved curriculum taught by certified or licensed instructors. Hands-on-training and a performance based and knowledge based evaluation are required. Successful completion of prescribed motorcycle safety training is mandatory for all Soldiers operating motorcycles on or off post, on or off duty, regardless of whether the motorcycle is registered on post. Soldiers must be in possession of MSF card when they ride to verify completion of training.

Personal Protective Equipment (PPE), recommend commanders review current regulations and ensure enforcement of the following:

- A. Soldiers continue to falsely believe they are not required to wear a helmet or other Personal Protective Equipment (PPE) if the state in which they operate their bike does not require it. Furthermore, soldiers are often observed wearing the required PPE while riding on post, and then removing it after they drive off post. Regulatory requirements apply to all active duty soldiers operating motorcycles on or off post.
- B. Required PPE are Department of Transportation (DOT) certified helmet, impact or shatter resistant goggles or full face shield properly attached to the helmet, sturdy over-the-ankle footwear, long sleeved shirt or jacket, long trousers, full-fingered gloves or mittens designed for use on motorcycle, brightly colored outer upper garment during the day and a retro-reflective upper garment during night. Outer upper garment shall be clearly visible and not covered by backpacks or other obstruction. Soldiers who wear a reflective belt should wear it diagonally across the torso to ensure maximum visibility. Commanders should ensure PPE requirements are enforced at installation gate checkpoints.
- C. Operators must ensure that their passengers also comply with PPE and visible garment requirements. Rear view mirrors must be mounted on handle bar, and headlights must be turned on.
- D. Failure to wear the prescribed PPE or comply with licensing or the operator training requirement should be considered in making line of duty determinations.

The purpose of the Motorcycle Mentorship Program is to establish voluntary unit or installation level motorcycle riding organizations where less experienced riders and seasoned riders can create a supportive environment or responsible motorcycle riding and enjoyment.

Here at the Fort Lee Office we encourage Motorcycle groups(s) to participate in traffic safety programs by being a conduit or positive education, mentorship, publicity, and awareness for the riding community. We will communicate with group leadership on local risk areas and concerns. Although motorcycles are inherently dangerous to ride, with proper training, decision making, Personal Protective Equipment (PPE), and mentoring, our soldiers can enjoy a safe riding experience and remain Army Strong!

For more information check out the USACR/Safety Center's Motorcycle Mentorship Program website for some examples of active mentoring programs at <https://safety.army.mil/mmp/>, or please contact Mr. Ed Newell at (804) 765-3127 at the Installation Safety Office.