



DEPARTMENT OF THE ARMY
HEADQUARTERS, EASTERN REGION
UNITED STATES ARMY CADET COMMAND
BUILDING 1468, 328 THIRD AVENUE
FORT KNOX, KY 40121-5117

REPLY TO
ATTENTION OF:

ATOE-ZA

22 September 2008

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Motorcycle Safety Campaign

1. References.

- a. AR 385-10, The Army Safety Program, 23 Aug 07
- b. TRADOC Regulation 385-2

2. This policy memorandum provides requirements for military and Department of Defense (DOD) civilian personnel riding motorcycles on/off post. This policy will establish motorcycle risk controls where riders, regardless of experience level, operate safely in an environment of mentorship, responsible riding and enjoyment.

3. Army mishap data shows that over half of Army motorcycle fatalities are the result of single vehicle crashes that involved riders exercising improper decisions and judgment. The accidents involve almost exclusively males, and constitute nearly one-half of privately-owned vehicle fatalities. These are split proportionately among age groups 18-25, 26-33 and 34+. When considering our personnel strengths in those same age categories, it is clear we cannot simply focus the effort on young Soldiers.

4. References 1a and 1b provide policy regarding motorcycle safety. This campaign focuses this Region's support on the TRADOC Commander's objectives, ultimately resulting in fewer motorcycle-related losses.

5. Both Army and TRADOC policy require that military and DOD civilian personnel operating a motorcycle on military installations must attend an approved Motorcycle Safety Foundation Beginning or Experienced Rider Course. This means motorcycle operators, both military and DOD civilian personnel, will not be able to register or ride their motorcycle on post until they complete the safety course. Military personnel are restricted from riding their motorcycles off post as well; bottom line--park your motorcycle until you have completed a Motorcycle Safety Course. The only exception is riding a motorcycle to a scheduled training course. Military Police and gate guards have begun to closely monitor installation entry points for compliance. Commanders are responsible for enforcement and ensuring their personnel attend required training.

6. Operators and riders are required to wear a Department of Transportation approved helmet properly fastened under the chin, shatter resistant goggles, wrap-around glasses, or a full-face shield properly attached to the helmet (a windshield alone is not proper eye protection), full-fingered protective gloves, long trousers and long-sleeve shirt or protective jacket/vest, and over-the-ankle shoes or leather boots. During daylight hours, riders will either wear a brightly-colored outer upper garment, vest, or PT belt. During hours of darkness, riders will wear an outer garment with reflective material (patches, stripes)

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sewn into it or a reflective vest or PT belt. If a PT belt is used, it will be worn diagonally over the shoulder. Additionally, reflective material is required on the outside of backpacks. All personal protective clothing and equipment (PPC&E) outlined in this paragraph will be worn by all Soldiers on/off post. Any Soldier entering a DOD installation without the proper PPC&E can be denied access or cited with a DD Form 1408 (Traffic Ticket, Armed Forces) for failure to obey orders. All DOD employees, contract employees, and Cadets should wear the required PPC&E on/off post. All DOD employees, contract employees, and Cadets must adhere to all state, local and installation laws governing the riding of motorcycles.

7. Motorcycles must be equipped with both a left- and right-hand rear view mirror mounted on the handlebar or fairing. The headlight will be on at all times. The wearing of headphones or earphones, built-in headsets in approved helmets, or inserting any audio device into the ear is prohibited while riding. Use of these devices impairs driving and masks or prevents recognition of emergency signals, alarms, horns and the approach of other vehicles.

8. Successful motorcycle accident reduction requires support from commanders, sergeant majors, motorcycle riders and the military and civilian communities at large. All military, DOD employees, contract employees and Cadets will support this campaign.

a. Roles, Responsibilities and Tasks for All Commanders:

(1) Use great leadership and mentorship to support and promote unit level motorcycle safety activities (within joint ethics and other regulatory limits).

(2) Encourage activities that reinforce positive training, mentorship and riding.

(3) Enforce higher headquarters and local motorcycle training and operation policies in their units.

(4) Ensure documented face-to-face counseling sessions between Soldiers, DOD employees, contract employees and Cadets who are current motorcycle riders and their immediate supervisors within 30 days of this memorandum, or for members not currently present, as soon thereafter as possible.

(5) Ensure the immediate supervisor identifies and counsels each current motorcycle rider at time of assignment to the unit, as well as each of their personnel who purchase or register a motorcycle subsequent to assignment to the unit. All motorcycle riders will read and sign the Motorcycle Operator Responsibilities in TRADOC Regulation 385-2, Appendix D and provide to immediate supervisor during counseling session.

(6) Ensure all motorcycle operators attend and successfully complete Army approved motorcycle safety training (e.g., attend a MSF Basic or Experienced Riders Course).

(7) Ensure the supervisors periodically check riders for proper license, training and registration, as well as proper riding equipment and attire.

(8) Select a suitable Master Rider from the local area to coordinate motorcycle mentorship and education efforts.

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b. Master Riders / Mentor:

(1) Each Mentor/Master rider will be identified by the following:

(a) Complete a Motorcycle Safety Foundation endorsed Experienced Rider Course and have card on possession.

(b) Have ridden over 10,000 miles and minimum of 3 years.

(c) Have all mandatory personnel protection equipment serviceable (helmet, jacket, gloves, and boots).

(2) Act as conduit to members for motorcycle safety education and awareness.

(3) Set the standard for responsible motorcycle riding.

(4) Mentor Soldiers in purchasing, riding and maintaining motorcycles.

(5) Promote responsible riding and enjoyment.

c. All personnel:

(1) Comply with local, state, installation laws and Army motorcycle training, licensing and operating requirements.

(2) Support unit motorcycle safety efforts.

(3) Use risk management in purchasing, riding and maintenance of motorcycle(s).

d. Members who own or plan to own a motorcycle will:

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

(2) Seek out mentoring from skilled, responsible and positive riders.

(3) Identify themselves if returning from overseas (e.g., Kuwait, Europe, etc.) assignment and purchased a motorcycle through the overseas vehicle sales program (e.g., AAFES or Harley Davidson).

e. Unit Safety Officer (USO):

(1) Develop campaign support materials, including but not limited to, metrics, briefings, information packets and assessment tools.

(2) Publicize unit initiatives identified as best practices.

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(3) Maintain motorcycle interview counseling and inspection checking.

(4) Liaise with motorcycle safety organizations.

(5) Work with local dealers to ensure timely and quality training. Solicit their assistance and support for the campaign.

(6) Include appropriate campaign program information in briefings for redeploying and reintegrating members.

9. Engage your local Safety and Provost Marshal Offices for suggestions and assistance. Teamwork, leader engagement and individual adherence to standards will support the prevention of losses to Privately-Owned Vehicle/Motorcycles.

10. The point of contact for this memorandum is CPT Andre Brown, (502) 624-5484, andre.brown@usacc.army.mil

Encl
Appendix D, TRADOC Reg 385-2



ROY C. WAGGONER, III
COL, IN
Commanding

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TRADOC Reg 385-2, Appendix D
TRADOC Statement for Motorcycle Operator and Individual Responsibilities

1. I am a Soldier in the US Army, military service member from another service or country assigned to a TRADOC organization, or a Department of Defense (DOD) civilian assigned or attached to a TRADOC organization. I have identified myself as a potential motorcycle rider (current or future) and I understand my responsibility as an operator of a motorcycle to do so in a safe manner and IAW the provisions of all local laws, DOD and Army regulations, directives and local policies.

2. I understand that before I operate a motorcycle (either street or off-road) on or off DOD installation, I will be appropriately licensed (except when not required by the Status of Forces Agreement or local laws) and will successfully complete a Motorcycle Safety Foundation (or a Motorcycle Safety Foundation based state approved) course, which I will be responsible for scheduling.

3. Required safety equipment and personnel protection equipment (PPE). As an operator of a government and/or privately owned motorcycle (either street or off-road versions), I understand that all motorcycle safety equipment will be fully operational and the headlight turned on at all times (when equipped). Whenever I operate a motorcycle, I will wear the appropriate PPE. I am aware the minimum PPE requirements are: a US Department of Transportation approved helmet properly fastened under the chin (even if the state does not require it); impact or shatter resistant goggles or full-face shield properly attached to helmet (a windshield or eye glasses alone are not proper eye protection); sturdy footwear is mandatory (leather boots or over the ankle shoes are strongly suggested); long sleeve shirt or jacket, long trousers and full fingered gloves or mittens; a brightly colored outer upper garment during the day, and a reflective upper garment during the night. Additionally, I will check with my local Safety Office to get specific state, local and installation requirements and fill in the requirements in paragraph 4 below.

4. Local, State and Installation:

a. I, _____ am stationed at _____ and the installation motorcycle requirements here include: _____

b. The motorcycle requirements for the state I am located in are: _____

5. Cautions and Hazards: I fully understand my responsibility to comply with all the requirements for motorcycle operation and that these requirements apply to me on and off duty, on or off post. I will never ride while under the influence of drugs or alcohol. I will avoid riding at an excessive speed. I will be extra cautious while riding over difficult terrain.

6. TRADOC's goal is to ensure that I am fully aware of the hazards and risks associated with motorcycle operation and that I fully and freely accept the responsibility for operating IAW the laws, regulations and policies listed above. I acknowledge I have been briefed on and understand the information provided above.

Soldier/Civilian Signature/Date

Commander/1SG/Supervisor Signature/Date