



DEPARTMENT OF THE ARMY
HEADQUARTERS 25TH INFANTRY DIVISION AND US ARMY HAWAII
SCHOFIELD BARRACKS, HI 96857-6000

REPLY TO
ATTENTION OF

APVG-CG

5 November 2014

MEMORANDUM FOR DISTRIBUTION

SUBJECT: U.S. Army Hawaii Policy Letter 6 – Motorcycle Safety Policy

1. References:

a. Army Regulation (AR) 385-10 (The Army Safety Program), 27 November 2013.

2. Purpose: To mitigate the risk associated with the operation of motorcycles.

3. Applicability: This policy applies to anyone operating a vehicle that falls under the definition of "motorcycle" in AR 385-10 on U.S. Army Hawaii (USARHAW) installations. This policy also applies to all 25th Infantry Division Soldiers operating a motorcycle both on and off installations. This policy does not pertain to certain types of motorized vehicles (See "Annex A").

4. Policy:

a. Commanders at all levels are responsible for the complete implementation of this policy and will ensure ALL Soldiers in their command are in compliance. All units will include this policy as part of their Unit Safety Program, and display it on Unit Safety Boards.

b. Licensing: All motorcycles must be properly registered and operators properly licensed IAW state and local law and policy in order to operate on USARHAW installations. IAW 385-10, all military riders, on or off post, will possess a Motorcycle Safety Foundation (MSF) or Motorcycle Defensive Driving Course (MDDC) certification card prior to operating a motorcycle.

c. Mandatory Progressive Training: All military riders will complete the progressive training described in AR 385-10 (See "Annex A"). Per AR 385-10, prior to the operation of any motorcycle, on or off the installation, all Soldiers must successfully complete an appropriate MSF based Basic Rider's Course (BRC) or state approved curriculum for rider's safety training. The required course may be taken on or off post, however, all installation training courses are provided to active duty military at no cost to the rider.

d. Modifications/Changes to Motorcycle: Soldiers who obtain a different motorcycle, other than the one they were initially certified on, or make any modification that substantially changes its dimensions, weight, performance or handling characteristics, will retake the BRC-II or MSRC (depending on type of motorcycle ridden) within one (1) month of the change or purchase before operating the motorcycle on post. All modifications should be reported to the Soldier's Motorcycle Mentor for a decision on whether the modification falls into the above category.

e. Safety Equipment: Riders, and their passengers, on USARHAW installations, will wear complete personal protective equipment (PPE) IAW AR 385-10 and additional gear as listed below.

In addition to all required PPE IAW AR 385-10, the following gear will be worn by all Soldiers when riding on a USARHAW installation, and 25th ID Soldiers when riding anywhere, on or off post:

(1) During daylight hours (0700-1900), a fluorescent (brightly colored) and reflective vest, jacket, or upper outer garment OR a motorcycle specific jacket with padding/armor will be worn. During low-light hours (1900-0700), a fluorescent and reflective vest, jacket, or upper outer garment must be worn. Wearing a reflective PT belt alone does not suffice to meet the latter requirement. Additionally, the reflective and fluorescent material must be present on both the front and back of the garment that is worn to meet this requirement.

(2) With regard to footgear, leather/canvass boots or sturdy over the ankle shoes must be worn by riders at all times. High-top basketball shoes do not suffice to meet the latter requirement.

f. Prohibited Equipment: No rider, while operating a motorcycle on a USARHAW Installation, will wear a motorcycle club jacket, vest, or other outer garment (aka "patch", aka "cut", aka "leathers"). Any garment that displays the operator's affiliation with a motorcycle "club," "gang," or other group that offers/solicits membership is strictly prohibited.

g. Responsibilities: See "Annex A" for specific responsibilities of commands, units and individuals.

h. Penalties: Any Soldier who, while operating a motorcycle off-post, is issued a summons for, and *convicted* of, a moving violation (See "Annex A" for definition) could result in their on-post *motorcycle* driving privileges revoked by the Garrison Commander for a period of one (1) year. Additionally, any Soldier who, while operating a motorcycle *on-post*, is issued a summons for, and *convicted* of, a moving violation could have their on-post *motorcycle* driving privileges suspended for a period of six (6) months.

i. Duty to Report: A Soldier has a duty to report, to his or her chain of command, any moving violation (as defined in "Annex A") that he/she is cited for, and *convicted* of (including pleas of guilty submitted in civil matters), as a result of operating his/her motorcycle either on or off-post.

5. This policy is punitive in nature. Violators are subject to punishment under Federal law and the Uniform Code of Military Justice, and other appropriate administrative action.

6. This policy remains in effect until such time it is rescinded or superseded.

7. The proponent for this policy is the U.S. Army Hawaii Office of the Staff Judge Advocate (OSJA), Administrative Law Dept., (808) 655-6572, or brett.d.erland2.mil@mail.mil.


CHARLES A. FLYNN
Major General, USA
Senior Commander

DISTRIBUTION:

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ANNEX A to Policy Letter 11- Motorcycle Safety Policy

1. References:

- a. DODI 6055.4 (DOD Traffic Safety Program), 20 April 2009, Incorporating Change 2, 23 January 2013.
- b. Army Regulation (AR) 385-10 (The Army Safety Program), 27 November 2013.
- c. AR 190-5 (Motor Vehicle Traffic Supervision), 22 May 2006.

2. Purpose: To elaborate and provide clarity on Policy Letter 11 (The Motorcycle Safety Policy).

3. Non-Applicability of Policy: The Motorcycle Safety Policy ("the policy") does not apply to mini bikes, pocket bikes, or any other vehicle that does not meet federal highway safety standards. Such vehicles are prohibited from being operated on installation roads. However, the wearing of personal protective equipment (PPE) as listed in the policy, vehicle safety equipment, and safe operation IAW AR 190-5 still applies in all instances of use of any of the above referenced vehicles. Specialty vehicles will be operated and licensed IAW AR 385-10, para. 11-4m and AR 600-55.

4. Required Motorcycle Training:

a. All required training, except for the Basic Riders Course (BRC), must be conducted on each Soldier's owned, registered/licensed, and operated motorcycle. Soldiers are authorized to utilize "installation/contracted" course provided vehicles for the BRC, only. Soldiers may choose to take the required training on or off-post, but those who choose to take the training on-post must schedule it through the Army IMCOM Traffic Training Program Registration System at <https://imc.army.mil/airs/>. Below is the list of required "Progressive Training".

(1) Basic Rider Course (BRC): The BRC is the initial training course for all military motorcycle operators. The BRC provides basic knowledge and skills required to safely operate a motorcycle. The only time motorcycle operators can operate their motorcycles prior to the BRC is on their way to the actual course.

(2) Basic Rider Course 2 (BRC-II) (aka Experienced Rider Course (ERC)): All military motorcycle operators (cruiser type) will complete the BRC-II/ERC within six (6) months of completing the BRC.

(3) Military Sport-Bike Riders Course (MSRC): All military "Sport" and "Sport Touring" motorcycle operators will complete the MSRC within six (6) months of completing the BRC.

(4) Motorcycle Refresher Training (MRT): Prior to operation, all redeployed (greater than 180 days) motorcycle operators will complete the MRT.

(5) Sustainment Training: Every five (5) years following completion of the BRC-II/ERC or MSRC, Soldiers shall repeat the BRC-II/ERC or MSRC. It is strongly recommended that commanders reduce that sustainment interval to every two (2) years, but this recommendation should be balanced with the unit's OPTEMPO.

5. Definitions:

a. As used in section 4h. of the Policy, the term "Moving Violation" refers to; a violation of a statute, ordinance or rule to traffic movement and control arising from the operation of a motor vehicle. In other words, a Moving Violation is an infraction of the traffic law that occurs while a vehicle is in motion. *Some* common moving violations include: Speeding, driving while intoxicated, failure to signal for turns or lane changes and failing to stop at a stop sign or red light.

b. Per AR 385-10, the definition of "motorcycle" includes any "powered two- and three-wheeled vehicles, including mopeds and motorbikes."

6. Responsibilities:

a. Commander/Leader Mentorship Responsibilities:

(1) Support and promote unit level motorcycle safety activities, positive training, mentorship and riding.

(2) Enforce motorcycle training requirements outlined in AR 385-10, Chapter 11. Motorcycle mentor training events will be added to unit training calendars and briefed during training meetings.

(3) Identify unit motorcycle operators, track their training progression and ensure face-to-face counseling between first-line supervisors and riders. Riders must be identified by type of motorcycle and assigned to the appropriate mentor. On a monthly basis, units will perform inspections of riders' motorcycles, licensing and PPE materials. If a riders' bike, licensing or PPE does not meet the Army, USARHAW, or Hawaii State standards then the leader(s) will order the Soldier not to operate the vehicle until it complies with the standard. CDRs/CSMs will render an Inspection Closure Report to the BDE CDR/CSM with pass/fail stats to measure their progress of these inspections.

(4) The Motorcycle Mentorship Program is a Brigade level unit program meant to pair experienced riders with inexperienced riders, develop safe riding practices, and build upon the initial training received.

b. Unit Responsibilities:

(1) Units will establish a unit motorcycle mentorship program at brigade, battalion and company level IAW FRAGO 441.

(2) Units will ensure that all prospective mentors undergo a "records check" at an MP Station to determine if the candidate has received any traffic citations in the past five (5) years. Any prospective mentor that has received three (3) or more moving violations (on or off post) in the past five (5) years is not eligible to become a motorcycle mentor.

(3) Units will maintain a roster/tracker of motorcycle operators assigned to the unit. See tracker provided within FRAGO 441 or contact the division safety office and they will provide you with a copy.

(4) Maintain a copy of Motorcycle Safety Foundation (MSF) training card, drivers' license with motorcycle endorsement, and current insurance verification of all unit personnel.

c. Individual Responsibilities:

(1) Comply with installation, local, state, and Army motorcycle training, licensing and operating requirements. Military personnel will present their current MSF card(s) and any other pertinent credentials at the entry point for access to any USARHAW installation upon request. Military personnel will carry their MSF card as proof of course completion at all times while operating a motorcycle.

d. Commander's Responsibilities:

(1) Commanders will establish procedures to ensure that subordinate commanders and Soldiers within their commands are thoroughly familiar with the provisions of this order.

(2) Commanders will classify any motorcycle operator who is cited for two (2) or more violations of policy, has an accident that causes lost time, has been operating a motorcycle for less than one (1) year, or otherwise demonstrates a lack of discipline in other areas, as a "high-risk" operator. Commanders will counsel high-risk operators and require the operator's NCO/supervisor to provide steps to mitigate high-risk behavior. The Garrison Commander is the approval authority for all suspension/revocation actions of driving privileges, including for civilians. Before revoked/suspended privileges are reinstated, Soldier's must retake the BRC and BRC-II course.