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.