



DEPARTMENT OF THE ARMY
HEADQUARTERS, JOINT MULTINATIONAL READINESS CENTER
UNIT 28216
APO AE 09173-8216

REPLY TO
ATTENTION OF:

AETT-OG-CO

10 February 2012

MEMORANDUM FOR ALL JMRC and Hohenfels Leaders, Civilians and Soldiers

SUBJECT: Commander's Policy Letter 1-9, Motorcycle Safety.

1. PURPOSE: This policy delineates Commanders' and Leaders' responsibility for Soldiers, Family members and Civilian employees who arrive to this unit with a motorcycle or who indicate the intent to obtain, rent, or borrow a motorcycle. As Commanders and Leaders, we must take all measures to prevent loss of life and serious injuries, particularly in an area where our people are most vulnerable operating POMs (Private Own Motorcycles). We must do everything we can to protect our people from being injured in this high-risk activity.

2. REFERENCES:

- a. DODI 6055.4, DOD Traffic Safety Program, 2 April 2010.
- b. AR 190-5, Motor Vehicle Traffic Supervision, 22 May 2006.
- c. AR 385-10, The Army Safety Program, Rapid Action Revision, 19 January 2010.
- d. AE Regulation 190-1, Driver and Vehicle Requirement and License, 13 August 2010.
- e. AE Regulation 600-8-109, Reintegration Operations, 29 December 2008
- h. Army Safety and Occupational Health Objectives for FY 2012, 27 September 2011.

3. DEFINITION: Motorcycle (M/C) Any vehicle having a seat or saddle for the use of its operator and designed to travel on not more than three wheels in contact with the ground (e.g., large motorcycle, motor-driven cycle, speed-limited motor-driven cycle, moped, motor scooter, motorized or motor-assisted bicycle regardless of engine size).

4. POLICY:

- a. All soldiers must notify their Commanders or O/C-T team 07's before they buy, rent, or borrow a motorcycle. Commanders, O/C-T team and 07's must take action to

ensure unlicensed and untrained Soldiers do not operate motorcycles under any circumstances (except when involved in supervised training or licensing courses).

b. Soldiers who want to become motorcycle riders at JMRC will inform their Commanders, O/C-T team OIC and 07s prior to beginning the license process. Commanders, O/C-T team OIC and 07s will counsel these Soldiers and explain to them the potential consequences to themselves and others (including their family and unit). Part of this counseling is to determine if the Soldier is a potential high-risk rider who would warrant close monitoring or other action. In addition, we must ensure Soldiers on R&R leave or reintegration from deployment comply with vehicle inspection standards and do not operate non-operational vehicles or any other vehicles which they are not licensed to use. Soldiers reporting to JMRC who own a motorcycle as soon as possible enroll into an approved motorcycle training course.

c. To maintain their license all Soldier motorcycle riders in JMRC must have attended a Motorcycle Safety Foundation (MSF) Course or an alternate training course within the previous 36 month period. Soldiers must present their motorcycle licensing documents and MSF/alternate training course certificate to their Commanders, O/C-T team OIC and 07s immediately upon publication of this policy letter. Anyone who fails to present the required documents, or is not properly licensed, or has not attended approved training during the previous 36 months will have their motorcycle driving privileges suspended until they produce proper licensing documentation and a current MSF/ approved alternate training course certificate. Soldiers will carry their MSF card, valid registration, and proof of insurance, if German and USAREUR plated, at all times. Individuals who do not have these documents will not be allowed access to post when spot checks are conducted.

d. JMRC motorcycle Safety Equipment Inspection Packet: this packet is a tool to be used by Commanders, O/C-T team OIC and 07s to maintain an overview of the riders in their command to ensure their Soldiers stay within tolerance of this policy and USAREUR regulations. These packets will include the following items:

- (1) All counseling (Commander, O/C-T team OIC and 07s and Motorcycle Safety NCO)
- (2) AE Form 285-55B
- (3) Copies of State drivers license, MSF card, registration, insurance
- (4) T-CLOCS Inspection, performed by Motorcycle Safety NCO
- (5) Copy of AE Reg. 190-1, Section V
- (6) Additional training certificates or documentation

5. Commanders in the grade of lieutenant colonel or above and O/C-T team 07s may authorize individuals to ride a motorcycle under the conditions of this paragraph. When deciding whether or not to allow personnel in their charge to operate a motorcycle or any other vehicle, leaders must consider their physical, emotional, and psychological

state, and the extent to which they have recovered their operator skills. These combined factors should be used to determine if permission should be granted.

a. Risk Assessment of Individual Operators. Commanders, O/C-T team OIC or 07s will use sound judgment and consider the physical, emotional, and psychological state of returning individuals when deciding whether or not to allow these individuals to operate a motorcycle. The Soldier Risk Assessment Checklist in AE Regulation 600-8-109, appendix B, table B-1, provides composite risk considerations for screening personnel. This checklist implements the Army Risk-Reduction Reintegration Tip Card in USAREUR. Authorization will be given by the commanders in the rank of LTC or above or O/C-T team 07s and it will be communicated in writing to the motorcycle rider.

6. Leaders may schedule IMCOM-Europe Motorcycle Refresher training (MRT) courses for returning groups with 30 days' notice by contacting USAG-H Safety Office (Mr Hans Hammer) at DSN 466-2865/1670. This hands-on course is about 2 hours long and this refresher course does not, however, provide participants a Motorcycle Safety Foundation (MSF) certificate for meeting licensing requirements.

7. At a minimum, all motorcycle riders and their passengers, both on and off post, must ensure they have the following required personal protective equipment (PPE):

a. Helmet- Properly fastened (under the chin) protective helmet certified to meet the U.S. Department of Transportation (DOT) standards and United Nations "Economic Commission for Europe" (UNECE)(Regulation No. 22). **FAKE OR NOVELTY HELMETS ARE PROHIBITED.** Note: European motorcycle helmet standards (UNECE) are compatible with those of the DOT. There are two major differences:

(1) Moped helmets are a different standard and are **NOT AUTHORIZED FOR MOTORCYCLE USE.** One can use a motorcycle helmet on a moped, but NOT vice-versa.

(2) DOT standard half helmets must meet specifications comparable to **(UNECE) (Regulation No.22)** requirements.

b. Eye protection- Properly worn eye protection devices (impact or shatter-resistant goggles or full-face shield properly attached to the helmet). A windshield, fairing or eyeglasses alone are not proper eye protection.

c. Clothing- Properly worn long-sleeve shirt or jacket, full length trousers, and full fingered gloves or mittens designed for use on a motorcycle. A brightly colored upper garment during the day and a reflective upper garment during the night will be worn. The upper garment shall be clearly visible and not covered. Military uniforms do not meet these criteria. Multi bright colored riding jackets meet these requirements:

(1) Bright colors are bright red, pink, yellow, safety or construction orange white,

bright blue, neon yellow, neon orange and neon green.

(2) Reflective material while wearing the full Physical Fitness Uniform will be no less than a standard PT reflective belt worn diagonally across the chest or permanent reflective material sewn into a riding jacket. Pin striping on the jacket does not constitute having reflective material on.

(3) If a back pack is worn while riding, the back pack during daytime, dusk/dawn and nighttime operation. This does not cancel the need for the motorcycle operator to have individual PPE worn properly on his/her body.

d. Foot protection-Sturdy footwear is mandatory. Sturdy footwear is considered to be durable athletic shoes, leather shoes or boots. All footwear will cover the ankle while riding. Open toed or sandals are not sturdy footwear.

8. PROGRESSIVE MOTORCYCLE TRAINING: At the start of Fiscal Year (FY) 2012, the Army Traffic Safety Program will include two new requirements:

a. Progressive Motorcycle Training. Leader must identify all Soldiers who ride motorcycles and track their required training. All soldiers must complete the Motorcycle Safety Foundation Basic Rider Course-regardless of the type of motorcycle ridden-before riding a motorcycle on- or off-post. Within 12 months of completing the Basic Rider Course, every soldier who rides a motorcycle must complete either the Experienced Rider Course or Military Sport Bike Rider Course, depending on the primary type of motorcycle ridden. Commanders and O/C-T team 07's must ensure that all Soldiers riders complete this advanced training within the prescribed timeline, beginning 1 Oct 2011.

b. Motorcycle Refresher Training. Commanders and O/C-T team 07's must ensure that all Soldiers who ride motorcycles and are deployed for more that 180 days complete Motorcycle Refresher Training before riding their motorcycles.

c. Motorcycle Mentor(s): All Commanders, O/C-T team 07's, will designate by appointment orders a motorcycle and ATV operator mentor based on the operators experience as a rider, maturity, and commander's assessment. These individuals will be in compliance with all requirements IAW this policy letter. The Motorcycle Mentor(s) will report to his/her commander on issues involving motorcycle training and safety. If a unit does not have a motorcycle rider that meets the above standard, the Additional Duty safety Officer will assume administrative responsibilities.

d. Unit Safety Officers to include detachment safety officers will brief, assist, and inspect the Motorcycle Mentorship Program semi-annually and more often as needed in response to developing trends.

e. Commanders, O/C-T team 07's, will ensure completion of an individual Motorcycle/ATV Operator Requirements for all soldiers who operate a motorcycle, moped, dirt bike, or ATV on or off the installation. The Motorcycle Mentor(s) will

conduct inspections using the Motorcycle/ATV Inspection form prior to long weekends, holidays and leave/passes. The chain of command will ensure deficiencies are identified and corrected prior to going on leave/pass, long weekends, or holidays. Soldiers will correct all deficiencies before riding their motorcycle, moped, dirt bike or ATV if deficiencies have not been corrected the soldier will be unable to ride his or her bike.

9. LEADERSHIP RESPONSIBILITIES:

a. In the event of a Soldier motorcycle, moped, dirt bike, or ATV class accident, the Commander, O/C-T team 07's, will report the accident to the DTOC/Garrison EOC and encourage leaders to conduct an after accident review.

b. All Commanders, O/C-T team 07's will classify as a "high risk" operator any motorcycle, moped, dirt bike or ATV operator who is cited for two or more violations or has an accident that incurs lost time, or who otherwise demonstrates a lack of self-discipline. Commanders, O/C-T team 07's will counsel high-risk operators and require the operator's chain of command to provide steps to mitigate high-risk behavior. For corrective action, Commander's can direct Soldiers to complete the Defensive Driving course and the Accident Avoidance Course on the Army Learning Management System (ALMS) website as a refresher the certificate of completion can be maintained in the Soldier's counseling file. Commanders, O/C-T team 07's will comply with AR 109-5 regarding the revocation/suspension of Soldiers' privileges. Before revoked/suspended privileges are reinstated, individuals must provide proper proof of completion of remedial driving course and reinstatement requirements of individual's home State and/or State the individual may have been suspended in, have been met.

10. Motorcycles will have headlight and taillight on at all times, except where prohibited by local law and mirrors attached to both sides of the handle bars.

11. The wearing of portable headphones, earphones, or other listening devices (except for hands free cellular phones) is prohibited while operating a motorcycle. Motorcycle operators may wear motorcycle helmets equipped with operator-passenger intercom systems.

12. Motorcycle riding is a privilege, not a right. Commanders, O/C-T team and 07's may restrict or prohibit your privilege to operate a motorcycle if you engage in unsafe behavior either on or off a motorcycle. Commanders, O/C-T team and 07's will ensure the Soldier understands that the license to ride a motorcycle does not mean they cannot later have their driving privileges suspended or revoked or that they may be subject to UMCJ for failure to comply with this policy.

13. All commanders and Leaders in JMRC will be personally involved in correcting unsafe driving habits. We must stop high risk drivers from endangering themselves and

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others. Once identified, it is a Command responsibility to closely monitor such drivers and take aggressive action. I need you to ensure our Soldiers are safe.

14. POC for this memorandum is JMRC Safety at 520-5327/5943.



JEFFREY R. MARTINDALE
COL, IN
Commanding