



DEPARTMENT OF THE ARMY
HEADQUARTERS, 3d CAVALRY REGIMENT
BUILDING 9001, BATTALION AVENUE
FORT CAVAZOS, TEXAS 76544-5060



AFZC-RCO

25 May 2023

MEMORANDUM FOR RECORD

SUBJECT: Policy Letter #9 - Command Accident Prevention and Motorcycle Safety Program

1. REFERENCES:

- a. Department of Defense Instruction 6055.4 DOD Traffic Safety Program.
- b. AR 385-10, the Army Safety Program, 27 November 2017.
- c. Vice Chief of Staff of the Army Memorandum, 21 January 2011, Subject: Motorcycle Mentorship Program-Ride smart Ride Safe. Team Up!
- d. FORSCOM Commander Memorandum, 14 May 2010, Subject: Motorcycle Safety.
- e. FORSCOM Commander Memorandum, 23 February 2011, Subject: Motorcycle Mentorship Program.
- f. FORSCOM Regulation 385-1, 1 May 2011, FORSCOM Safety Program.
- g. ATP 5-19 Risk Management, 14 April 2014.
- h. 3d Cavalry Safety SOP, 5 March 2021

2. APPLICABILITY. This policy applies to all personnel assigned to, attached to, or under the operational control of 3d Cavalry Regiment.

3. ACCIDENT PREVENTION POLICY.

a. General.

(1) Leaders are responsible for safety of personnel and equipment in their care. First line leaders are the key to enforcing standards and discipline, as well as preventing accidents. All individuals, however, share the responsibility for managing risks and executing safety standards on and off duty.

(a) In order to reduce the number of accidents both on and off duty, leaders at every level must incorporate Risk Management (RM) principles and ensure they become part of all activities. Active leadership consistently enforcing discipline and standards will ensure that lives are saved and Troopers are held accountable, enabling us to support joint operations around the world successfully.

(2) Risk Acceptance Authority. Troop/Company/Battery Commanders are the risk acceptance authority for all Low Risk operations. Squadron/Battalion Commanders can accept the risk for all Medium Risk operations. The Regimental Commander approves

all High Risk operations and the first General Officer in the chain of command approves all Extremely High Risk operations.

(3) Safety Training and Safety Counsels. Quarterly safety training will be conducted and documented in DTMS down to the Troop/Company/Battery level and copies of training may be managed digitally or paper copy filed with the Squadron ADSO. The conduct of the Quarterly Safety Council will be held in concert with the Quarterly Health Promotion Council meeting. I will chair the quarterly Health Promotion and Risk Reduction Safety Council. Attendees will be the Squadron Commanders and Squadron Command Sergeants Major. Other attendees will be the Regimental Surgeon, Regimental Judge Advocate, Regimental Safety, Regimental Chaplain, and Combat Stress representative.

b. Concepts/Programs.

(1) Commanders at all levels will establish a clearly defined Risk Management and Accident Prevention Program in writing that outlines ground and/or aviation accident prevention initiatives designed to reduce accidents, enhance readiness, and improve the well-being of our Troopers, civilians and family members.

(2) Risk Management and safety are force multipliers and apply to all areas of our mission. Successful risk management and accident prevention programs demand dedicated leadership and Trooper discipline. Preventing loss of a single Brave Rifle Trooper is one of our top priorities.

(3) Challenge your leaders down to the junior level to identify and focus on their high-risk Troopers. Train your Troopers to perform tasks to standard and enforce the standards through supervision and on the spot corrections. Leaders must mentor their Troopers and foster the discipline and attitudes that contribute to safe operations.

(4) All squadron and squadron-equivalent organizations will enroll in the Army Readiness Assessment Program (ARAP) within 90 days of assumption of command. ARAP is a squadron commander program used to address the root cause of accidental loss by focusing on organizational climate and culture.

4. MOTORCYCLE SAFETY PROGRAM POLICY.

a. General. Motorcycle accidents continue to be a leading cause of Trooper deaths and serious injuries. Recent trends suggest excessive speed, indiscipline, reckless operation and operator inexperience as the most common causes of these accidents. Every leader and Trooper must be actively involved in accident prevention, especially the prevention of motorcycle accidents. Training, leader involvement, and enforcement of standards, will mitigate our ongoing concern over motorcycle operations. These will be supplemented with leader and Trooper mentorship and the integration of risk management.

b. Concept of Operations. Reducing the number of motorcycle accidents requires dedicated support from every commander, leader, and Trooper. This policy includes training, mentorship and the reinforcement of a Trooper's personal responsibility to keep safe.

(1) Motorcycle rider's safety packet format will be set at the Squadron level and cannot be altered. Intent is to establish the packet in accordance with required policy and not create redundant paperwork and additional burden to the motorcycle rider.

(2) Mandatory Training. Motorcycle training consists of the Basic Rider Course (BRC), Experienced Rider Course (ERC)/Basic Rider Course 2 (BRC2), Military Sports Bike Rider Course (MSRC), Motorcycle Refresher Training (MRT), and sustainment training. All active duty military personnel who intend to operate a motorcycle on or off post must be properly licensed and will successfully complete motorcycle rider safety course(s) approved by the Motorcycle Safety Foundation. All operators of a government motorcycle must attend and successfully complete required motorcycle safety training. All training except MRT can be scheduled through the Defense Training Management System (DTMS). All military motorcycle riders will complete the training described in the following paragraphs. Commanders or First Sergeants, with the recommendation of the unit Motorcycle Safety Program Coordinator (MSPC), will determine when the Trooper is ready for progression to the next stage of training.

(a) BRC. The Basic Riders Course is the initial training for all motorcycle riders and provides basic motorcycle skills to prepare riders to receive a license. The BRC is conducted on smaller government leased motorcycles. The unit MSPC will conduct a check ride in order to ensure the Trooper can handle his/her personal motorcycle. The MSPC will also conduct a check ride any time a Trooper obtains a different motorcycle. Three wheeled and off-road motorcycle operators are required only to complete the BRC.

(b) ERC/BRC2. Successful completion of the Experienced Rider Course (ERC)/Basic Rider Course 2 allows a rider to obtain long term installation motorcycle registration and access. New riders should be given approximately 60 days after completing the BRC or obtaining a motorcycle to gain experience before enrolling in ERC/BRC2. The unit MSPC will monitor the Trooper's progression and ensure the motorcycle operator is prepared for the ERC/BRC2 and has completed training within 12 months following the BRC or obtaining a motorcycle. Once BRC is recompleted rider will have another 12 months to complete the ERC/BRC2.

(c) MSRC. Motorcycle manufacturers label models as "Sport" and "Sport Touring" motorcycles. To obtain the skills necessary to operate a high performance sport bike, all military "Sport" and "Sport Touring" motorcycle riders will complete the MSRC at the direction of the MSPC/commander, and no later than one year after completing the BRC. Unit commanders have the responsibility for tracking sport bike riders and successful completion of this course.

(d) MRT. After each deployment lasting 6 months or more, redeploying, military motorcycle riders will attend MRT or the next uncompleted training course prior to operating a motorcycle. Commanders will be responsible for making this determination with the recommendation of the unit MSPC. Troopers are authorized to ride their motorcycle to the training site. This training will be conducted by the MSPC. Training materials can be obtained from the Brave Rifles Safety Office.

(e) Remedial Training for Motorcycle operators. Commanders/leaders will provide an after action review (AAR) within seven days of any motorcycle accident, regardless of the severity of the accident. The AAR will be briefed to the Regimental Commanding Officer. The Commander and unit chain of command will determine if the motorcycle operator will be required to attend the ERC/BRC2 for remedial training. Any service member experiencing a motorcycle accident will not operate the motorcycle until the first O-5 in the chain of command has interviewed the service member, reviewed the service member's abilities, and approved the service member for continued motorcycle operations subsequent to the successful completion of an MSPC led check ride.

(f) Sustainment Training for Motorcycle Operators. Motorcycle operators will complete sustainment training every five years. Sustainment training shall be tailored to the type of motorcycle used (ERC/BRC2 for cruisers or MSRC for sport bike).

(g) Units are required to support the motorcycle rider in allocation and attendance of mandatory training. Units will not deny requested motorcycle training dates that conflict with other unit training which can be mitigated through rescheduling or alternate methods of completion.

(h) Once a service member has a reservation for motorcycle training, the Trooper will be required to attend.

(3) Commander/Leaders Responsibilities.

(a) Establish unit motorcycle safety programs at Squadron and Troop/Company/Battery levels.

(b) Troop commanders/1SG's will identify Troopers with motorcycle licenses or planning to obtain a motorcycle license and ensure face to face counseling (to include a brief on this policy) between first line supervisors and Troopers. Troopers must be identified by the type of motorcycle they operate and will be assigned to the appropriate MSPC. The MSPC will enforce the training requirements outline in paragraph 4b (1). Troopers will enter into a written contract with their commander. Troopers will support and promote unit level motorcycle safety activities within appropriate limits.

(c) The newly assigned Trooper counseling packet will include specific questions on motorcycle ownership, intent to own, and requirements to ride. The counselor is assigned at the Squadron or Regiment level and is not to be designated lower. This requirement does not relieve Troop/Company/Battery leadership of the responsibility to interview and conduct counseling of the prospective rider.

(d) The Regimental Commander will interview, approve and place on orders MSPC's for both standard/Cruiser and sport/sport touring motorcycle. These MSPC's will coach unit motorcycle licensed and potential operators. Though not required, individual Troop/Company/Battery's are encouraged to establish motorcycle safety programs. Unit MSPC will:

- Be an experienced rider (five years or more on the appropriate motorcycle type) and current motorcycle rider in good standing. MSPC's should be knowledgeable and proactive leaders (SGT or higher).
- Complete the BRC and ERC/BRC2. Sport bike MSPC's will complete the MSRC.
- Act as POCs to Troopers for motorcycle safety education and awareness.
- Set the standard for responsible motorcycle riding.
- Advise Troopers on motorcycle licensing, purchasing, riding and maintenance.
- Monitor and evaluate Trooper's development and recommend appropriate training as well as ensure Trooper's complete appropriate training.
- Track and inform the Trooper's Commander of riding progress and completed training.
- Organize and promote activities to enhance motorcycle safety by unit affiliation or riding events.
- Promote command objectives related to motorcycle safety.
- Conduct individual check rides. MSPC's will perform individual motorcycle operator check rides to assess the Trooper's skills and monitor progression. The first check ride will be conducted once a Trooper completes the BRC and obtains a motorcycle. Additional check rides will be performed to determine if the Trooper is ready to attend the ERC/BRC2 and MSRC. Check rides will be conducted each time the Trooper changes motorcycles and at any other time the unit MSPC sees fit. The rider to MSPC ratio during check rides will not exceed 2 to 1 (2 riders to 1 MSPC). MSPCs will

consider the experience level of all riders when developing check ride routes and check rides will be no less than 30 miles. Check rides will consist of group riders training.

- Plan and conduct unit motorcycle safety rides quarterly. Rides can be conducted at unit, battalion, regiment, division, or Corps level. Unit MSPCs will ensure riders have the appropriate skills to participate in unit rides. Trooper participation in unit motorcycle safety rides is NOT mandatory.

- Conduct MRT as required for redeploying Troopers IWA paragraph 4b(1)(b).

- Once selected and approved, MSPCs conduct motorcycle safety checks on riders within their unit, and/or as requested to other units within the regiment.

- Motorcycles belonging to MSPCs are inspected as required by policy. Inspection will be done by the Regimental Safety Officer (civilian) or one level up, selected, approved on orders MSPCs (i.e. SQDN MSPCs bike can be inspected by the RGMT MSPC or RGMT Safety Office).

- (b) Support and promote unit level motorcycle safety activities within appropriate limits.

- (c) Promote activities that reinforce positive training and being safe.

(4) Unit MSPC Programs. Commanders are encouraged to support their unit MSPC programs. Unit MSPC programs are voluntary motorcycle clubs where less experienced riders are paired with seasoned riders to learn responsible motorcycle operation and to have fun. Trooper participation in unit MSPC programs is encouraged. Additionally, information on MSPC programs can be found at the Army Combat Readiness/Safety Center website: <https://safety/army/mil>.

(5) Individual Trooper responsibilities.

- (a) Inform their chain of command at the time of assignment to the unit or when planning to purchase a motorcycle and or ride a motorcycle.

- (b) Find another rider who is a skilled, responsible, and a positive motorcycle rider. Demonstrate self-discipline and defensive driving when operating a motorcycle. Recognize that motorcycle operation is inherently dangerous and do not participate in high risk behavior while riding.

- (c) Comply with local laws and all Army and installation motorcycle training, licensing and operating requirements. The Motorcycle Safety Foundation card is issued as proof of course completion and shall be carried at all time while operating a motorcycle.

(d) Use Risk Management in purchasing, riding, and maintaining motorcycles.

(e) Properly maintain and wear the appropriate Personal Protective Equipment (PPE) for both on and off post riding. Anyone operating or riding as a passenger on a motorcycle on any installation must wear the required PPE. Operators must ensure that passengers were PPE while riding on Fort Hood. The required PPE consists of:

- A motorcycle helmet properly fastened under the chin. All helmets must be in accordance with either Department of Transportation Federal Motor Vehicle Safety Standard No 218 or Snell Standard M2005.

- Full fingered gloves or mittens made of leather or other abrasion resistant material designed to be used on a motorcycle.

- Long sleeve shirt/jacket and long trousers. Riders and passengers are strongly encouraged to wear outer clothing made of abrasion resistant material such as Kevlar or Cordura and containing impact absorbing padding as well as selecting protective clothing that incorporates bright colors or florescent colors as well as retro reflective material.

- Foot protection that provides sturdy over the ankle protection for the feet and ankles.

- Eye protection designed to meet or exceed American National Standards Institute Standard 287.1-2003 for impact shatter resistant goggles, wrap around glasses, and full face shield attached to the helmet also are acceptable. Protective eyewear issued for combat (i.e. RFI) will meet this requirement but windshields, eyeglasses, and fairings are inadequate. Goggles may be darkened for daylight use, but they must be clear during the hours of darkness or in adverse weather conditions.

(f) Report any motorcycle accident to their unit leadership.

(g) Support installation and unit safety initiatives.

5. The number of Trooper motorcycle riders continues to increase; therefore, we must foster an environment of safe motorcycle operations. Our current concerns over motorcycle operation will require the personal involvement of leaders at all levels and the personal discipline of motorcycle operators.

6. No further policies below the Regimental Level are required.


7. PUNITIVE ORDER. This policy is punitive and is intended to be a lawful general order and regulation within the meaning of Article 92, UCMJ and 18 USC 1382.

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Violations of this policy may result in punitive action under the UCMJ, adverse administrative action or both.

8. The point of contact for this policy is the Regimental Safety Manager at (254) 553-4304.


JEFFREY J. BARTA
COL, AR
Commanding
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