



DEPARTMENT OF THE ARMY
HEADQUARTERS, NATIONAL TRAINING CENTER & FORT IRWIN
FORT IRWIN, CA 92310-5000

198224

AFZJ-CG

SUBJECT: NTC Policy Letter 13, National Training Center and Fort Irwin Command Motorcycle Safety Program

1. PURPOSE: To establish the National Training Center (NTC) and Fort Irwin Command Motorcycle Safety Program to promote and foster an environment of safe motorcycle usage both on and off duty.
2. APPLICABILITY: This policy supersedes all previous NTC policies with the above subject, will remain in effect until specifically rescinded or superseded, and applies to all personnel assigned or attached to the National Training Center and Fort Irwin.
3. REFERENCE:
 - a. DODI 6055.04, DOD Traffic Safety Program, Incorporating Change 4, 31 August 2018.
 - b. AR 385-10, The Army Safety Program, 24 February 2017.
 - c. AR 190-5, Motor Vehicle Traffic Supervision, 22 May 2006.
 - d. AR 600-55, The Army Driver and Operator Standardization Program, 17 September 2019.
 - e. Secretary of the Army Memorandum, 16 April 2018, subject: Prioritizing Efforts-Readiness and Lethality (Update 1).
 - f. ATP 5-19, Risk Management, 14 April 2014, Change 1, 8 September 2014.
 - g. NTC Regulation 190-5, Military Police Motor Vehicle Traffic Supervision, 01 February 2014.
 - h. Applicable Local and State Laws.
4. POLICY.
 - a. General. Motorcycle accidents continue to be a leading cause of Soldier fatalities and serious injuries. Recent accidents trends suggest excessive speed, reckless operation and operator inexperience as the most common reasons.
 - b. Every leader and Soldier must be committed to and actively involved in accident prevention, especially the prevention of motorcycle accidents. Training, leader involvement, enforcement of standards, leader and Soldier mentorship, along with the integration of risk management, will be the driving force behind the NTC and Fort Irwin Motorcycle Safety Program. This policy will integrate the Progressive Motorcycle Program and applies to all military personnel assigned to or under the operational control of the NTC and Fort Irwin, who

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own and/or operate a motorcycle on or off duty and on or off post. All motorcycles, mopeds, and motor scooters must be licensed and/or registered by appropriate state authority in order to be operated on Fort Irwin. If the state in which the licensed operator requires a special license to operate a motorcycle, moped, or motor scooter, those licensing requirements will apply to the NTC and Fort Irwin.

c. Concept of Operations: Reducing the number of motorcycle accidents requires the dedicated support of every commander, leader, and Soldier. This policy includes mandatory training, leader mentorship, and the reinforcement of a Soldier's personal responsibility to ride safely. Training is free for active duty, National Guard, and Reservist personnel. National Guard and Reservists must have official orders or a letter from their command to participate.

(1) Mandatory Training: Motorcycle training consists of the Basic Rider Course (BRC), Basic Rider Course 2/Experienced Rider Course (BRC2/ERC), Military Sports Bike Rider Course (MSBRC), Motorcycle Refresher Training (MRT), and sustainment training. All active duty personnel who intend to operate a motorcycle on or off the installation will successfully complete Motorcycle Safety Foundation approved motorcycle rider safety course(s). All operators of government owned motorcycles must attend and successfully complete required motorcycle safety training. All other motorcycle operators must be properly licensed to operate a motorcycle on the installation. All training of motorcycle operators will be IAW the Army Traffic Safety Training Program (ATSTP). Commanders and leaders will identify all Soldiers who ride motorcycles and track their required training according to the primary type of motorcycle ridden. For a list of training classes and to register go to: <https://imc.army.mil/airs/default.aspx> (Region=West; Garrison = Fort Irwin; Courses = (applicable course). All military motorcycle riders will complete the progressive training described in the following paragraphs.

(a) All military motorcycle riders must complete the Basic Rider Course (BRC) or state approved curriculum prior to operating a motorcycle. The BRC is a one-time requirement. Motorcycles and PPE are provided for BRC training only.

(b) All military motorcycle riders must use their own motorcycle in order to complete advanced motorcycle training consisting of either the Experienced Rider Course (ERC)/BRC-2 or the Military Sport Bike Riders Course (MSRC) based on the type of motorcycle ridden. Motorcycle riders are required to take advanced motorcycle rider training within 12 months of completing the BRC. Failure to complete this training may result in commander's suspension of motorcycle privileges.

(c) Motorcycle Refresher Training (MRT): MRT is mandatory for military motorcycle riders who have been deployed or are a dormant rider for more than 180 days. The MRT will be conducted on the individual's own motorcycle to confirm their ability to safely handle their motorcycle. Training may be conducted at the unit level utilizing USACR/Safety Center MRT digital video disk and must be conducted prior to operating the motorcycle with the exception of riding to the training site. Ranges are not required for this training.

(d) Remedial Training for Motorcycle Operators. Commanders/leaders will

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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 first O5 in the Soldier's Chain of Command, who will determine if the motorcycle operator will be required to attend the ERC/BRC2 for remedial training.

(e) Motorcycle Sustainment Training. Within five years following completion of the ERC/BRC-II or the MSRC/ARC, operators will complete motorcycle sustainment training. Sustainment training will mirror motorcycle course selection outlined in paragraph 11-7a(6) of AR 385-10, The Army safety program (dated 24 February 2017) or Soldiers may take other Army approved motorcycle safe riding courses at no expense to the government. Additionally, after a five year period of inactivity or the acquisition of a new or change in motorcycles, operators will complete sustainment training. Commanders are not authorized to waive or defer sustainment training.

(f) Commanders will incorporate and promote unit level Motorcycle Mentorship Program (MMP). Motorcycle Mentor Programs are programs where less experienced riders and seasoned riders can create a supportive environment of responsible motorcycle experience and maturity. Such an environment can create positive conduct and behavior and serve as a force multiplier that supports a commander's motorcycle accident prevention program. Commanders also have the ability to utilize Defense Safety Oversight Council (DSOC) Mentorship Modules as part of their mentorship program.

(g) Commanders will incorporate and promote unit level on-duty check rides to fill the five year training gap between ERC/BRC-2 or MSRC training and MRT. Commanders will ensure that unit endorsed on-duty check rides are conducted as planned operations with appropriate identified, risk mitigation, and inspections. On-duty check rides will consist of at least one mentor for every two riders, a maximum of four riders and two mentors (six riders, total) and will follow the assigned routes. The NTC Check-ride Checklist and NTC Check-ride Performance Measures forms are to be filled out for each non-mentor rider for each check-ride conducted and submitted NLT five days to their respective Safety Manager. Unit endorsed events off-duty will always conduct privately owned MC inspections that includes verification of MC rider training, licensing, vehicle registration, insurance and PPE. Civilians who participate in a check ride during duty hours will be in an approved leave status or be on an official regular day off (RDO).

(h) Prior to tactical MC, ATV, and recreational off-highway vehicle operations, operators will be trained on the tactical operations and on the controls that have been implemented to mitigate hazards. Curriculum and proficiency training for tactical MCs and government-furnished (tactical and non-tactical) ATVs will be tailored to satisfy specific mission objectives. Government ATV operators will complete the Specialty Vehicle Institute of America-Based Course.

4. Personal Protective Equipment (PPE): All operators and passengers will wear appropriate PPE while riding motorcycles, three-wheeled motorcycles, ATVs, moped and/or scooters.

a. Helmets: Helmets shall be certified to meet Department of Transportation (DOT)

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Federal Motor Vehicle Safety Standard No. 218, United Nations Economic Commission for Europe Standard 22-05, British Standard 6658, or Snell Standard M2005. All helmets shall be properly fastened under the chin. Three-wheeled motorcycles without a windshield, roof and windows that completely enclose the rider will still require the operator to wear helmets meeting the above standards.

b. Eye protection: Eye protection must meet or exceed American National Standard Institute Standard Z87.1 (current standard), reference (z) for impact and shatter resistance (includes goggles, wraparound glasses, or a full-face shield (properly attached to a helmet)). A windshield or fairing does not constitute eye protection.

c. Foot Protection: Foot protection includes sturdy over-the ankle footwear that affords protection for the feet and ankles (durable leather or ballistic-type cloth athletic shoes that cover the ankles may be worn).

d. Protective Clothing: Protective clothing includes long-sleeved shirt or jacket, long trousers, and full-fingered gloves or mittens made from leather or other abrasion-resistant material. Motorcycle jackets and pants constructed of abrasion-resistant materials such as leather, Kevlar®, or Cordura® and containing impact-absorbing padding are strongly encouraged. Riders are encouraged to select PPE that incorporates fluorescent colors and retro-reflective material.

e. Tactical Motorcycles and ATV Rider Protection: The PPE for Government owned motorcycle and ATV operators during off-road operations will also include elbow and kneepads, shin guards, chest protectors and padded gloves.

5. Leader involvement is a critical ingredient in the reduction of Soldier involved motorcycle accidents. Leaders will identify their Soldiers who operate a motorcycle and ensure they meet all requirements to do so legally and safely, and counsel them in writing as to their responsibilities to follow regulations and standards and the ramifications of not complying. Leaders will track the training progress of these Soldiers and ensure the required training progression is being completed as mandated by appropriate regulations. Leaders will take immediate corrective action when needed and should consult with their supporting SJA as to what action is appropriate/legal when required. Leaders will share best practices and lessons learned across all command lines.

6. I expect Soldiers to act in a responsible and professional manner at all times, both on and off duty. Individual responsibility for our choices and actions is a part of being a professional. All Soldiers operating a motorcycle will sign a Motorcycle Operator/Commander Contract which will be maintained on file in the unit.

7. Unit Motorcycle Safety Programs will be inspected as part of the Command Supply Discipline Inspection conducted by the Mission/Garrison Safety Office.

8. Documentation. Commanders will develop and/or update in-processing and rear detachment procedures to ensure compliance with all aspects of this policy when receiving and in-processing new Soldiers. Commanders must complete the required interviews and related

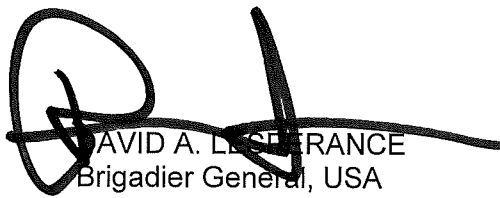
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documentation in accordance with component requirements. Commanders will ensure that motorcycle riders are properly documented.

9. 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.

10. PROPONENT: The proponent agency for this policy is the Garrison Safety Office. Questions concerning this policy should be directed to the Garrison Safety Office at (760) 380-1347.



DAVID A. LESPERANCE
Brigadier General, USA
Commanding

6 Enclosures

1. Motorcycle Training Sequence
2. Initial Counseling DA Form 4856
3. Event Oriented Non-Compliance Counseling DA Form 4856
4. Motorcycle Letter of Intent
5. Motorcycle Operator Safety Contract
6. T-CLOCS Inspection Checklist

DISTRIBUTION: A