



DEPARTMENT OF THE ARMY
UNITED STATES ARMY COMBINED ARMS SUPPORT COMMAND
2221 ADAMS AVENUE
FORT LEE VIRGINIA 23801-2102

CASCOM POLICY 21-29

ATCL-CG (100)

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: U.S. Army Combined Arms Support Command and Fort Lee Policy Letter -
Motorcycle Safety

1. This policy supersedes Fort Lee Policy No. 18-25 dated 26 October 2018.
2. Purpose. Motorcycle operations are high risk activities, which if not planned and safely executed, can significantly degrade our readiness. Service Members continue to be killed or injured in preventable motorcycle mishaps. I expect all leaders to implement this safety policy.
3. References.
 - a. DODI 6055.04, DOD Traffic Safety Program, 20 April 2009, Change 4, 31 August 2018.
 - b. AR 385-10, The Army Safety Program.
 - c. TRADOC Regulation 385-2, 23 October 2015, Change 1, 9 January 2019.
 - d. U.S. Army Combat Readiness Center, resource website:
<https://safety.army.mil/OFF-DUTY/PMV-2.aspx>.
4. Punitive Policy. Violations of this policy may be punishable under the Uniform Code of Military Justice, the United States Code, or the Code of Federal Regulations.
5. Applicability. Unless specifically noted, this policy applies to all Service Members, assigned or attached to CASCOM and Fort Lee, who operate motorcycles, three-wheeled motorcycles, All-Terrain Vehicles (ATVs), mopeds, and/or scooters that can go 35 miles per hour and higher on or off post, as well as civilians operating these types of vehicles on Fort Lee. Operators and vehicles must be licensed, registered, and insured by the appropriate state authority.
6. Training. In accordance with Army Regulation 385-10, The Army Safety Program, training is mandatory for all Service Members who ride a motorcycle on or off of the installation. Commanders and Leaders will identify all Service Members who ride

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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/>.

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.

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 type of motorcycle ridden. Motorcycle riders are required to take advanced rider training within 12 months of completing the BRC. Failure to complete this training may result in suspension of motorcycle privileges by the unit commander.

c. Motorcycle Refresher Training (MRT) is mandatory for military motorcycle riders who have been deployed for more than 180 days. The MRT will be conducted on the individual's own motorcycle to confirm 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, but if a standard parking lot is used, it must be cordoned off.

d. Motorcycle Sustainment Training is intended to continue the life-long learning process. Training is required every five years following the completion of the ERC/BRC-2 or MSRC or upon acquisition of a new motorcycle and cannot be waived. Military motorcycle riders may accomplish sustainment training through the training available on post, or off post at their own expense.

e. Commanders have the option of incorporating and promoting unit level Motorcycle Mentorship Programs (MMPs). MMPs are voluntary programs where less experienced riders and seasoned riders can create a supportive environment of responsible motorcycle riding and fellowship. Motorcycle mentors will be appointed on duty appointment orders, signed by their commander. Commanders will select mentors based on their motorcycle experience and maturity. All motorcycle mentors will have five or more years' experience riding and will have had no at fault mishaps or moving violations during that time (as attested by the Motorcycle Mentor Interview and Counseling Worksheet). They will have completed BRC and ERC/BRC2 or MSRC IAW this policy and AR 385-10. They will also be a knowledgeable and proactive leader in at least the rank of SGT or GS9. Commanders also have the ability to utilize Defense Safety Oversight Council (DSOC) Mentorship Modules as part of their mentorship program. The DSOC Mentorship Modules may be found at: <https://safety.army.mil/OFF-DUTY/PMV-2/MotorcycleMentorshipProgram%28MMP%29/DefenseSafetyOversightCouncilMentorshipModules.aspx>.

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f. Commanders also have the option of incorporating and promoting unit level on-duty check rides to assess the riding ability of their unit members. Commanders will ensure that all check rides are conducted as planned operations with appropriately identified risk mitigation and oversight. These rides will be treated as 'high-risk' on the applicable deliberate risk assessment worksheet (DRAW) and cannot be mitigated to a lower risk level. The DRAW will include a map of the planned route. On-duty check rides will consist of at least one mentor for every three riders, a maximum of six riders and two mentors (eight riders total) and will follow the planned route. The CASCOM Check-ride Checklist and CASCOM Check-ride Performance Measures forms are to be filled out for each non-mentor rider for each check-ride conducted and kept on file at the company level. Prior to these check rides, mentors will conduct privately owned MC inspections that include verification of MC rider training, licensing, and Personal Protective Equipment (PPE). Civilian employees who participate in a check ride will be in an approved leave status or be on an official regular day off (RDO). Check rides will not be done in conjunction with group rides.

g. Commanders may incorporate group rides into their motorcycle safety programs. Group rides are used to encourage motorcycle riders in each organization to participate in the program, learn from other rider's experience and skill, and build esprit-de-corps. As with check-rides, group rides will be treated as 'high-risk' activities and cannot be mitigated to a lower risk level. Units seeking to conduct a group ride will submit a packet to the CASCOM Safety Office at usarmy.lee.tradoc.mbx.CASCOM-SAFETY@mail.mil for review, NLT than 10 days before the event is to take place.

(1) This packet will consist of a DRAW with approval authority of the first O-6 in the chain of command, a route plan the group ride will use, a concept of operations (CONOP) that includes provisions for a trail vehicle, POV with ramps or trailer and towing capabilities (government owned vehicles are not allowed to be used), sign in roster, and a route brief. The CONOP will also include rider accountability, catch-up procedures, scheduled stops in order to address any mechanical issues, and coordination with local law enforcement. Prior to departure, mentors will conduct an inspection of the rider's credentials, insurance, registration and PPE.

(2) The ratio for group rides will be one motorcycle mentor to eight riders, with a minimum of two mentors. Once the plan is approved by the first O-6 in the chain of command, the final packet will be sent back to the CASCOM Safety Office to be retained on file. Civilian employees who participate in a group ride will be in an approved leave status or be on an official regular day off (RDO). Riders who are also members of active motorcycle clubs are not authorized to solicit or endorse the private organization through wear of paraphernalia or any other advertisement.

h. GoPro cameras have been purchased by CASCOM Safety for optional use with check rides or group rides. GoPro cameras allow for documentation that rides are done to standard, discourage reckless riding behaviors, and allow for coaching between the

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mentors and riders. Additionally, radio headsets have been purchased to enable communication between mentors and riders during check rides. Contact the CASCOM Safety Office at usarmy.lee.tradoc.mbx.CASCOM-SAFETY@mail.mil or 734-1688 to sign out GoPros or headsets.

i. Motorcycle riders, who are not military personnel, but who are properly licensed and insured, shall not be required to show proof of other motorcycle training in order to operate a motorcycle on the installation.

7. Personal Protective Equipment. All operators and passengers must wear appropriate PPE while riding motorcycles, three-wheeled motorcycles, ATVs, moped and/or scooters. With the exception of the following provisions, PPE will be in accordance with AR 385-10, para 11-9d: Riders are encouraged to select PPE that incorporates fluorescent colors and retro-reflective material. Helmets are not required for operators of three-wheeled motorcycles with a canopy that completely encloses the operator and features a windshield, roof, and windows. 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.

8. Documentation and Licensing. 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 Service Members. Commanders must complete the required interviews and related documentation in accordance with component requirements (including executing the TRADOC Statement of Motorcycle Operator Responsibilities (TRADOC Regulation 385-2, Appendix E)). Commanders will ensure that motorcycle riders are properly documented and reported to CASCOM Safety personnel.

9. The proponent for this policy is the CASCOM Safety Office. CASCOM POC: William Hinson, william.r.hinson3.civ@mail.mil, (804)734-1688.

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Major General, U.S. Army
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