

## **MOTORCYCLE SAFETY TRAINING AND OPERATING REQUIREMENTS**

From: ou:DA PENTAGON TELECOMMUNICATIONS(uc),ou:ALARACT RELEASE  
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THIS MESSAGE HAS BEEN SENT BY THE PENTAGON TELECOMMUNICATIONS CENTER  
ON BEHALF OF DA WASHINGTON DC//DACS-SF//

SUBJECT: MOTORCYCLE SAFETY TRAINING AND OPERATING REQUIREMENTS

DIRECTOR OF ARMY SAFETY SENDS

A. DODI 6055.4, DOD TRAFFIC SAFETY PROGRAM

B. AR 385-55, PREVENTION OF MOTOR VEHICLE ACCIDENTS

C. ARMY SAFETY CAMPAIGN PLAN, APR 04

D. MSG, OCT 02, MOTORCYCLE SAFETY TRAINING AND OPERATING REQUIREMENTS

1. ARMY LEADERS MUST TAKE IMMEDIATE ACTION IN RESPONSE TO AN ESCALATING LOSS OF SOLDIERS' LIVES TO MOTORCYCLE ACCIDENTS. NINE SOLDIERS HAVE LOST THEIR LIVES IN MOTORCYCLE ACCIDENTS DURING THE FIRST 2 MONTHS OF FY 05; 22 LIVES WERE LOST IN FY 04.

2. IT IS IMPERATIVE THAT COMMANDERS THOROUGHLY UNDERSTAND AND CONTINUE TO STRINGENTLY ENFORCE THE LONG-STANDING MOTORCYCLE SAFETY REQUIREMENTS CONTAINED IN REFERENCES A AND B ABOVE. SOLDIERS' LIVES CAN BE SAVED WITH USE OF THE ARMY MANAGEMENT INFORMATION SYSTEM-1 (ASMIS-1) PRIVATELY OWNED VEHICLE (POV) MODULE, AND ACCOUNTABILITY FOR UNDESIRABLE BEHAVIOR.

3. TRAINING:

A. THE TRAINING STANDARD IS THE MOTORCYCLE SAFETY FOUNDATION (MSF) OR MSF- BASED, STATE-APPROVED CURRICULUM TAUGHT BY CERTIFIED OR LICENSED INSTRUCTORS. HANDS-ON TRAINING AND A PERFORMANCE-BASED AND KNOWLEDGE-BASED EVALUATION ARE REQUIRED.

B. SUCCESSFUL COMPLETION OF PRESCRIBED MOTORCYCLE SAFETY TRAINING IS MANDATORY FOR ALL SOLDIERS OPERATING MOTORCYCLES ON OR OFF POST, ON OR OFF DUTY, REGARDLESS OF WHETHER THE MOTORCYCLE IS REGISTERED ON POST. SOLDIERS MUST BE IN POSSESSION OF AN MSF CARD WHEN THEY RIDE TO VERIFY COMPLETION OF TRAINING.

4. PERSONAL PROTECTIVE EQUIPMENT AND CLOTHING (PPEC). RECOMMEND COMMANDERS REVIEW CURRENT REGULATIONS AS REFERENCED IN A AND B ABOVE, AND ENSURE ENFORCEMENT OF THE FOLLOWING:

A. SOLDIERS CONTINUE TO FALSELY BELIEVE THEY ARE NOT REQUIRED TO WEAR A HELMET OR OTHER PPEC IF THE STATE IN WHICH THEY OPERATE THEIR BIKE DOES NOT REQUIRE IT. FURTHERMORE, SOLDIERS ARE OFTEN OBSERVED WEARING THE REQUIRED PPEC WHILE RIDING ON POST, AND THEN REMOVING IT AFTER THEY DRIVE OFF POST. REGULATORY REQUIREMENTS APPLY TO ALL ACTIVE DUTY SOLDIERS OPERATING MOTORCYCLES ON OR OFF POST, ON OR OFF DUTY, REGARDLESS OF PERMANENT OR TRANSITORY STATUS, AND REGARDLESS OF LOCAL OR STATE LAWS. THEY ALSO APPLY TO ALL ARMY NATIONAL GUARD AND RESERVE COMPONENT SOLDIERS WHEN IN A DUTY STATUS (INDIVIDUAL DEVELOPMENTAL TRAINING, ADVANCED INDIVIDUAL TRAINING, ANNUAL TRAINING, AND TITLE 10 AND TITLE 32 STATUS). COMMANDERS MUST ENSURE THIS IS CLEARLY UNDERSTOOD.

B. REQUIRED PPEC ARE DEPARTMENT OF TRANSPORTATION (DOT) CERTIFIED HELMET, IMPACT OR SHATTER RESISTANT GOGGLES OR FULL FACE SHIELD PROPERLY ATTACHED TO THE HELMET, STURDY OVER-THE-ANKLE FOOTWEAR, LONG SLEEVED SHIRT OR JACKET, LONG TROUSERS, FULL-FINGERED GLOVES OR MITTENS DESIGNED FOR USE ON MOTORCYCLE, BRIGHTLY COLORED OUTER UPPER GARMENT DURING THE DAY AND A RETRO-REFLECTIVE UPPER GARMENT DURING THE NIGHT. OUTER UPPER GARMENT SHALL BE CLEARLY VISIBLE AND NOT COVERED BY BACKPACKS OR OTHER OBSTRUCTIONS. SOLDIERS WHO WEAR A REFLECTIVE BELT SHOULD WEAR IT DIAGONALLY ACROSS THE TORSO TO ENSURE MAXIMUM VISIBILITY. COMMANDERS SHOULD ENSURE PPEC REQUIREMENTS ARE ENFORCED AT INSTALLATION GATE CHECKPOINTS.

C. OPERATORS MUST ENSURE THAT THEIR PASSENGERS ALSO COMPLY WITH PPEC AND VISIBLE GARMENT REQUIREMENTS. REAR VIEW MIRRORS MUST BE MOUNTED ON HANDLE BAR OR FAIRING, AND HEADLIGHT MUST BE TURNED ON.

D. FAILURE TO WEAR THE PRESCRIBED PPEC OR COMPLY WITH LICENSING OR THE OPERATOR TRAINING REQUIREMENT SHOULD BE CONSIDERED IN MAKING LINE OF DUTY DETERMINATIONS.

5. ASMIS-1 POV MODULE. REFERENCE C REQUIRES THAT COMMANDERS ENSURE SOLDIERS WHO OPERATE A POV, INCLUDING A MOTORCYCLE, IN CONJUNCTION WITH LEAVE OR PASS COMPLETE THE ASMIS-1 POV MODULE. THIS AUTOMATED TOOL HELPS THE SOLDIER PLAN TRIPS PRIOR TO DEPARTURE. IT IDENTIFIES POTENTIAL HAZARDS, PROPOSES CONTROLS OR ALTERNATE COURSES OF ACTION TO MITIGATE THE HAZARDS, AND ESTABLISHES A LEVEL OF RISK FOR THE PLANNED EVENT. RESULTS OF THE ASSESSMENT ARE FORWARDED TO THE SUPERVISOR FOR REVIEW TO FACILITATE DIALOGUE BETWEEN THE SOLDIER AND FIRST-LINE SUPERVISOR.

6. UNDESIRABLE OPERATOR BEHAVIOR. COMMANDERS HAVE A NUMBER OF VIABLE OPTIONS AT THEIR DISPOSAL TO CORRECT UNDESIRABLE BEHAVIORS WHEN ENCOUNTERING POOR OR HIGH RISK DRIVERS WITHIN THEIR UNIT. THESE CORRECTIVE MEASURES INCLUDE ADVERSE ADMINISTRATIVE ACTIONS SUCH AS CHAPTER DISCHARGE ACTIONS AND LINE OF DUTY-NO DETERMINATIONS, ARTICLE 15'S, AND COURTS-MARTIAL. COMMANDERS NEED NOT WAIT FOR ONE OF THESE SOLDIERS TO KILL THEMSELVES OR SOMEONE ELSE BEFORE TAKING ACTION. CONSIDER ESTABLISHING A UNIT POLICY TO MAKE THESE SAFETY REQUIREMENTS, DIRECTIVE IN NATURE. WHEN FACED WITH A CREDIBLE REPORT OF INAPPROPRIATE DRIVING, COMMANDERS MUST ACT IMMEDIATELY TO HOLD SOLDIERS ACCOUNTABLE

FOR STANDARDS. IGNORING UNDESIRABLE BEHAVIOR CONDONES IT AND ESTABLISHES NEW, LOWER STANDARDS FOR THE UNIT.

7. THIS MESSAGE REINFORCES MANDATORY REQUIREMENTS IN REFERENCES A AND B THAT WERE RECONFIRMED BY REFERENCE D.

8. EXPIRATION DATE CANNOT BE DETERMINED.