



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

CASCOM POLICY 17-08  
11 SEPTEMBER 2017

ATCL- CG

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: CASCOM and Fort Lee Motorcycle Safety Policy

1. This policy supersedes Fort Lee Policy No. 16-03, dated 7 Jun 2016.
2. Purpose: Motorcycle operations are high risk activities that if not planned and safely executed can significantly degrade our readiness. Service Members continue to be killed or injured in preventable motorcycle accidents. I expect all leaders to implement this safety policy.
3. References:
  - a. DODI 6055.04, DOD Traffic Safety Program, 20 April 2009, Change 2, 23 January 2013.
  - b. AR 385-10, The Army Safety Program, 24 February 2017.
  - c. Fort Lee Standards Book, Change 1, 1 June 2016.
  - d. U.S. Army Combat Readiness Center, <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: This policy applies to all Service Members, assigned or attached to Fort Lee, operating motorcycles, three-wheeled motorcycles, All-Terrain Vehicles (ATVs), mopeds, and/or scooters that can go 35 miles per hour and higher on or off Fort Lee, as well as civilians operating these types of motorized vehicles on Fort Lee. Operators and vehicles must be licensed, registered, and insured by the appropriate state authority. The Motorcycle Mentorship Program (MMP) and on-duty check ride sections apply only to CASCOM Service Members and are not requirements for Fort Lee tenant organization personnel or civilians.
6. Training. In accordance with Army Regulation 385-10, The Army Safety Program and the CASCOM Progressive Motorcycle 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 motorcycles and track their required training

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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 advance 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 advance 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) 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.

d. Commanders have the option of incorporating and promoting unit level Motorcycle Mentorship Programs. Motorcycle mentor programs are optional, voluntary clubs 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 (greater than 5 years since receiving a motorcycle endorsement on their license is recommended). Civilian riders may be selected as a motorcycle mentor if they are an ADSO as part of their ADSO duties. 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>.

e. Commanders have the option of incorporating and promoting 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 are 'high-risk' activities on risk assessment worksheets and cannot be mitigated to a 'moderate risk'. On-duty check rides will consist of at least one mentor for every rider, a maximum of two riders and two mentors (four riders, total) and will follow the assigned routes. 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 submitted to the CASCOM Safety POC, Henry Howard (Edwin.h.howard.civ@mail.mil, 734-0270). Unit endorsed events off-duty will always conduct privately owned MC inspections that includes verification of MC rider training, licensing, 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).

f. GoPro camera units have been purchased by CASCOM Safety for optional use with on-duty check rides. GoPro camera units allow for documentation that on-duty check rides were completed to standard, discourage reckless riding behaviors, and to allow for coaching between the mentors and riders. Additionally, radio headsets have been purchased to enable communication between mentors and riders during check rides. Contact David Pickerell (david.a.pickerell.civ@mail.mil, 734-1688) or William R. Hinson (william.r.hinson3.civ@mail.mil, 734-8440) to sign out GoPro units or headsets for use with on-duty check rides.

g. Motorcycle Sustainment Training is to continue the life-long learning process. The 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 off post at their own expense.

h. Motorcycle riders, who are not military personnel, who are properly licensed and insured, shall not be required to receive service-sponsored training or show proof of other motorcycle training in order to operate a motorcycle on the installation.

i. 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.

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

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

b. Eye Protection: Eye protection must meet or exceed American National Standard Institute Standard Z87.1-2010 for impact and shatter resistance including goggles, wraparound glasses, or a full-face shield.

c. Foot Protection: Foot protection includes sturdy over-the-ankle footwear that provides protection for the feet and ankles.

d. Protective Clothing: Protective clothing includes long-sleeved shirt or jacket, long trousers, and full-fingered gloves or mittens. Hand protection will be made of 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.

e. Reflective Clothing: Service members assigned to Fort Lee will wear a PT Belt or fluorescent and reflective vest, jacket, or upper outer garment during periods of low visibility, including nighttime and during inclement weather when operating a motorcycle or riding as a passenger on a motorcycle, on and off post, regardless of local civilian requirements. Nighttime is defined as the period of time between sunset and sunrise. Inclement weather includes any amount of precipitation or fog, regardless of severity. All motorcycle operators and passengers must ensure that their fluorescent and reflective garments are properly secured, clearly visible, and not covered. The light-weight mesh physical training or "road-guard" vest is not authorized to be worn as a fluorescent and reflective vest on a motorcycle; however, they can be used to cover a backpack. If a PT Belt is used to meet this requirement, the belt will be worn over the shoulder, diagonally across the chest.

f. Tactical Motorcycles and ATV Rider Protection: The PPE for Government owned motorcycle and ATV operators during off-road operations will also include knee and shin guards and padded gloves.

g. When operated on Fort Lee, in both on and off-road modes, all Government owned or privately owned motorcycles, three wheeled motorcycles, Can-Am Spyders, mopeds, motor scooters, and ATVs (when equipped) must have headlights turned on at all times.

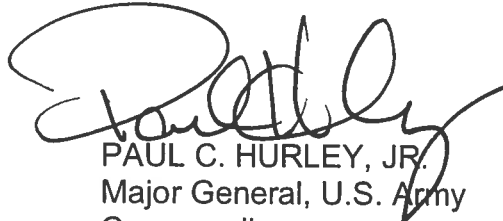
8. Documentation and Licensing. Commanders will develop and/or update in-processing and rear detachment procedures to ensure compliance with all aspects of this policy when receiving and in-processing new Service Members. Commanders must complete the required interviews and related documentation in accordance with component requirements. Commanders will ensure that the Travel Risk Planning

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System (TRiPS) Tool, found at the U.S. Army Combat Readiness/Safety Center website <https://safety.army.mil/> is utilized prior to a motorcycle, moped, or scooter being used on leave, pass, TDY, or PCS outside the local area as determined by the commander. Commanders will ensure that motorcycle riders are properly documented and reported to CASCOM Safety personnel.

9. The proponents for this policy are the CASCOM and Fort Lee Garrison Safety Offices. CASCOM POC: David Pickerell (david.a.pickerell.civ@mail.mil), 734-1688). Fort Lee Garrison POC: Tim Lawrence (timothy.d.lawrence.civ@mail.mil), 765-3132).



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