



DEPARTMENT OF THE ARMY  
HEADQUARTERS, 101st AIRBORNE DIVISION (AIR ASSAULT) AND FORT CAMPBELL  
2700 INDIANA AVENUE  
FORT CAMPBELL, KENTUCKY 42223-5656

REPLY TO  
ATTENTION OF:

JUN 25 2012

AFZB-CG

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Policy Letter 32 – Motorcycle Safety Command Guidance

1. References:

- a. DODI 6055.4 DoD Traffic Safety Program, 20 Apr 12
- b. AR 385-10 The Army Safety Program, Rapid Action Revision (RAR), 4 Oct 11
- c. CAM Reg 385-7 Privately Owned Vehicle Accident Prevention Program, 8 Feb 10 (Under Revision)
- d. CAM Reg 190-5 Fort Campbell Motor Vehicle Traffic Regulation, 30 Dec 11 (Under Revision)
- e. ALARACT 381-2011, Army Traffic Safety Training Program (ATSTP) (encl 1)
- f. Policy Letter 13, Fort Campbell Policy Accident/Incident Notification and Reporting

2. This policy outlines the motorcycle safety program, motorcycle accident reporting procedures, Personal Protection Equipment (PPE) requirements, and mandated training for motorcycle operators.

3. The commander who first becomes aware of a motorcycle accident will notify the 101<sup>st</sup> Airborne Division Staff Duty, 270-798-9793, their BDE/BCT level Safety Manager/Officer, and the Division Safety Office at 270-798-7009. After duty hours, the Division Staff Duty will notify the Division Safety Director 931-241-1716 and appropriate agencies.

a. Commanders are encouraged to use the Division 24/72 Hour Fatality Report (encl 2) for all non-fatal motorcycle accidents/incidents to ensure pertinent information is assembled for reporting requirements.

b. The Division 24/72 Hour Fatality Report will be used for all fatal accidents/incidents.

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c. Following initial reporting of a motorcycle accident/incident, reporting and briefing procedures will be followed as mandated by Policy Letter 13, Fort Campbell Policy Accident/Incident Notification and Reporting, dated 30 Nov 11.

d. United States Army Combat Readiness/Safety Center (USACRSC) accident reporting requirements are IAW 1.b. above. Reporting to the USACRSC will be coordinated through the Division Safety Office and must occur as soon as the situation permits.

4. Leaders will ensure that all Soldiers wear required PPE while riding motorcycles and ATVs. PPE used will be IAW DODI 6055.04, AR 385-10 page 57, and CAM Reg 385-7, Privately Owned Vehicle Accident Prevention Program. The following PPE will be worn as a minimum:

- a. DOT or SNELL approved helmet
- b. Shatter Resistant Eye Protection
- c. Full fingered gloves
- d. Long trousers
- e. Long sleeved shirt or jacket
- f. Sturdy footwear that covers ankles
- g. Reflective belt or reflective vest

(1) If belt is worn it will be worn over the shoulder diagonally across the chest, on the outside of garments and will be visible from all sides.

(2) Riders are strongly encouraged to wear full face helmets.

(3) Padded, abrasive resistant, bright colored clothing are also strongly encouraged to increase visibility to other drivers and reduce the risk of injury severity in the event of a crash.

(4) Soldiers must wear all required PPE when operating a motorcycle both on and off post and on and off duty. This includes states where PPE is not mandated (ex: If a state is a "helmet optional state" you must still wear all mandated PPE to include a helmet.)

5. Motorcycle training is mandatory for all Soldiers who desire to ride a motorcycle both on or off duty and on and off post. Attendance at, and successful completion of training will be documented and maintained within the unit. All training of motorcycle operators will be IAW the Army Traffic Safety Training Program (ATSTP) enclosure 1:

a. All motorcycle riders (Soldiers) must take the initial Basic Riders Course (BRC) prior to operating a motorcycle.

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b. All motorcycle riders (Soldiers) are required to complete Advanced Motorcycle Training consisting of either the Experienced Rider's Course (ERC) or the Military Sport Bike Rider's Course (MSRC) within 12 months of completing the BRC.

c. All motorcycle riders (Soldiers) are also required to complete sustainment training every 3 years following the completion of ERC or MSRC depending on type of motorcycle owned and operated. This requirement cannot be waived.

d. Motorcycle Refresher Training (MRT) is designed to educate riders, mentor less experienced riders, review previous training, share best practices, enforce standards, verify validity of licensing, insurance and PPE, and ensure riders are familiar with their bike and capable of performing routine maneuvers on their motorcycle.

(1) MRT is mandatory for Soldier riders who have been deployed for more than 180 days.

(2) MRT is a unit responsibility and should be integrated into the unit's training schedule.

6. A critical ingredient in the reduction of Soldier involved motorcycle accidents is Leader involvement. 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 (enclosure 3). 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.

7. 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 part of being a professional.

a. Soldiers involved in an accident/incident involving a motorcycle (i.e. traffic violations, unsafe acts) will be escorted by their company chain of command, provide a brief to the first battalion commander in their chain as to the cause, effect, lessons learned, and corrective action taken.

b. Soldiers having a second incident involving a motorcycle will provide a brief consisting of the same information to the BDE Commander and will have their battalion COC present.

c. All Soldiers operating a motorcycle will sign a Motorcycle Operator/Commander Contract (enclosure 3) which will be maintained on file in the unit.

8. Pending changes to CAM Reg 190-5, Fort Campbell Motor Vehicle Traffic Regulation are attached as enclosure 4. The proponent for this regulation is the Directorate of Emergency Services (DES).

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9. The point of contact for this policy is the Director of Safety at 270-798-2327. Specific questions may be directed to the Motor Cycle Safety Program Manager at 270-956-0871.

4 Encls

1. ALARACT

Army Traffic Safety Training Program

2. Division 24/72 Hour Fatality Report

3. Motorcycle Operator/Commander Contract

4. Pending changes to CAM Reg 190-5

Fort Campbell Motor Vehicle Traffic Regulation



JAMES C. McCONVILLE

Major General, USA

Commanding General

DISTRIBUTION A

UNCLASSIFIED//

THIS MESSAGE HAS BEEN SENT BY THE PENTAGON TELECOMMUNICATIONS CENTER ON BEHALF OF DA WASHINGTON DC//DAMO-TRI//

SUBJECT: NOTIFICATION OF RECENT RAPID ACTION REVISION (RAR) CHANGES TO THE ARMY SAFETY PROGRAM

A. REFERENCE AR 385-10, THE ARMY SAFETY PROGRAM, 23 AUGUST 2007/RAR 4 OCTOBER 2011, PARAGRAPHS 11-7 AND 11-9.

1. THE PURPOSE OF THIS MESSAGE IS TO NOTIFY THE FIELD OF RECENT CHANGES TO ARMY TRAFFIC SAFETY TRAINING PROGRAM (ATSTP), MOTORCYCLE SAFETY, AND ELABORATE ON THE INTENT OF THE NEW REQUIREMENTS.

2. ARMY TRAFFIC SAFETY TRAINING PROGRAM (ATSTP).

2.A. CLASSROOM TRAINING.

2.A.1. ATSTP IS REQUIRED FOR ALL SOLDIERS AND DESIGNED TO REINFORCE A POSITIVE ATTITUDE TOWARD DRIVING, INDIVIDUAL RESPONSIBILITY AND CORRECT RESPONSE TO ROUTINE AND EMERGENCY DRIVING SITUATIONS. EACH PROGRESSIVE TRAFFIC-SAFETY TRAINING COURSE BUILDS ON THE PREVIOUS MODULE TO REINFORCE THE ARMY'S EXPECTATIONS FOR A SAFE ARMY DRIVER.

2.A.2. DURING INITIAL MILITARY TRAINING, ALL SOLDIERS WILL RECEIVE THE ONE-HOUR INTRODUCTION TO DRIVERS TRAINING COURSE. ALL NEWLY ASSIGNED PERSONNEL TO AN ARMY INSTALLATION WILL RECEIVE THE 30 MINUTE LOCAL HAZARDS BRIEFING. THIS BRIEFING IS THE ONLY PORTION OF ATSTP THAT APPLIES TO ANYONE OTHER THAN SOLDIERS. ALL NEWLY ASSIGNED SOLDIERS LESS THAN AGE 26 WILL ATTEND THE 2.5 HOUR INTERMEDIATE TRAFFIC SAFETY TRAINING COURSE. COMBINED, THIS TRAINING MEETS DOD REQUIREMENT TO PROVIDE 4 HOURS OF DRIVERS TRAINING FOR ALL PROPERLY LICENSED SOLDIERS UNDER AGE 26.

2.B. REMEDIAL DRIVERS TRAINING.

2.B.1. REMEDIAL DRIVERS TRAINING IS BEHAVIORAL BASED AND DESIGNED TO REINFORCE POSITIVE DRIVING.

2.B.2. REMEDIAL DRIVERS TRAINING WILL BE PROVIDED FOR MILITARY AND DOD CIVILIAN PERSONNEL WHO, WHILE OPERATING A GOVERNMENT MOTOR VEHICLE (GMV), HAVE BEEN CONVICTED OF A MOVING TRAFFIC VIOLATION OR HAVE BEEN FOUND AT FAULT IN AN ACCIDENT ON THE INSTALLATION.

STANDARD OR NON-STANDARD RANGE THAT MEETS ALL THE NECESSARY MSF REQUIREMENTS UNDER THE RIDER EDUCATION RECOGNITION PROGRAM (RERP). A TEMPORARY RANGE MAY BE MARKED USING SPRAY CHALK.

3.F.2. TEMPORARY RANGE RERP(S) WILL BE ISSUED USING THE SAME PROCESS AS A PERMANENT RANGE, FOR ADDITIONAL INFORMATION ON PROCESSING RERP(S) CONTACT THE USACR/SC DRIVING TASK FORCE AT 334-255-2892.

3.G. PERSONAL PROTECTIVE EQUIPMENT.

3.G.1. COMMANDERS WILL ENSURE ALL MOTORCYCLE OPERATORS (SOLDIERS) WEAR APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT (PPE) WHILE RIDING MOTORCYCLES AND ATVS.

3.G.2. SERVICE SPECIFIC PPE REQUIREMENTS MAY NOT BE USED AS A CRITERION FOR ACCESS TO ANY DOD INSTALLATION FOR ANY PERSON WHOSE EQUIPMENT MEETS THE REQUIREMENTS IN DODI 6055.04 AND AR 385-10. TO MEET REGULATORY INTENT, COMMANDERS SHOULD ELIMINATE ADDITIONAL PPE REQUIREMENTS SUCH AS THE PT BELT OR REFLECTIVE VESTS.

3.G.3. COMMANDERS WILL ENCOURAGE MOTORCYCLE RIDERS (SOLDIERS) TO SELECT PPE DESIGNED WITH ABRASION RESISTANT MATERIALS AND IMPACT-ABSORBING PADDING THAT INCORPORATES FLUORESCENT COLORS AND RETRO REFLECTIVE MATERIAL AND EMPLOY OTHER VISIBILITY-ENHANCING EQUIPMENT SUCH AS HEADLIGHT MODULATORS, BRAKING ALERTS, ETC. THE INTENT IS TO HAVE RIDERS IN GEAR DESIGNED FOR RIDING THAT PROVIDES THE RIDER AS MUCH VISIBILITY AS POSSIBLE AND ELIMINATES ACCESS ISSUES ACROSS DOD INSTALLATIONS.

4. POC FOR ANY POLICY ISSUES IS MR. WALTER BECKMAN, USACR/SC DRIVING TASK FORCE AT EMAIL: WALTER.BECKMAN@US.ARMY.MIL COM: 334-255-2744/2892/3039 DSN 558-2744/2892/3039

5. THIS HQDA MESSAGE WILL EXPIRE ON 30 SEPTEMBER 2014.

READINESS CENTER BY CONTACTING THE DRIVING TASK FORCE AT 334 255-2744/2892/3039 DSN 558-2744/2892/3039 AND DOWNLOADABLE AT THE FOLLOWING LINK.

[HTTPS://SAFETY.ARMY.MIL/MOTORCYCLE-REFRESHER-TRAINING](https://safety.army.mil/motorcycle-refresher-training)

3.C.5. RANGES ARE NOT REQUIRED TO CONDUCT MRT. HOWEVER, CONSIDERATION SHOULD BE GIVEN TO ANY SITE SELECTED TO ENSURE TRAINING IS CONDUCTED SAFELY.

### 3.D. MOTORCYCLE SUSTAINMENT TRAINING.

3.D.1. MOTORCYCLE RIDERS (SOLDIERS) ARE REQUIRED TO TAKE MOTORCYCLE SUSTAINMENT TRAINING EVERY THREE YEARS FOLLOWING THE COMPLETION OF THE ERC OR MSRC AND CANNOT BE WAIVED.

3.D.2. THE INTENT OF SUSTAINMENT TRAINING IS TO CONTINUE THE LIFE-LONG LEARNING PROCESS, SHAKE LOOSE ANY BAD HABITS THAT A RIDER MAY HAVE DEVELOPED OVER THE THREE-YEAR PERIOD, SUPPORT ANY THREE YEAR PERIOD OF INACTIVITY, THE ACQUISITION OF A NEW OR CHANGE IN MOTORCYCLE(S), OR A MAJOR GEOGRAPHIC RELOCATION.

3.D.3. AT A MINIMUM, SUSTAINMENT TRAINING WILL REQUIRE THE SOLDIER MOTORCYCLE RIDER TO RETAKE THE ERC OR MSRC, BASED ON TYPE MOTORCYCLE OWNED AND OPERATED.

3.D.4. MOTORCYCLE RIDERS (SOLDIERS) MAY ACCOMPLISH SUSTAINMENT TRAINING, AT THEIR OWN EXPENSE, BY ATTENDING AN ADVANCED LEVEL TRAINING COURSE.

3.D.5. THE USACR/SC WILL MAINTAIN A LIST OF SUCH COURSES AND PROVIDE OVERSIGHT AS NEEDED.

### 3.E. DETERMINING REQUIREMENTS.

3.E.1. EARLY PROJECTION OF REQUIREMENTS IS CRUCIAL TO PROVIDING TRAINING IN A TIMELY MANNER. REDEPLOYING UNITS SHOULD IDENTIFY POTENTIAL TRAINING REQUIREMENTS PRIOR TO ACTUAL REDEPLOYMENT TO ALLOW ADEQUATE SCHEDULING OF COURSES TO MEET UNIT NEEDS.

3.E.2. COMMANDERS WILL MAKE EVERY EFFORT TO ENSURE MOTORCYCLE RIDERS (SOLDIERS) COMPLETE TRAINING ONCE SCHEDULED TO HELP ELIMINATE NO-SHOWS AND PREVENT TRAINING BACKLOGS.

### 3.F. TEMPORARY MOTORCYCLE TRAINING RANGES.

3.F.1. THE RANGE PORTION OF ALL MOTORCYCLE TRAINING WILL BE ACCOMPLISHED ON EITHER A PERMANENT OR TEMPORARILY MARKED

ADVANCED MOTORCYCLE TRAINING OPTIMALLY 60 DAYS AFTER THE BRC BUT MUST COMPLETE TRAINING WITHIN 12 MONTHS.

3.A.6. CIVILIANS AND CONTRACTED LABORERS ARE NOT REQUIRED TO RECEIVE SERVICE SPONSORED TRAINING NOR ARE THEY REQUIRED TO PROVIDE PROOF OF TRAINING FOR ENTRY TO ANY DOD INSTALLATION.

3.A.7. SERVICE SPONSORED TRAINING IS NOT REQUIRED FOR PROPERLY LICENSED/ENDORSED DOD CIVILIAN OPERATORS. HOWEVER, TRAINING IS AVAILABLE ON REQUEST ON A SPACE AVAILABLE BASIS. AN EXAMPLE OF SPACE AVAILABLE WOULD BE WHEN A SOLDIER WHO IS ON AN APPROVED CLASS ROSTER FAILS TO SHOW FOR TRAINING. THE VACATED SEAT WOULD THEN BECOME AVAILABLE FOR A DOD CIVILIAN AWAITING TRAINING AT THE TRAINING RANGE AT THE START TIME.

3.B. MOTORCYCLE SAFETY FOUNDATION (MSF) COMPLETION CARDS.

3.B.1. INSTALLATIONS SHALL ACCEPT THE ORIGINAL OR CERTIFIED COPY OF THE COMPLETION CARD OF ANY MSF BRC OR STATE APPROVED COURSE. THE TERM STATE APPROVED MEANS ANY COURSE FOR WHICH THE STATE OR HOST NATION WAIVERS THE RIDING SKILLS PORTION OF THE MOTORCYCLE LICENSE OR ENDORSEMENT TEST.

3.B.2. COMPLETION CARDS ISSUED AT NON-MILITARY TRAINING SITES MAY DIFFER IN APPEARANCE (NO MSF LOGO) THAN THOSE ISSUED AT ARMY TRAINING SITES. THE OMISSION OF THE TRADEMARK MSF LOGO IS NOT SUFFICIENT REASON TO DISCOUNT THE CARD. FOR ADDITIONAL INFORMATION, CONTACT THE USACR/SC DRIVING TASK FORCE AT 334 255-2744/2892/3039 DSN 558-2744/2892/3039.

3.C. MOTORCYCLE REFRESHER TRAINING (MRT).

3.C.1. THE PURPOSE OF THIS REFRESHER TRAINING IS TO REVIEW TRAINING, LICENSING, INSURANCE, PERSONAL PROTECTIVE GEAR, SERVICEABILITY OF SOLDIER'S MOTORCYCLE AND THEIR ABILITY TO CONDUCT BASIC MANEUVERS ON THEIR OWN MOTORCYCLE.

3.C.2. MRT IS MANDATORY FOR MOTORCYCLE RIDERS (SOLDIERS) WHO HAVE BEEN DEPLOYED FOR MORE THAN 180 DAYS.

3.C.3. THE INTENT OF MRT IS TO CONDUCT A LEADERS REVIEW OR "SHAKEOUT" OF SOLDIER RIDING PREPAREDNESS. TRAINING IS INTENDED TO BE CONDUCTED BY A LEADER IN THE ORGANIZATION PREFERABLY ONE THAT RIDES A MOTORCYCLE BUT IT IS NOT A REQUIREMENT TO BE A RIDER TO RUN TRAINING.

3.C.4. THE MRT GUIDE IS AVAILABLE FROM THE US ARMY COMBAT

2.B.3. COMMANDERS MAY DIRECT SOLDIERS TO ATTEND REMEDIAL DRIVERS TRAINING BASED ON A DETERMINATION OF HIGH RISK ACTIVITY OR ACCUMULATION OF TRAFFIC POINTS OVER A TWELVE-MONTH PERIOD.

2.B.4. STATE APPROVED DRIVER IMPROVEMENT PROGRAMS MAY BE USED TO FULFILL THE REQUIREMENT WHERE AN ARMY STANDARDIZED COURSE IS NOT PROVIDED.

2.C. TRACKING ATSTP TRAINING.

2.C.1. O/A 1 APRIL 2012, TRACKING OF ATSTP TRAINING WILL TRANSITION FROM THE ARMY IMCOM REGISTRATION SYSTEM (AIRS) TO THE DIGITAL TRAINING MANAGEMENT SYSTEM (DTMS).

2.C.2. A SUBSEQUENT MESSAGE WILL BE SENT TO FIELD TO ADDRESS THIS NEW CAPABILITY AND TO PROVIDE DETAILS OF HOW TO SCHEDULE AND TRACK TRAINING USING THE MILITARY AND POV LICENSING TABS.

3. MOTORCYCLE SAFETY.

3.A. MOTORCYCLE TRAINING.

3.A.1. MOTORCYCLE TRAINING IS MANDATORY FOR ALL SOLDIERS WHO DESIRE TO RIDE A MOTORCYCLE REGARDLESS OF RIDING IT ON OR OFF THE INSTALLATION. TRAINING FOR SOLDIERS WILL NOW FOLLOW A PROGRESSIVE TRAINING MODEL THAT INCLUDES THREE DISTINCT COURSES DETERMINED BY THE TYPE MOTORCYCLE OWNED OR OPERATED.

3.A.2. ALL MOTORCYCLE RIDERS (SOLDIERS) ARE REQUIRED TO TAKE THE BASIC RIDERS COURSE (BRC) PRIOR TO OPERATING A MOTORCYCLE. THE BRC IS A ONE-TIME REQUIREMENT.

3.A.3. EFFECTIVE 1 OCT 11, ALL MOTORCYCLE RIDERS (SOLDIERS) WILL BE REQUIRED TO COMPLETE ADVANCED MOTORCYCLE TRAINING CONSISTING OF EITHER THE EXPERIENCED RIDERS COURSE (ERC) OR THE MILITARY SPORT BIKE RIDERS COURSE (MSRC) WITHIN 12 MONTHS FOLLOWING COMPLETION OF THE BRC. SOLDIERS MAY TAKE THE CIVILIAN EQUIVALENTS IN LIEU OF THE ARMY PROVIDED ERC OR MSRC, AT NO EXPENSE TO THE GOVERNMENT, WITHIN 12 MONTHS FOLLOWING COMPLETION OF THE BRC.

3.A.4. THE CIVILIAN EQUIVALENTS INCLUDE THE BASIC RIDER'S COURSE II (BRC-II) SYNONYMOUS WITH THE ERC AND THE ADVANCED RIDER'S COURSE (ARC) SYNONYMOUS WITH THE MSRC.

3.A.5. MOTORCYCLE RIDERS (SOLDIERS) ARE ENCOURAGED TO TAKE

ENCL2

**DIVISION GROUND ACCIDENT AND FATALITY REPORTING REQUIREMENTS  
AS OF: 11 MAY 07**

\* Asterisk and highlighted items are required within 24 Hours for all Motorcycle and AW Accidents and Fatal POV Accidents. (Provide additional information if available)

Provide non asterisk items within 72 hours.

**QUESTIONS (INFORMATION WILL BE IN A NARRATIVE FORMAT)**

**\*1. POC INFORMATION**

- A. POC Name/rank:
- B. POC Duty Phone Commercial:
- C. POC Duty Phone DSN:

**2. ACCIDENT FORMATION**

- A. Date and Time of accident:
- B. Location:
- C. Who did law enforcement cite for violation of traffic code?
- \*D. Narrative of accident:

**3. ENVIRONMENTAL CONDITIONS**

- A. Describe the environmental/weather conditions at the time of the accident.
- B. Describe the road conditions at the scene of the accident.
- C. Describe road surface type.

**\* 4. SOLDIER INFORMATION (\* Provide A through H)**

- A. Name:
- B. Rank or Grade:
- C. Military Status:
- D. Unit (company, through brigade, division, Corps size element and post)
- E. PMOS:
- F. Gender:
- G. Age:
- H. What function was the person serving? (Driver/passenger/pedestrian)

**5. DRIVER INFORMATION**

- A. Is the SM identified as the driver of the vehicle?
- B. Did the driver complete required Army driver's training? (Provide completion date)
- C. What is the estimated time the driver of the vehicle has been driving this type of vehicle?

D. Describe the unit training events that took place prior to the accident in the previous 60 days concerning prevention of this type of accident.

\*E. Was the driver of the vehicle under the influence of drugs or alcohol? F. Did local law enforcement write a traffic code violation? If yes, did this identified Soldier receive the citation?

\* FOR MOTORCYCLE and All Terrain Vehicle (ATV) ACCIDENTS / FATALITIES (\* Provide A through G):

A. Was the Soldier licensed for a Motorcycle/ATV?

B. Provide the date the Soldier completed an Army approved motorcycle or AW safety course.

C. Did the Soldier own the motorcycle/ATV and if so, how long did the Soldier own the Motorcycle/ATV? If not - How did the accident victim procure the motorcycle/ATV and was the lender aware of accident victim's experience, licensing etc?

D. Was the Soldier wearing a Department of Transportation approved helmet?

E. List required safety items the Soldier was wearing: (a properly fastened, approved helmet, proper eye protection, full fingered gloves, long trousers, long sleeved shirt or jacket, high visibility garments (bright color for day and retro reflective for night), and leather boots or over the ankle shoes?) As prescribed by Army Regulation 385-55, AR 190-5 and CAM REG 385-7.

F. Was the Motorcycle/ATV registered on the Installation?

Decal Number:

G. Motorcycle/ATV specific information:

Make:

Model: Year:

Engine CC:

\*6. DUTY STATUS AND LEAVE POLICY (\* provide A through F)

A. Was the Soldier on/off duty or on Leave/pass/temporary duty (define type such as Local Leave) at the time of the accident?

B. Is TRIPS (Traffic Planning System) part of unit pass and leave policy?

Explain negative answer.

C. Was the TRIPS POV Risk Assessment completed prior to the accident?

Explain Negative answer.

D. Who approved the TRIPS report? (Name/rank and date)

E. What risk mitigation is annotated on the TRIPS report?

F. Was further counseling required? Annotated?

NOTE: B&C refers to use of automated tools found on the Combat Readiness Center website: <https://crc.army.mil>. TRIPS was previously marketed as ASMIS-2. POV Risk Assessment Tool.

## 7. HUMAN FACTORS

- A. Dates of Soldiers' last deployment:
- B. Location of last deployment.
- C. Date of next scheduled deployment if known:
- D. Had the command identified the Soldier as a risk?
- E. If the Soldier was a risk, what precautionary measures had the command taken?
- F. Did the Soldier have personal problems?
- G. List known disciplinary action during the past 12 months.
- \*H. Describe known activities of the Soldier(s) during the 24 hours prior to the accident.
- \*I. Is fatigue a suspected factor in this accident?  
Use previous 48 - 72 hour work rest cycle as a guide.
- \*J. Is alcohol or drugs a suspected factor in this accident? \*K.

### Marital Status.

- \*L. Was the Soldier undergoing a divorce, break up with friend or other family hardship?
- M. Was the Soldier having financial difficulties?
- N. What is the estimate of the emotional state of the driver at the time of Accident?
  - O. Is speed a suspected factor in this accident? P.
- Was inadequate training a factor in this accident?

## 8. VEHICLE

- \*A. Type of vehicle.
- B. Is the accident vehicle the Soldier's vehicle?
  - C. How long had the Soldier owned the vehicle?
  - D. What is the year, make and model of the vehicle?
- C. Describe the vehicle mechanical condition at time of Accident.
- D. Provide the date of last vehicle inspection by the chain of command.
- \*E. Was the Soldier using installed safety equipment, such as seat belts at the time of the accident?

## 9. COMMAND FACTORS

- A. Did Commander complete the on-line Commanders Safety Course? Provide duty position and completion date.
- B. Does the unit have an Additional Duty Safety Officer/NCO assigned? Provide date assigned.
- C. Did the Additional Duty Safety Officer/NCO complete the on-line course? Provide completion date.

MOTORCYCLE OPERATOR / COMMANDER CONTRACT

1. PURPOSE: This document is a written agreement between a Soldier who operates a motorcycle and their Commander. By signing this document, the Soldier is acknowledging that they have read and understand the responsibilities, standards, and policies required to safely and legally operate a motorcycle and the potential ramifications of irresponsible and unsafe acts and choices. The Commander, by signing this document is acknowledging the initial counseling of their motorcycle riding Soldier and the unit's responsibility to track the Soldier's motorcycle training progress, driving record, and their participation in the unit's Motorcycle Mentorship Program.

2. I understand that motorcycles are a leading contributor to Soldier deaths and injuries. I will operate my motorcycle in a responsible manner at all times. I will obey all rules of the road, NOT speed, drive recklessly, perform stunts, or operate my motorcycle in a risky or unsafe manner. \_\_\_\_\_(initials)

3. I understand that I am to complete the Basic Motorcycle Rider's Course (BRC) prior to operating my motorcycle off or on post and keep my training current within Army and Fort Campbell regulations. I further understand that this requirement includes completion of advanced motorcycle training within 12 months of completing the BRC. \_\_\_\_\_(initials)

3. I understand that I must wear all required Personal Protection Equipment (PPE) as stated below regardless of whether I am operating my motorcycle on or off post, regardless of my duty status (on or off duty). I fully understand as a Soldier this PPE requirement supersedes all local and state laws (i.e. I must wear an approved helmet even if riding in a "helmet optional" state.) \_\_\_\_\_(initials)

Required PPE

- DOT or SNELL Approved helmet
- Shatter Resistant Eye Protection
- Full fingered gloves
- Long trousers
- Long sleeved shirt or jacket
- Sturdy footwear that covers ankles
- Reflective belt or reflective vest (must be worn on the outside and visible from all sides)

4. I acknowledge that my Commander has given me a direct order to NEVER operate a motorcycle without PPE and should I fail to comply with this order I may receive adverse administrative action(s) to include punishment under Article 92 of the Uniform Code of Military Justice or administrative elimination from the Army. \_\_\_\_\_(initials)

5. I also understand that if I am injured while operating a motorcycle in violation of published policies, SOPs, or regulations, I may be found Line of Duty – No due to own misconduct and this finding may result in my loss of benefits, to include free medical care, disability, separation pay, or medical retirement. I also understand that a finding of this nature may forfeit many of my veteran's rights. \_\_\_\_\_(initials)

6. I understand that driving a motorcycle on a military instillation is a privilege and my Commander may suspend or revoke that privilege if I fail to comply with relevant laws and regulations. \_\_\_\_\_(initials)

7. I will never operate a motorcycle within 8 hours of consuming alcohol or medications in any amount that may impair my ability to safety operate the motorcycle. \_\_\_\_\_(initials)

8. I understand that I must maintain my motorcycle in safe operating condition, have proper insurance, motorcycle license, and MSF card in my possession at all times when operating a motorcycle. \_\_\_\_\_(initials)

9. I will make my motorcycle and required documents available for inspection by my chain of command as required. \_\_\_\_\_(initials)

10. I understand that I am a member of a team and they rely on me to act responsibly and professionally at all time, both on and off duty. I will never allow others to knowingly violate any of the above rules and policies. \_\_\_\_\_(initials)

Soldier' Signature

Date

---

Soldier's Printed Name, Rank, Branch/MOS

---

Commander's Signature

Date

---

Commander's Printed Name, Rank, Branch

NOTE: Soldier will be provided with a signed copy of this document and the original will be maintained within the unit.



DEPARTMENT OF THE ARMY  
FORT CAMPBELL INSTALLATION  
2700 INDIANA AVENUE  
FORT CAMPBELL, KENTUCKY 42223-5656

REPLY TO  
ATTENTION OF:

AFZB-CS-S

3 May 2012

MEMORANDUM FOR RECORD

SUBJECT: Change to CAM Reg 190-5 Fort Campbell Motor Vehicle Traffic Regulation

1. Proposed changes to CAM Reg 190-5 are as follows: Chapter 4, para 4-4. Motorcycle/moped/motor driven cycle operation, Change a(2) and a(3) to read:

(2) Operators and passengers of motorcycles and mopeds will wear personal protective equipment (PPE) in accordance with CAM Reg 385-7.

(3) Active duty motorcycle and moped operators must attend an approved Motorcycle Riders Safety Course in accordance with CAM Reg 385-7 and have in their possession the safety card issued for completing the course prior to registering the motorcycle on the installation and with them whenever operating the motorcycle. Failure to provide the safety card and/or wear proper personal protective equipment (PPE) on the installation will result in the operator being cited on a CVB.

Add: (4) Active duty Soldiers in violation of paragraph (2) or (3) above are required to immediately dismount and remain with their motorcycle/moped, and make arrangements with their Chain of Command to transport the motorcycle/moped and for follow on transportation from the point of the infraction within four hours. Motorcycles/mopeds remaining after four hours will be towed and impounded at the owner's expense.

Chapter 6, Table 6-1 Point assessment for moving traffic violations add:  
Failure to wear proper personal protective equipment (PPE) (6 points)  
Failure to provide Motorcycle Safety Foundation card (6 points)

2. Once revised a new CAM Reg 190-5 will be published on the Fort Campbell Intranet.

3. POC for this information is Chief of Police, Installation Provost Marshal Office, Mr Keith Shumate, (270) 956-3360.

ROD LOWELL  
Senior Safety Director