

*USAG Benelux Command Policy Letter 21*



DEPARTMENT OF THE ARMY  
HEADQUARTERS, US ARMY GARRISON BENELUX  
UNIT 21419  
APO AE 09708

MEU-CHV-ZA

*30 sep 2005*

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: USAG Benelux Command Policy Letter 21, Motorcycle Driving

1. References:

- a. DoD Instruction 6055.4, DoD Traffic Safety Program, dated 20 Jul 99
- b. AR 190-5, Motor Vehicle Traffic Supervision, dated 8 Jul 88
- c. AR 385-55, Prevention of Motor Vehicle Accidents, dated 12 Mar 87
- d. USAREUR Reg 385-55, Prevention of Motor Vehicle Accidents, dated 6 Jan 00

2. PURPOSE: To outline requirements operation of motorcycles inside USAG BENELUX AOR.

3. APPLICABILITY: All US military and civilian personnel and their family members operating a motorcycle inside USAG Benelux AOR.

4. POLICY: The operation of a motorcycle on US Installations constitutes a conditional privilege extended by the commander, USAG BENELUX. Individuals desiring this privilege will meet the following conditions:

a. Possess, while operating a motorcycle, and produce upon demand of the Military Police or contract guards:

(1) Proof of valid registration (SHAPE, Belgian, Netherlands, German or appropriate registration).

(2) A valid Motorcycle Driver's License.

(3) Proof of valid insurance (i.e. Green Card) for privately owned vehicles.

(4) Must be in possession of an US Army approved Motorcycle Safety Foundation Motorcycle Safety Course certificate. This certificate must be dated within the last three years.

IMEU-CHV-ZA

SUBJECT: USAG Benelux Command Policy Letter 21, Motorcycle Driving

b. The operator of any two wheeled motor vehicle will:

(1) Obey all applicable traffic rules and regulations to include registering motorcycles, scooters, and mopeds IAW host nation laws.

(2) Operate with headlights at all times.

(3) Ensure passengers wear approved protective helmets. US operators must wear helmets properly fastened under the chin and IAW standards set by the American National Standards Institute Z90-1 or the Economic Commission for Europe Norm 22-02.

(4) Ensure shatterproof eye protection is worn. Eye protection must meet the Vehicle Equipment Safety Commission Regulation, standard 8.

(5) Will not wear headphones.

(6) Ensure reflectorized vests are worn.

(7) Ensure protective clothing is worn (i.e. protective helmet, eye protection, boots, long sleeve vest, etc.).

(8) Make sure the motorcycle is equipped with all necessary safety equipment (turn-signal, horn, etc.) including 2 rear view mirrors.

5. Violators of the aforementioned policy are subject to criminal and/or administrative adverse action under Article 92 of the Uniform Code of Military justice and/or federal civilian misconduct standards.

6. Those that have already registered their motorcycle, across the BENELUX, and **do not** possess a valid Motorcycle Safety Course certificate have until 1 January 2006 to attend a Motorcycle Safety Foundation Motorcycle Safety Course, or their license to operate on US facilities in Europe will be revoked.

7. The proponent office for this action is the Directorate of Emergency Services (DES), USAG BENELUX at DSN 361-5162.

  
DEAN A. NOWOWIECKI  
COL, AR  
Commanding

*Memorandum for United States National Military Representative (IMEU-CHV-ZA)*



**DEPARTMENT OF THE ARMY  
UNITED STATES ARMY GARRISON BENELUX (NSSG)  
UNIT 21419  
APO AE 09708**

IMEU-CHV-ZA

MEMORANDUM FOR United States National Military Representative, Unit 21420, APO AE 09705

SUBJECT: Motorcycle Registration for US Personnel

1. References:

- a. DOD Instruction 6055.4, DOD Traffic Safety Program, dated 20 Jul 99
- b. Army Regulation 385-55, Prevention of Motor Vehicle Accidents, dated 12 Mar 87
- c. USAREUR Regulation 385-55, dated 26 Jan 00
- d. Army Regulation 190-5, Motor Vehicle Traffic Supervision, dated 8 July 88

2. Commander, United States Army Garrison BENELUX, requests that the United States National Military Representative, SHAPE, coordinate with the SHAPE Vehicle Registration Office to, immediately, restrict motorcycle registration for US personnel to only those who have in their possession a valid Motorcycle Riders Safety Course certificate.

3. The above references state that motorcycle licensed operators must attend an approved Motorcycle Riders Safety Course and have in their possession the safety card issued for completing the course prior to permanently registering the motorcycle on a military installation.

4. In order for this certificate to be valid, it must have been issued within the last 36 months. Currently the Drivers Testing Office, located on SHAPE, offers the Motorcycle Safety Foundation course that fulfills this criterion.

5. POC for this action is LTC Davidson, Director of Emergency Services, at DSN 361-5162.

  
DEAN A. NOWOWSKI  
COL, AR  
Commanding

*Excerpt from IAW DODI 6055.4 (20 July 99)*

### **E3.2. MOTORCYCLE SAFETY (HSPG NUMBER 3)**

E3.2.1. Operators of Government and privately owned motorcycles (both street and off-road versions) on DoD installations must be appropriately licensed to operate on public highways (except where not required by the SOFAs or local laws). A valid U.S. Government Motor Vehicle Operator's Identification Card (OF-346) or a Unit Level Logistics System (ULLS) Operator Qualification record fulfills the licensing requirement for operators of tactical motorcycles.

E3.2.2. Where State or local laws applicable to the installation require special licenses to operate privately owned motorcycles, motorized bicycles (Mopeds), motor scooters, or ATVs, such license requirements, as a minimum, shall apply to operation of those vehicles on DoD installations.

E3.2.3. Before operation of any motorcycle, personnel shall successfully complete an approved rider or operator safety course. This training requirement excludes those operating motorcycles with attached sidecars and three-wheel motorcycles.

E3.2.3.1. The safety course must include the following: the appropriate Motorcycle Safety Foundation (MSF) or Specialty Vehicle Institute of America (SVIA) or MSF-based State-approved curriculum taught by certified or licensed instructors; hands-on training; and a performance-based and knowledge-based evaluation.

E3.2.3.2. Training required by this Instruction shall be provided at no cost to military and DoD civilian personnel. Personnel shall not be charged leave to attend training required by this Instruction.

E3.2.3.3. Additional performance based evaluations may be required for off-road recreational operation of privately owned vehicles or vehicles controlled by morale, recreation, and welfare organizations on DoD installations. Privately owned ATV and off-road motorcycle operators should complete training. Operators are also encouraged to complete refresher training before each riding season or after long periods of inactivity.

E3.2.3.4. Curriculum and proficiency training for tactical motorcycles will be tailored to satisfy specific mission objectives. Operators will have previously completed a safety course as required in the above paragraph E3.2.3.1.

E3.2.4. The DoD Components will develop and approve safety requirements tactical motorcycles integrating operational risk management into tactics, techniques, and procedures training when required by military mission.

E3.2.5. When operated on any DoD installation, in both on- and off-road modes, all Government or privately owned motorcycles, Mopeds, motor scooters, and ATVs (when equipped) must have headlights turned on at all times, except where prohibited by military mission, the SOFAs, or local laws.

E3.2.6. Motorcycles, except Government-owned off-road motorcycles on tactical missions or training, shall be equipped with rear view mirrors mounted on the handlebar or fairing.

E3.2.7. Requirements for Personal Protective Equipment (PPE) are as follows:

E3.2.7.1. The following PPE is mandatory for all persons as listed in paragraph 2.2. of the Instruction while operating or riding as a passenger on a motorcycle or ATV.

E3.2.7.1.1. Helmets. Certified to meet Department of Transportation (DOT) standards properly fastened under the chin. If stationed outside CONUS and the host nation does not have an equivalent helmet standard, the helmet will meet the U.S. Department of Transportation standard.

E3.2.7.1.2. Goggles and Face Shields. Impact or shatter resistant goggles or full-face shield properly attached to helmet. A windshield or eye glasses alone are not proper eye protection.

E3.2.7.1.3. Sturdy Footwear is mandatory. Leather boots or over the ankle shoes are strongly encouraged.

E3.2.7.1.4. Clothing. Long sleeved shirt or jacket, long trousers, and full-fingered gloves or mittens designed for use on a motorcycle.

E3.2.7.1.5. Garment Visibility. A brightly colored outer upper garment during the day and a reflective upper garment during the night. Outer upper garment shall be clearly visible and not covered.

E3.2.8. The PPE for Government-owned motorcycle and ATV operators during off-road operations should also include knee and shin guards and padded full-fingered gloves.

E3.2.9. Failure to wear the PPE or comply with licensing or operator training requirements may be considered in making line-of-duty determinations if the injury is from such nonuse of PPE or noncompliance.

*Excerpts from AR 385-55*

### **B-3. Motorcycle safety (HSPS No. 3)**

To operate on Army installations—

a. Operators of privately or government-owned motorcycles and mopeds must be currently licensed by civil authorities and by competent military authorities outside the United States to drive motorcycles or mopeds on public roadways, except where not required by SOFA or local laws. Mopeds will not carry passengers unless specifically designed to do so.

b. Each driver of a privately or government-owned motorcycle or moped will be required to satisfactorily complete an Army-approved motorcycle safety course. The course will consist of classroom instruction, hands-on training, and the successful completion of hands-on and written evaluation.

c. Motorcycles and mopeds must have headlights turned on at all times except where prohibited by SOFA or local laws.

d. Soldiers will wear a properly fastened, approved helmet whenever and wherever (on or off post) they operate or ride a motorcycle or moped. Civilian personnel must wear a helmet while driving or riding as a passenger on a motorcycle or moped on Army installations or while on Government business off the installation. The helmet will be properly fastened (under the chin) and meet DOT motorcycle safety helmet construction standards. (The Army and Air Force Exchange Service, the Navy Resale System, and the Marine Corps Exchanges will offer for sale only those helmets that meet at least the DOT standards.)

e. Soldiers will wear 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 whenever and wherever they operate or ride a motorcycle or moped. Civilian personnel must wear the same protective clothing specified for soldiers when operating or riding a motorcycle or moped on Army installations or while on Government business off the installation. Proper eye protection includes clear goggles or a face shield attached to the helmet. A motorcycle or moped windshield or fairing is not considered proper eye protection.

f. Government-owned motorcycles and those motorcycles and mopeds registered on an installation by soldiers must have two rearview mirrors (one mirror on each side). Motorcycles and mopeds owned by civilian personnel and operated on a military reservation must also have two rearview mirrors (one mirror on each side).

g. Motorcycle and moped safety requirements do not apply to bicycles; however, bicycle riders should be encouraged to use the protective equipment listed above.

h. The use of headphones or earphones while driving a motorcycle or moped on Army installation roads and streets is prohibited.

Excerpts from USAREUR Regulation 385-55

## 4-2. POV ACCIDENT PREVENTION

### (2) Motorcycles.

(a) In Germany, drivers are required to pass a written and performance test to obtain a U.S. Forces certificate of license. If drivers fail the performance test, they must attend and satisfactorily complete a German driving school (*Fahrschule*) course at their own expense.

(b) In Germany, novice drivers who do not have a U.S. motorcycle license must attend and pass a *Fahrschule* driver training course before they are licensed.

(c) Motorcycle drivers stationed outside of Germany must complete an Army-approved motorcycle safety course. The course must consist of classroom instruction, hands-on training, and a written test.