DEPARTMENT OF THE ARMY
HEADQUARTERS, 1ST ARMORED DIVISION AND FORT BLISS
1733 PLEASONTON ROAD
EL PASO, TEXAS 79916-6816

REPLY TO
ATTENTION OF

AFBL-CG

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Command Policy Letter #5, Composite Risk Management, Hearing Program, and Motorcycle Safety Policy

1. Reference:

a. AR 385-10, The Army Safety Program, 23 Aug 07
b. Fort Bliss Regulation 385-10, Fort Bliss Installation Safety Program, 20 Apr 09
c. FM 5-19, Composite Risk Management
d. Fort Bliss 190-5, Motor Vehicle Traffic Supervision, 1 Oct 02
e. DODI 6055.4, DoD Traffic Safety Program, 20 Apr 09
f. AR 40-5, Preventive Medicine, 22 JUL 2005
g. DA PAM 40-501, Hearing Conservation Program, 10 DEC 1998
h. Special Text 4-02.501: Army Hearing Program, 1 FEB 2008

2. Successful Safety and Occupational Health (SOH), Composite Risk Management (CRM) and Accident Prevention Programs require strong leadership. Our responsibility as leaders, down to and most importantly our first line leaders, is to safeguard the personnel and equipment entrusted to our stewardship. In order to combat on and off duty accidents, leaders at every level on Fort Bliss must institutionalize CRM principles and ensure that they become an integral part of all operation, mission and training. Applied leadership, along with enforced discipline, training, and standards will ensure the preservation of our valuable resources and instill accountability which are both vital to be successful supporting joint operations around the world.

3. Safety is Commander's business and as such, I will chair the quarterly Fort Bliss Commanding General's Safety Council. Attendees will be post General be post General Officers, Deputy Commanding Generals as applicable, Chief of Staff, Command Sergeant Major (CSM), Fort Bliss Brigade Level subordinate CDRs/CSMs, Garrison Commander/CSM, and separate Battalion Level CDRs/ CSMs. Other attendees are the Fort Bliss G3, G4, Surgeon, Inspector General, the Garrison DPTMS, and Fort Bliss Safety Personnel.

4. CRM and safety are force multipliers and apply to all areas of our business. Successful SOH, risk management and accident prevention programs demand vigilant leadership, discipline and training to standard. Prevention the loss of a single Team Bliss Member is one of my top priorities. Training, operation, and mission success are measured with zero accidental fatalities.

5. Hearing Program. It is imperative that we maintain command emphasis for the Army Hearing Program at Fort Bliss. Leaders and supervisors must assess the noise hazard potential in

their area, to include all field and range training missions with live or blank fire, tactical vehicle use (motor pools and convoys), and extended use of generators, taking prompt action to prevent hearing loss due to noise.

6. Noise is the most prevalent health hazard at Fort Bliss, and Army-wide. Tinnitus and Hearing Loss rank as the #1 and #2 disabilities in the Army. Poor hearing can affect a unit's overall readiness. Soldiers with hearing loss place themselves and other members of their unit at greater risk during military operations. Effective communication relies heavily on normal hearing abilities, especially on today's high technology battlefield. (ACU), either on the Soldier's front right belt loop of the ACU trousers or on the Soldier's Improved Outer Tactical Vest (IOTV). No organization or entity may distribute pre-formed earplugs without a trained individual checking the fit.

7. All leaders and supervisors will enforce the mandatory use of properly fitted hearing protective devices to include earplugs, noise muffs, and/or helmets with built-in protection. Soldiers will wear the earplugs and earplug carrying case as part of the army combat uniform Commanders must also ensure that all military and civilian personnel who are routinely exposed to hazardous noise environments receive annual, pre- and post-deployment hearing tests and attend an annual health education class related to hearing conservation. A unit level hearing program officer must be designated on orders. The Ft Bliss Hearing Program will provide training for individuals to provide fitted hearing protection and annual mandatory education on hearing loss prevention.

8. Motorcycle safety is applicable to all personnel operating motorcycles on the installation. All service members and on duty DOD civilians will comply with the safety constraints cited in this policy when operating motorcycles on and off the installation. Although adherence to the safety constraints cited in this policy is encouraged by all on and off the installation, this policy does not apply to off duty DOD civilians, non-DOD civilians, contractors, retirees, and dependents operating motorcycles off the installation.

9. Before operating any motorcycle, on or off the installation. Soldier shall:

a. Within 10 working days of arrival to Fort Bliss or acquisition of a motorcycle, enroll in an approved Motorcycle Safety Foundation (MSF) course and successfully complete the course.

b. Execute a written motorcycle safety contract (see attachment) with their commander.

c. Carry at all times while operating a motorcycle, the MSF card issued as proof of course completion.

d. Not wear portable headphones, earphones, or other listening devices, which is prohibited while operating a motorcycle. Motorcycle operators may wear motorcycle helmets equipped with operator-passenger intercom systems.

10. Motorcycle Mandatory Training. Motorcycle training consists of Basic Rider Course (BRC), Experienced Rider Course (ERC), Military Sport Rider Course (MSRC), and the Motorcycle Refresher Training (MRT). Anyone (Soldiers, civilians, and Family Members) who operates a motorcycle on the installation will successfully complete a Motorcycle Safety Foundation-approved motorcycle rider safety course. All training is provided on the installation at no cost to service members, DoD civilian employees and authorized dependents motorcycle riders. Military members can schedule motorcycle training through the Installation's Army Traffic Safety Training Program (ATSTP) by contacting the Installation Safety Office. All military motorcycle riders will complete the progressive training described in the following paragraphs.

11. Motorcycle Personal Protective Equipment (PPE). Soldiers are required to comply with the following PPE requirements while either a motorcycle operator or passenger. At a minimum, Soldiers shall wear the following PPE whenever they ride or operate a motorcycle.

a. A Department of Transportation (DOT) approved motorcycle helmet properly fastened under the chin.

b. Full-fingered gloves designed for use on a motorcycle.

c. Long-sleeved shirt or jacket and long trousers.

d. Boots or sturdy over the ankle shoes. ACU canvas boots are acceptable.

e. Impact or shatter resistant goggles, wrap around glasses or full face shield attached to the helmet in the down position. Windshields, eyeglasses, and fairings do not meet this requirement. The goggles may be darkened for daylight use; however, they must be clear during the hours of darkness or adverse weather conditions.

f. A brightly colored (i.e., white, yellow, orange, silver) upper garment (vest or jacket) during the day and a reflective upper garment during dusk, dawn and at night. Riders will properly secure outer garments and ensure they are clearly visible and not covered. Items may be worn on top of the outer garment, but they must meet the same visibility requirements of the outer garment. Brightly colored or reflective belts do not meet the upper garment or backpack requirement.

12. Motorcycle Mentorship Program. Commanders and leaders will support and promote a unit-level motorcycle mentorship program including activities that reinforce positive training, mentoring, and riding. All commanders will:

a. Identify unit motorcycle riders and ensure face-to-face counseling (to include a brief on this policy) between first-line supervisors and Soldiers. Leaders will identify riders must be

identified by type of motorcycle and assigned to appropriate mentor. Soldiers shall execute a written motorcycle safety contract with the commander.

b. Enforce motorcycle training requirement outlined in this policy letter. Commanders and First Sergeants will maintain a list of their Soldiers who have completed the motorcycle training and/or need the appropriate course.

c. Establish unit mentorship programs at brigade or battalion level. Select and appoint suitable mentors (both standard/cruiser and sport/sport touring motorcycles) to coach unit motorcycle riders. Each program will have a Senior Mentor to administer the program. Unit mentors will:

(1) Be an experienced rider (five years or more on the appropriate motorcycle type) and current motorcycle rider in good standing. The unit motorcycle mentor should be mature and a leader.

(2) Complete the BRC and/or ERC. Sport bike mentors will complete the MSRC.

(3) Act as conduit of information to Soldiers for motorcycle safety education and awareness.

(4) Set the Standard for responsible motorcycle riding.

(5) Mentor Soldiers in purchasing, riding and maintaining their motorcycles.

(6) Monitor and evaluate Soldiers skill development and recommends appropriate training. Ensure Soldiers attend appropriate training.

(7) Track and inform the commander of Soldier riding progress and completed training.

(8) Organized and promote activities to enhance motorcycle safety by unit affiliation or riding events.

(9) Promote command objectives related to motorcycle safety.

13. Individual Responsibilities. Comply with installation, local, state, and Army motorcycle training, licensing, and operating requirements. The Motorcycle Safety Foundation card issued as proof of course completion shall be carried at all times while operating a motorcycle and be presented on request when entering the installation. Civilians, contractors, Family members, and visitors are required to show proof of motorcycle safety course completion in order to ride on the installation.

a. Use composite risk management in purchasing, riding, and maintaining motorcycles.

b. Properly maintain and wear the appropriate PPE for both on and off post riding. Operators must ensure that passengers comply with PPE requirements. Anyone operating or riding a motorcycle on military installations must wear the required PPE.

c. Support installation and unit motorcycle safety initiatives.

d. Identify themselves to their chain of command at the time of assignment to the unit, or when planning to purchase a motorcycle.

e. Seek out mentorship from skilled, responsible, and positive riders. Demonstrate self discipline and defensive driving when operating a motorcycle. Recognize the inherently dangerous nature of motorcycles operation and do not join or participate in activities that contribute to high risk behavior.

14. Special Training. Commanders will ensure motorcycle operators are properly licensed and trained. Soldier deployed six months or more and those who upgrade 400 cc or more or purchase "high boost" motorcycles, will attend refresher training conducted by qualified MSF instructors. Commanders' mentorship programs will include procedures for identifying operators that need refresher training. Soldiers returning from deployment of 6 months or more are not authorized to operate a motorcycle on or off the installation, except to commute to and from training sites, until they have completed the required refresher training.

15. The number of Soldier motorcycle riders continues to increase. Our current concerns over motorcycle operation will require the personal involvement of leaders at all levels and the personal discipline of motorcycle operators. Across the installation we must foster an environment for safe motorcycle operation. Together, we keep our Soldiers safe. PUNITIVE ORDER: Soldiers who fail to comply with the requirements of this policy are subject to adverse administrative action and/or punishment under the Uniform Code of Military Justice (UCMJ).

16. I am convinced that accidents are both predictable and preventable when leader are proactively engaged and know their Team Bliss Members. Each commander, leader, and supervisor must establish a total safety culture for all on and off duty operations that promote compliance with standard and encourages a true sense of caring at all levels. Responsibility for correction of unsafe conditions and behavior lies with each individual and first-line supervisor. Individuals must be technically competent and perform their job in the safest possible manner, in peace and in war. Army safe is Army Strong!

17. This policy is effective upon signature and will remain in effect until superseded or rescinded. Point of contact for this policy is G3 Safety, at (915) 568-7237.

DANA J. H. PITTARD
MG, USA
Commanding

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