

READINESS

- 2/3 of Navy fatalities and injuries occur in personal motor vehicles.
- 1/2 of the PMV fatalities and Injuries occur on motorcycles.
- Most motorcycle crashes involve sport bikes.
- Training is very effective at preventing fatalities and injuries.
- Every Fatality and Injury Affects Readiness**
- Riders are responsible for completing required training.
- Commands are responsible for providing the opportunity for training.

SUPPORT

POLICY: Naval Safety Center (NSC)
www.safetycenter.navy.mil (select *Ashore/Motor Vehicle/Motorcycle*)

DELIVERY: Commander Naval Installations Command (CNIC)
www.cnic.navy.mil (select *your region or installation*)

ESAMS: https://esams.cnic.navy.mil/esams_gen_2/loginesams.aspx
Help Desk: CONUS: 866-249-7314, OCONUS: 809-463-3376

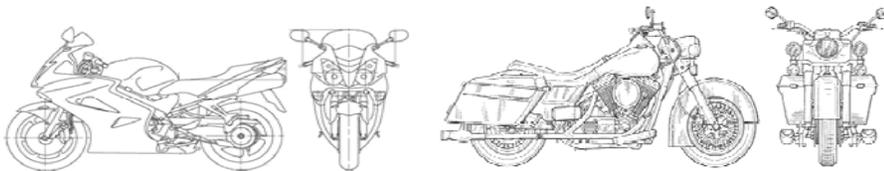
ESAMS Registration and Scheduling: www.navymotorcyclerrider.com
(accessible on Navy and personal computers)

3-Es

Engineering: Best method to eliminate or reduce risk (ABS brakes, stability control, tire construction, mirrors, etc.)

Education: Best method to reduce risk when engineering is not feasible

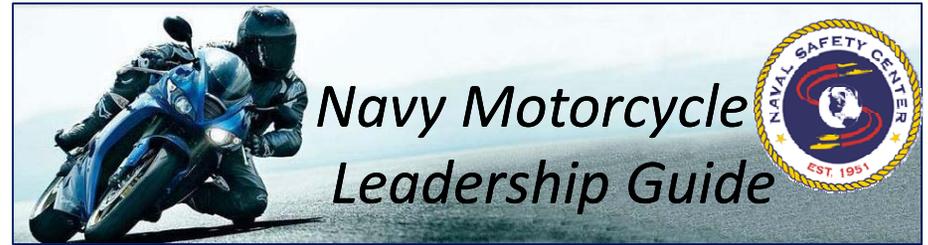
Enforcement: Mandate and enforce compliance with engineering and education policies and equipment designed to mitigate risk



Sportbike

Performance machine, engineered for the track but authorized on the road

Standard or cruiser
Engineered road bikes



BEST PRACTICES / KEYS TO SUCCESS

- Assign and support your Motorcycle Safety Representative (MSR).
- Include MSR on check-in/out routing. Keep roster current.
- Recommend all personnel complete a Page 13 stating they are aware of the reporting requirement if they ride or own a motorcycle.
- Engage divisions and chief's mess to know their riders and set the tone to support motorcycle training and mentoring opportunities.
- Monitor readiness posture using ESAMS reports provided by MSR.
- Enforce training attendance and compliance with motorcycle rider policy.
- Report training needs or inadequacies to the local supporting Installation safety manager and command ISIC.
- Encourage mentorship and personal risk management.
- Don't drive riders "underground"—focus on opportunities for learning rather than enforcement.
- Success = Leaders who enable training attendance, support mentorship and expect compliance and personal risk management.
- Improving the Navy motorcycle culture will have a positive affect on readiness and will foster safety-conscious attitudes.

Collateral -duty MSRs have more ability to prevent fatalities and injuries than anyone else in the Navy!

REFERENCES

- DODI 6055.04 (DoD Traffic Safety Program)
- OPNAVINST 5100.12 (Navy Traffic Safety Program)

TRAINING REQUIREMENTS

Level I (Basic)

- Initial class required within 30 days
- No license or permit required if Trainer Bikes are available
- Curriculum: **Basic Rider Course (BRC)**

Level II (Intermediate)

- Initial class required within 60 days of Initial BRC
- Student must provide his/her own bike.
- Permit or License, and Insurance Required
- Students on **cost** orders may use Trainer Bike of correct type
- Curriculum: **Advanced Rider Course (ARC)** – All bike types
Military Sportbike Rider Course (MSRC) – All sportbikes
Basic Rider Course Level II (BRC-2) – All cruisers and regular bikes

Level III (Refresher and Advanced)

- Required every three years
- Curriculum: **Any Level I or II Training Course**
Authorized Alternate Training (See NSC Website)

Note 1: Training requirements apply to military riders on or off duty and government civilians in the line of their duty

Note 2: Level I training may be required for civilians to ride on military installations

Note 3: Leave should not be charged for personnel taking courses.

Note 4: Classes are available to retirees, dependents, and government civilians on a space-available basis.



REQUIRED PERSONAL PROTECTIVE EQUIPMENT (PPE)

- Department of Transportation approved (DOT) helmet
- Impact-resistant goggles, face-shield or wrap glasses
- Full-fingered gloves
- Sturdy over-the-ankle footwear
- Long sleeve shirt below the elbows & long pants below the knees

Quality motorcycle jackets and pants are highly encouraged

MOTORCYCLE SAFETY REPRESENTATIVE (MSR)

Collateral or full-time MSR(s) manage the motorcycle program, and provide status to the CO/OIC/ISIC as necessary.

- At least one MSR shall be assigned for the command
- Rider(s) preferred for the MSR position, but not required
- If more than one MSR is assigned, appoint a "Senior" MSR
- MSR(s) may support more than one UIC/Command
- Add MSR to command check-in/check-out sheet
- Ensure MSRs are trained to use ESAMS (ESAMS website)

ENTERPRISE SAFETY APPLICATION MANAGEMENT SYSTEM (ESAMS)

ESAMS shall be used to manage the Navy Motorcycle Program. It provides rider inventory, training compliance, demographic information and reports

ESAMS is also the Navy Safety and Occupational Health (SOH) Program tool. Your MSR and safety manager can assist one another with the program or may be the same individual.

MSR(s) duties include:

Monthly: Verify training and deficiency report, frequency may change depending on command population

Quarterly: Review and counsel planned owners for change

Quarterly: Review and update reports

Quarterly: Provide COC with the dashboard

Quarterly: Hold a motorcycle rider safety meeting to remind and update riders on safety requirements and training. Have plan-to-own riders attend so that they can meet their peers and can pair up with experienced riders as mentors

CO SUPPORT OPPORTUNITIES

- **Motorcycle Mentorship Meetings** are encouraged within the command and are available at most regional safety offices
- **Command Organized Rides** are valuable to encourage positive peer pressure and informal program oversight
- **Season Opening and Closing Fairs/Rides** are encouraged to provide an opportunity to inspect vehicles, check training, check licensing and discuss personal risk management
- **Stand-Down Presentations, Data, and GMT** are available on the NSC web site and at many installation safety offices
- **Contract Trainers** are available as PMV-2 Subject Matter Experts (SME) to provide special request training and Stand-Downs
- PMV-2 PPE to/from parking in uniform-see local policy