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SUBJ/MOTORCYCLE SAFETY FOUNDATION (MSF) Rider Mentor Program (RMP)//

REF/A/DOC/OPNAV M-5100.23//

NARR/REF A IS OPNAV M-5100.23, NAVY SAFETY AND OCCUPATIONAL HEALTH MANUAL//

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GENTEXT/REMARKS/1. The Rider Mentor Program (RMP) is a peer-to-peer curriculum focused on mentorship. Foundationally, RMP focuses on pairing experienced riders with new and less experienced riders.

The transfer of real-world knowledge and experience from more experienced to less experienced riders is vital to ensure personnel who ride motorcycles are equipped with relevant, firsthand knowledge gathered by current, experienced riders who possess the riding time and proficiency to effectively guide and mentor less experienced riders. The goal of the RMP is to create a continuous improvement approach to motorcycle rider knowledge and skill development, with the goal of reducing motorcycle mishaps and enhancing commands motorcycle safety programs.

2. The Navy has provided all commands with military motorcycle riders access to the Motorcycle Safety Foundation (MSF) RMP curriculum. This program, which is available for download at no charge from the Naval Safety Command's CAC-enabled website, provides a standardized approach to motorcycle mentorship.

3. All commands with uniformed motorcycle riders are encouraged to leverage the MSF RMP training.
a. It is strongly recommended to have an experienced and active rider coordinate the command mentorship program.

b. The lead mentor should be in paygrades of E-7 and above, have a minimum of 8 years of licensed riding experience and have completed Level II training.

c. Whenever possible, traditional rank and rate structures should be relaxed during mentorship activities.

d. In lieu of a command program, commands may participate in an installation program or form joint mentorship programs with other commands inside the DoD.

4. The RMP program consists of 52 safety topics, 17 skill practice exercises, content and directions for organizing and conducting group rides.

a. Topics are designed to be administered in informal, interactive discussion settings, soliciting input and feedback from the group. The quizzes may be facilitated through group exercise, or participants may go through the questions, record their answers independently then discuss them as a group with explanations provided by the RMP administrator after rider input is complete. RMP administrators are highly encouraged to leverage senior riders from within the command to spread facilitation responsibilities and create a wide base of experienced mentors to support rider development.

b. RMP administrators should make every effort to utilize the installation managed motorcycle riding range utilized for the Basic Riders Course (BRC) for the skill practice exercises.

c. If an installation managed riding range area is unavailable a flat open area meeting the size requirement outlined in the RMP program guidance can be utilized. A risk assessment of the area to be utilized should be performed and documented in writing utilizing the skill practice exercise criteria section of the MSF RMP curriculum, ensuring that the area is free of obstructions, loose gravel and debris, and is surrounded with physical barriers that separate outside traffic from the riding area.

d. RMP training material can be accessed through the Naval Safety Command CAC enabled website, <https://intelshare.intelink.gov/sites/nsc/Pages/default.aspx>. Training material is located under; OFF-DUTY, PMV-2 (Motorcycle), Rider Mentor Program. Administrators can download the required material for their training session(s) and distribute to participants via hard or digital format ensuring that riders have access to the material at the training site. Due to licensing restrictions, training material is not permitted to be released outside the DoW.

5. Commands returning to homeport, post deployment, may utilize the RMP to conduct Return to Port training sessions prior to arriving at their homeport with all motorcycle riders and members planning to become motorcycle riders. The below recommended training topics are designed to give commanders a prepackage set of topics to ignite motorcycle safety focused conversations and thoughts in Sailors who have been at sea or inactive riders for extended periods of time.

- a. Topic 1 Alcohol and Drugs
- b. Topic 3 Attitude
- c. Topic 9 Conspicuity Strategies
- d. Topic 13 Fatigue
- e. Topic 18 Handling Emergencies
- f. Topic 37 Peer Pressure
- g. Topic 38 Personal Protective Equipment
- h. Topic 39 Psychology of Riding 1
- i. Topic 40 Psychology of Riding 2

6. Mentors should emphasize the importance of maintenance and inspections of both Personal Protective Equipment (PPE) and riders motorcycle (Safe to Operate). Discussions should stress the importance of practicing basic rider skills, operating in rush hour traffic and crash avoidance techniques to re-familiarize oneself with the motorcycle (Operate Safely). Additionally, discussions should explore the transition from deployment to homeport mindset and the way critical riding skills can atrophy with time.//

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