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IMSW-SMH-SO

13 JUL 2006

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Safety Policy

1. AMEDD Transformation and emerging technologies are changing how we organize, train and fight, but we cannot depend on technology or organizational changes to eliminate risk or the hazards associated with military operations. Today, our Soldiers live and function in a fast moving volatile environment. Historically, human error accidents are the greatest producer of casualties. We cannot eliminate all hazards, but we can manage risk. Therefore, it is imperative that safety and composite risk management (CRM) be integrated in every facet we do. Safety is the product of enforced standards and the effective application of CRM. We must institutionalize this process and make it an integral part of everything we do.

a. Training: The job of "Soldiering" is tough and inherently dangerous and the Army has always believed that tough and realistic training is the best preparation we can provide to our Soldiers. However, tough training does not mean unsafe training. Safety must be an integral part of our training and skillfully woven into everything we do. It is a fallacy to believe that tough effective training and safety are incompatible.

(1) Before every training event, commanders will conduct CRM and take appropriate action to reduce risks and manage residual risk. The more our Soldiers are convinced that due care has been taken to ensure that training is safe, the more they are prepared to take training seriously and give their best to be operationally ready and the more effective will be our training.

(2) Leaders at all levels must continue to stress the importance of safety with their Soldiers and employees.

b. Privately Owned Vehicle (POV) Safety: Traffic accidents are a leading cause of death and disability in the United States. We (Army) lost 306 Soldiers to accidents in FY05. For those not deployed, a shocking 75 percent of those deaths occurred while the Soldiers were behind the wheel of a vehicle. FY06 has seen an increase in motorcycle fatalities. To date, POV accidents account for 68 percent of the FY06 accidental deaths. We (Army) have already lost 90 Soldiers in POV accidents this year. The Director of Army Safety has developed a model POV safety program. I am directing that this *six point program* be used in every organization. It is the minimum standard. The model POV safety program requires:

(1) *Command emphasis:* Positive leadership at all levels is imperative. Leader emphasis on POV safety must be unrelenting. Our junior officers and non-commissioned Officers see their Soldiers every day. They should know where their Soldiers go, what they do, and then assert positive influence on how, when, and where they operate their POVs.

(2) *Discipline:* Our junior leaders work with their Soldiers daily and know them well. Soldiers sometimes telegraph signals that translate later into accidents. Negative behavior such as traffic offenses, alcohol abuse, misconduct, and poor performance often are indicators of potential POV accident victims. Identify "at risk" Soldiers, and then counsel them, take proactive measures to modify their risky behavior.

(3) *Risk Management:* Use risk management. Identify hazards associated with POV operations, assess the hazards, make decisions to control them, implement the controls, and supervise execution. The Director of Army Safety has prepared a POV risk management Toolbox for commanders and leaders. This Toolbox provides a comprehensive set of tools and controls that have proved successful throughout our Army. The Toolbox is available at the Combat Readiness Center (CRC) website - http://crc.army.mil. Use it. Make it available to leaders at all levels. In fact, there is a leader's guide to using the POV Toolbox. The leader's guide is a supplement to the Toolbox. It is designed as a guide for first-line leaders to use in learning about the POV Toolbox and teaching Soldiers how to recognize and avoid potential hazards. This guide also is in booklet format and available at the CRC website.

(4) *Standards:* Set high and unmistakable standards. Enforce them. Follow Army regulatory traffic standards. Be uncompromising on the use of seatbelts and motorcycle safety equipment. Educate Soldiers on the risks of speed, fatigue and use of alcohol. Conduct mandatory POV safety inspections and random roadside checks. Emphasize the use of designated drivers for social events.

(5) *Provide alternatives:* Provide alternatives for Soldiers to driving POVs. Schedule activities on post to keep Soldiers on post and off the road. Keep gyms, recreation centers and other places Soldiers use off-duty open later. These same measures also can provide alternatives to alcohol use. Look for transportation alternatives as well. Promote use of alternate transportation methods to POV use. Prominently post public transportation schedules. Where possible, use morale, welfare, and recreation (MWR) services to provide buses or vans to transport Soldiers to the places they go when off-duty. Arrange reduced hotel rates in nearby communities to encourage Soldiers to remain overnight on weekends and stay off the highways late at night.

(6) *Commander's assessment:* Following every fatal and serious injury POV accident, commanders will conduct an assessment of the accident with the involved Soldier's chain of command. Determine what happened, why it happened, and how it could have been prevented. Implement corrective and preventive measures. Publicize lessons learned.

c. Motorcycle Safety: We need to take a hard look at our high-risk Soldiers who ride motorcycles. Motorcycle operation is THE MOST RISKY type of vehicle driven. Motorcycle crashes claim the lives of over 2,000 riders each year.

(1) Motorcyclists are 16 times more likely than passenger car occupants to die in a traffic accident and about four times as likely to be injured. While only 20 percent of car crashes result in injury or death, an astounding 80 percent of motorcycle crashes involve injury or death. Other drivers often do not see a motorcycle on the road. Two wheels offer far less traction and control for the operator. The power-to-weight ratio is much higher than other transportation. Crash protection, even with personal protective equipment (PPE), is minimal. These factors and more are cause for leader concern and aggressive involvement.

(2) Helmets are by far the motorcycle/All Terrain Vehicle (ATV) rider's most important pieces of safety equipment because they protect against injuries to the head and brain. A helmet only works if a rider wears it. Department of Defense (DoD) requires use of a helmet even in those states where helmets are not required by state traffic law. The helmet must be certified to meet Department of Transportation (DOT) standards and must be properly fastened under the chin. Novelty helmets and other helmets may not meet DOT standards.

(3) Regulatory requirements apply to all active duty Soldiers operating motorcycles on or off post, on or off duty, regardless of permanent or transitory status, and regardless of local or state laws. They also apply to all Army National Guard and Reserve component Soldiers when in a duty status (Individual Development Training, Advanced Individual Training, Annual Training, and Title 10 and Title 32 status).

(4) Find out who owns motorcycles in your formations. Get to know what training and experience these Soldiers have and discuss how they drive. Ensure each Soldier operating a motorcycle signs the AMEDDC&S and FSH Motorcycle Vehicle Operator Agreement.

d. Water Safety: With the beautiful recreational facilities available to us in South Texas, water safety awareness is paramount. Consistent factors in Army drownings include overconfidence in swimming ability, use of alcohol, and breakdown of the buddy system. In recreational settings, these failures sometimes work together, setting a Soldier up for a tragedy. Often the victim was not alone, but no one was able to control the situation or complete a rescue. Most drownings in pools occur in areas where no lifeguards are present. By far the most dangerous environment is the open water or shoreline. Lake and river recreation produced 41% of the drowning incidents, while ocean swimming fatalities produced another 16%. Military training operations accounted for 11 % of the drownings, however, another 9% drowned subsequent to vehicle accidents. Many times the victim did not intend to enter the water, but managed to either drive or fall in.

(1) Requirements for CRM, individual training, use of personal flotation devices, and responsible alcohol use must be emphasized. The water recreation areas in your command area of operation should be evaluated using a risk management approach to determine if off-limits prohibitions are warranted.

(2) Commanders and senior NCOs can only control this trend by reaching into the off-duty behavior of their Soldiers, teaching and enforcing the requirements for safe swimming, boating and use of flotation gear.

(3) Above all, leaders must recognize their responsibility for the readiness of their Soldiers, both on and off duty, and implement controls to mitigate risk and prevent Soldier injury or death... Our Army and AMEDD mission depends on it.

2. The above safety guidance cannot possibly cover all situations, but does focus on those areas that affect us the most. As Soldiers, civilians, and contractors, you are all leaders in promoting safety and are accountable for using CRM principals to protect our valuable resources - Soldiers, civilians, contractors, visitors, and facilities. Among my other responsibilities, I assume the role of your primary "Safety Officer" and expect each of you to adopt a leadership role in the safety program.

RUSSELL J. CZERW
Major General, DC
Commanding

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