

# 23<sup>rd</sup> Annual Joint Safety and Environmental Professional Development Symposium

March 9 - 13, 2015



## The Road To Change



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# INTRODUCTION



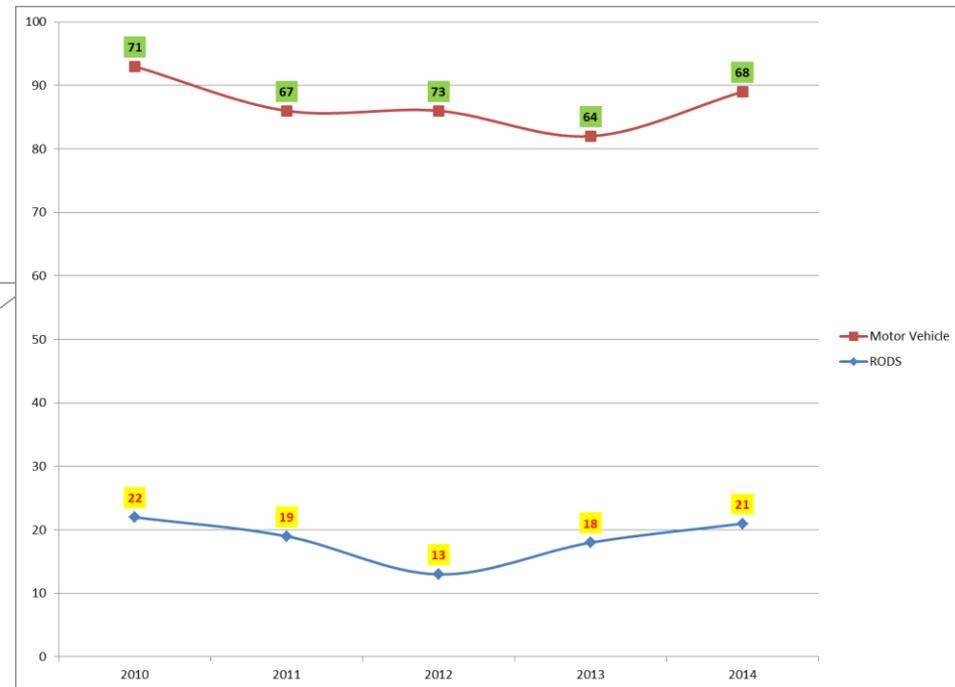
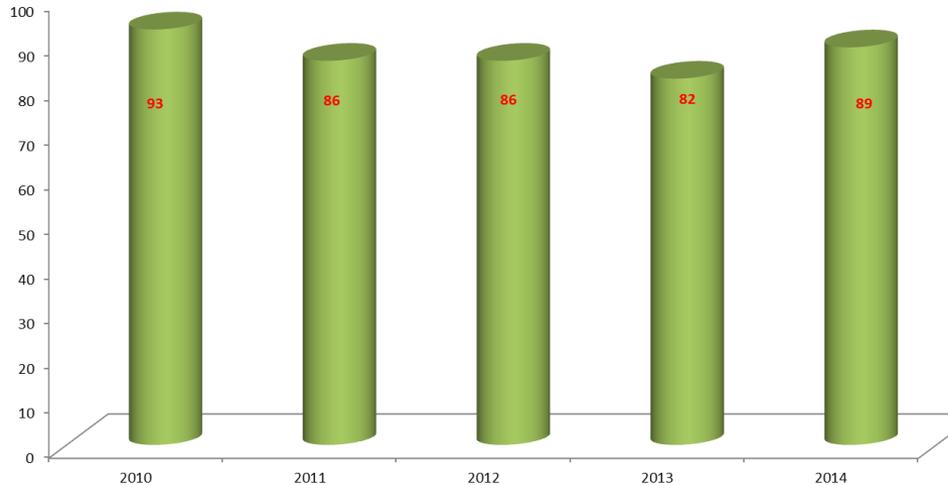
In recent years the Navy & Marine Corps has made great strides and expended considerable effort to mitigate and prevent Mishaps. And although we are showing decreases in some areas we are seeing increases in others. As a consequence the level of mishaps shows very little overall change.

This years presentation will be targeted efforts to provide information and proposed processes to assist with improvements.



# Fatality Overview (DON)

DON Off Duty Fatalities



As shown above the overall DON Off Duty Fatality totals have remained steady for the past 5 years with very little deviation.

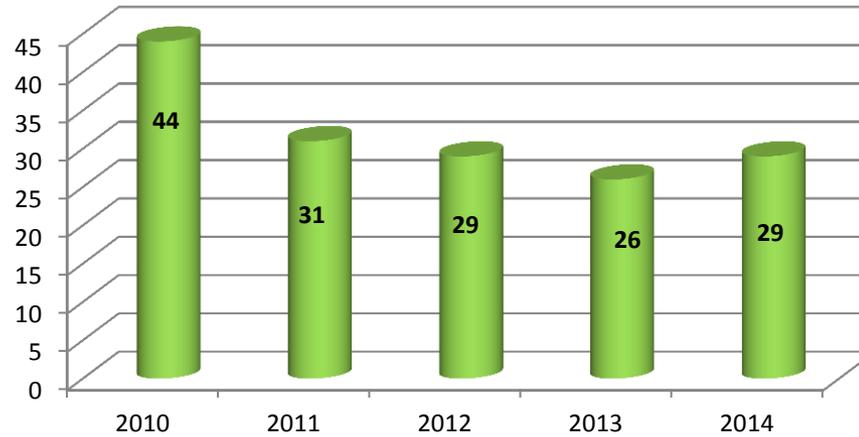


# Automobile Fatality Overview

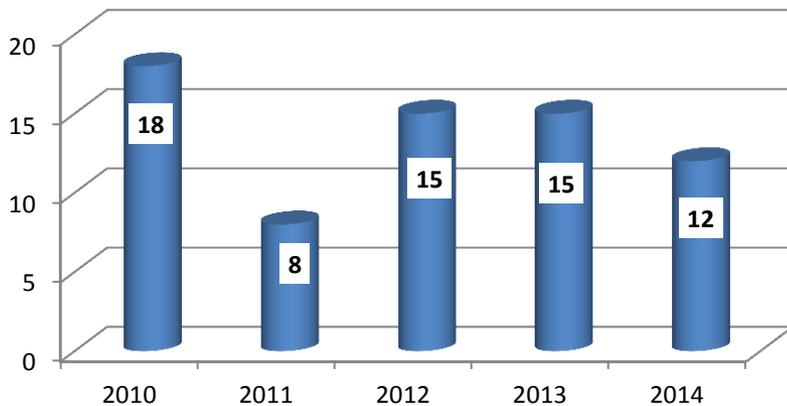




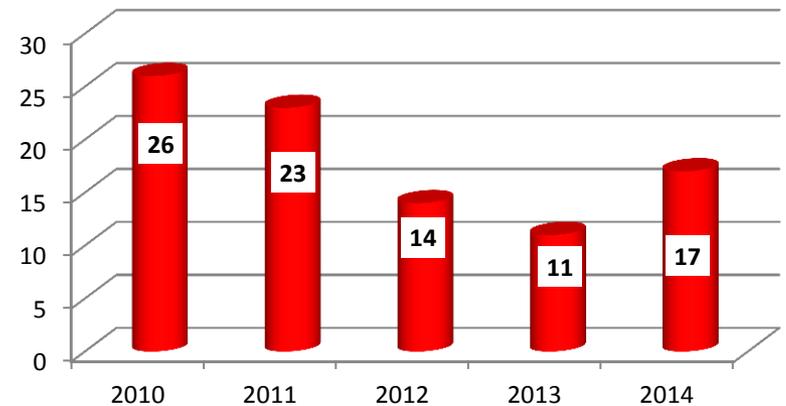
### DON Auto Fatalities



### Navy Auto Fatalities

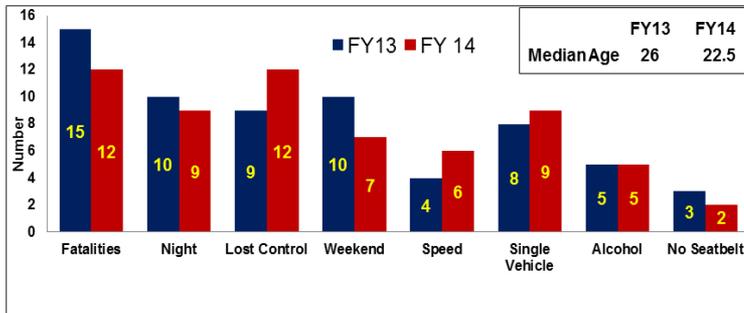


### Marine Corps Auto Fatalities



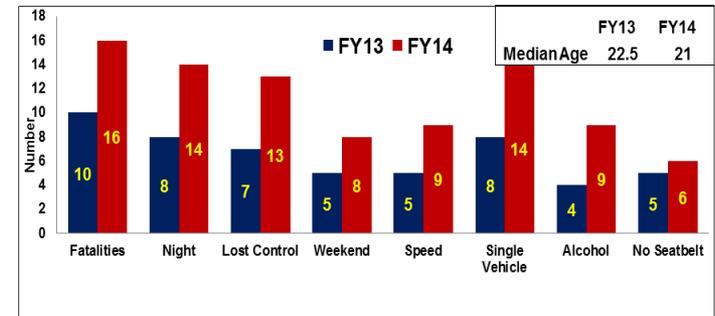


## USN Auto Fatalities



FY14 TRENDS	CORRECTIVE ACTIONS
<ul style="list-style-type: none"> <li>75% of fatalities occurred at night</li> <li>100% involved loss of control</li> <li>58% occurred on weekends</li> <li>75% were under the age of 26</li> <li>42% involved alcohol</li> </ul>	<ul style="list-style-type: none"> <li>Emphasize vehicle safety, drinking and driving prior to weekends and holidays</li> <li>Fatigue/Distracted are underreported and should be stressed during stand downs</li> <li>Ensure all personnel 25 and under complete required motor vehicle safety training.</li> <li>Identify high-risk drivers using all available tools such as CSADD</li> <li>Promote use of TRIPS</li> </ul>

## USMC Auto Fatalities



FY14 TRENDS	CORRECTIVE ACTIONS
<ul style="list-style-type: none"> <li>88% of fatalities occurred at night</li> <li>81% involved loss of control</li> <li>50% occurred on weekends</li> <li>88% were under the age of 26</li> <li>56% involved alcohol</li> </ul>	<ul style="list-style-type: none"> <li>Emphasize vehicle safety, drinking and driving prior to weekends and holidays</li> <li>Fatigue/Distracted are under reported and should be stressed during stand-downs</li> <li>Ensure all personnel 25 and under complete required motor vehicle safety training.</li> <li>Identify high risk drivers using all available tools such as CSADD, etc</li> <li>Promote use of TRIPS</li> </ul>

Although Automobile fatalities are showing a downward trend we cannot let up.

1. Ensure all Sailors and Marines under age 26 complete required PMV training. This issue has been identified by the Naval Audit Service audits of our traffic-safety programs and during unit safety assessments.
2. Fatigue and distraction are grossly under-reported in traffic-mishap reports due to the inability of police/investigating officers to definitively determine that they were causal to the mishap. However, 75% of USN and 88% of USMC traffic fatalities are at night. We need to raise awareness of these hazards by using all means at our disposal including briefs during safety stand downs. The USN and USMC directives state the minimum requirements for these briefs. But do not hesitate to bring them up at morning musters, command formations, etc.



Off Duty fatalities are year-to-year consistently the largest percentage source of DON mishap fatalities. For the Navy FY 14 had positive trends in two of its subsets: Automobile and Pedestrian/Bicycle.

Of the three components of Private Motorcycle Vehicle, motorcycles are of the most statistical concern. Contrary to most other safety data which have a 20 year decreasing fatality trend, motorcycle is showing an upward trend in this area,



## USN Auto & Motorcycle Fatalities by Region (Not Including Pedestrians and Bicycles)

	PMV-2		
	FY 13	FY 14	5 Yr Totals FY 09-13
CNREU	1		4
CNRGU			1
CNRHI		2	1
CNRJA		1	
<b>CNRMA</b>	<b>5</b>	<b>3</b>	<b>33</b>
CNRMW		1	1
CNRNDW	1		2
CNRNW			4
<b>CNRSE</b>	<b>5</b>	<b>2</b>	<b>11</b>
<b>CNRSW</b>	<b>5</b>	<b>11</b>	<b>21</b>
CNRSWA			1
Indonesia			1
<b>Total</b>	<b>17</b>	<b>20</b>	<b>80</b>

	PMV-4		
	FY 13	FY 14	5 Yr Totals FY 09-13
CNREU	2	1	2
<b>CNRMA</b>	<b>4</b>	<b>4</b>	<b>21</b>
CNRMW		1	5
CNRNW		1	4
<b>CNRSE</b>	<b>8</b>	<b>4</b>	<b>20</b>
<b>CNRSW</b>	<b>1</b>	<b>1</b>	<b>22</b>
<b>Total</b>	<b>15</b>	<b>12</b>	<b>74</b>

## USMC Auto and Motorcycle Fatalities by Controlling Command (Not Including Pedestrian/Bicycles)

	PMV-2		
	FY 13	FY 14	5 yr Total FY 09-13
MARFORCOM	3	1	15
MARFORLOGCOM	1		1
<b>MARFORPAC</b>	<b>7</b>	<b>7</b>	<b>36</b>
MARFORRES		1	6
MARSOC		1	2
SOCOM		1	
TECOM/MCCDC	3	1	7
Wounded Warrior		1	
<b>Total</b>	<b>14</b>	<b>13</b>	<b>68</b>

	PMV-4		
	FY 13	FY 14	5 yr Total FY 09-13
<b>MARFORCOM</b>	<b>2</b>	<b>3</b>	<b>35</b>
<b>MARFORPAC</b>	<b>5</b>	<b>7</b>	<b>41</b>
MARFORRES	1	2	6
MARSOC			2
MCCDC			7
MCRC		2	1
TECOM/MCCDC	3	2	9
Wounded Warrior Regiment			1
<b>Total</b>	<b>11</b>	<b>16</b>	<b>102</b>

- Identify high-risk drivers using all available tools. High risk drivers may have multiple traffic violations, alcohol or drug abuse problems or other behavioral or personal issues that result in increased stress and can impair judgment.
- In order to be proactive and provide effective intervention strategies prior to the Sailor or Marine being involved in a destructive event (such as a traffic mishap), use available tools such as the human-factors review boards, disciplinary review boards (DRBs), semiannual performance counseling, mentorship programs, the Coalition of Sailors Against Destructive Decisions Naval Safety Center Annual Report FY14 Page 44 (Can be found on the Naval Safety Center Website home page), and engaged leadership to identify high-risk personnel. Once identified, high-risk drivers and motorcycle riders should receive training, counseling or other assistance.
- Locations with major fleet concentrations and large numbers of Sailors and Marines produce the highest number of fatal mishaps – that’s where we need to focus our efforts.



# Other Mitigation Strategies



- Automotive engineering has created the safest vehicles we have ever had on the road. Yet we continue to have injuries and fatalities. Why is very simple, drivers are, through various reasons, making choices without forethought. Risk Assessment is not just a catch word, it is an outlook that should be integrated into every aspect of our lives.
- As part of your safety stand downs and training, discuss this aspect as it applies to driving. Identifying your High Risk Drivers is critical to targeted efforts. Peer pressure, knowing where you are driving and the hazards in that area. Drinking and driving, fatigue, distracted driving (stay off the cell phone), speed are all areas that we can work on.
- Members discussing their travel plans over a long weekend or while going on leave – what are the possible dangers, am I ensuring that I get plenty of rest, do I stop frequently, etc.

***IT'S NOT ABOUT A GOOD POWERPOINT!***



# Social Media



Are you using all your resources to get the message out? We all know the hazards of social media, having said that there are so many different ways to get the safety message out to our members and their families.



Using any or all of the above to get your message out can be extremely helpful. The Naval Safety Center is constantly putting out products via these venues. Check them out.



Since its inception the TRiPS program has had phenomenal success in reducing and mitigating motor vehicle fatalities service wide. This is due to a comprehensive travel risk assessment that creates a thought process of safety for the member and allows engagement by the chain of command to assist members with guidance for safe traveling.

In 2013 the DSOC commissioned a contract to completely revamp the TRiPS program to provide simpler interoperability and other aspects that service members stated they wanted to be able to use.

## **Update to the TRiPS application**

After the initial rollout of the new TRiPS there were a number of issues that were not correctable at the time which reduced the effectiveness and use of the new program. In early December 2014, the Driving Director briefed the CoS on the situation with TRiPS. His direction to the Driving Directorate and the G-6 was to look at the application and come up with some courses of action (COAs) to address the major issues. TRiPS would remain down until a fix was developed and put into place. They came up with two COAs that would support the guidance.



DSOC Mishap Reduction and Safety YouTube Channel

## ARE YOU AT RISK?

**It's a horrible job telling a family that their loved one is dead. It is even more sobering when it happened in a POV.**

TRIPS is a mission planning tool and your drive is your mission. Will this program prevent you from having an accident? NO! This assessment is designed to reinforce common sense driving such as: staying alert, not drinking, getting adequate sleep, wearing your seatbelt, and slowing down. You will also read true accident stories that happened to real Soldiers – just like you driving home on leave.

So do your part. Fill out TRIPS and have your supervisor review it. Be aware of driving risks and take appropriate action.

**Attention Soldiers:** There are possible in-line-of-duty ramifications if you do not conduct a TRIPS assessment and get into an accident. Be smart and take a moment to complete one to ensure that you are compliant.

**On 19 November 2014, the USACRC turned off the TRiPS application and went to a paper version only due to problems experienced with heavy loads placed on the system. Thanksgiving is known to have the heaviest user load and the expectation was that the application would perform poorly.**

The issues that needed to be addressed:

- Registration complexity
  - System requiring registration across 6 different service portals (to support multiple service registration). Impact seen often with timing out during the registration process, server processing spikes, and increased help desk calls due to partial registration that locks users out of the TRiPS system.
- Service members do not know their .mil email address
  - Most junior service members do not know their assigned .mil email address. They registered with what they thought it was and was never sent a confirmation email thus never able to use TRiPS
- Apple and Droid applications needed to be updated
  - Many changes/updates were made to the parent application but the apps provided by the contractor were never updated. The cost and time that it would take to keep the updates current would not be cost effective.
- The User Name and Password login requirement wasn't able to function concurrently with the CAC Card login option
  - This option was turned off so TRiPS assessments could only be done from a CAC enabled PC. The App option was also dependent on the User Name / Password login, with out that, the apps were useless.

# COA #1

- Streamline registration to prevent excessive complexities (remove the 6 portal dependency), resolve security issues, update native phone app.

## Pros

- Supports all requirements
- Streamline registration will help minimize system impacts during high traffic conditions.

## Cons

- Does not fix issues with email addresses / validation
- Users may still have challenges in the registration
- Phone app will be difficult to maintain / More difficult for user to have to keep up with username / password with this feature
- Costly to maintain
- Will not resolve security issues with 60-day password change

# COA #2

- Remove registration and create responsive site which formats to all online devices (mobile, desktop, tablet), resolve security issues.

## Pros

- Supports all requirements
- Single source code for serving both desktop and mobile devices
- Opens system up to other users (family, civilians)
- Low cost to maintain / reduced helpdesk costs
- Resolves any registration issues (no registration is required)
- Promotes subordinate / supervisor engagement
- Supports field users who do not have a CAC card
- Allows us to “right-size” data collected

## Cons

- Does not fix issues with users not knowing email addresses (does allow for personal email use though)
- Opens system up to other users (non military affiliated can use program)
- PDF upload capability lost unless new code is developed
- Users no longer have a dedicated profile in the system (can still be search by name, email, etc)
- Users have to enter name, email, and duty location upon taking an assessment

# COA Comparison

Factors	Must haves (Soldiers)			Must haves (USACRC)			Nice to haves (Soldiers)				Nice to haves (USACRC)			Other factors					Total score (Higher is better)
	Perform PMV risk assessment	Assessment completion time	Smart PhoneApp / Offline capable	DA/DoD Security Compliance	User Load Capability	Update & Edit Accident Summaries	Road construction, weather and hazard notification	Mapping upgrade with support service interface	Multi-leg, round trip, and one way travel	Recreational Vehicle (RV) and Trailer Towing planner	Re-designate organization (Service) for joint-Service environment	Additional TRiPS reports	Enhanced statistical reporting	Time to get back online	Cost to get back online	Annual costs	Meets regulatory requirements	Report production	
Weight	3	3	3	3	3	3	1	1	1	1	1	1	1	2	2	2	1	2	
COA 1 (Streamline registration)	1.5	1	2	1	1	2	1.5	1.5	1.5	1.5	1.5	2	2	1	1	1	1.5	2	49.5
COA 2 (Remove Registration)	1.5	2	1	2	2	1	1.5	1.5	1.5	1.5	1.5	1	1	2	2	2	1.5	1	53.5

## CG Decision: COA 2

Weighing the COAs, COA 2 meets the overall requirements:

- Meets DA/DOD security requirements
- Can better handle large user loads due to no registrations putting demands on the network
- Will get TRiPS back online sooner (15 May 15 vs Fall 15)
- This is the cheaper option to get TRiPS back online
- Can access TRiPS on all smart phones (vs only Apple or Droid devices)
- Can access TRiPS on any PC with internet connection

# Features of COA 2

U.S. ARMY TRiPS TRAVEL RISK PLANNING SYSTEM

Home

Start Vehicle Routes Questions Accidents Review Controls Assessment

### User Information

Gender:\*  Male  Female

User Email\*

First Name\*

Last Name\*

Age\*

Supervisor Email

Region\*

Country\*

State\*

Organization\*

Duty Station\*

Rank\*

Previous Next

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U.S. ARMY TRiPS TRAVEL RISK PLANNING SYSTEM

Home

Start Vehicle Routes Questions

Accidents Review Controls

Assessment

### User Information

Gender:\*  Male  Female

User Email\*

First Name\*

Last Name\*

**With Responsive User Interface (UI), the TRiPS application will format to any size screen making a stand alone app unnecessary.**

# Features of COA 2

Tabs make it easier to navigate through TRiPS and now the user can go backward.

**U.S. ARMY TRiPS TRAVEL RISK PLANNING SYSTEM**

Home

Start Vehicle Routes Questions Accidents Review Controls Assessment

### User Information

Gender:\*  Male  Female

User Email\*

First Name\*

Last Name\*

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Previous

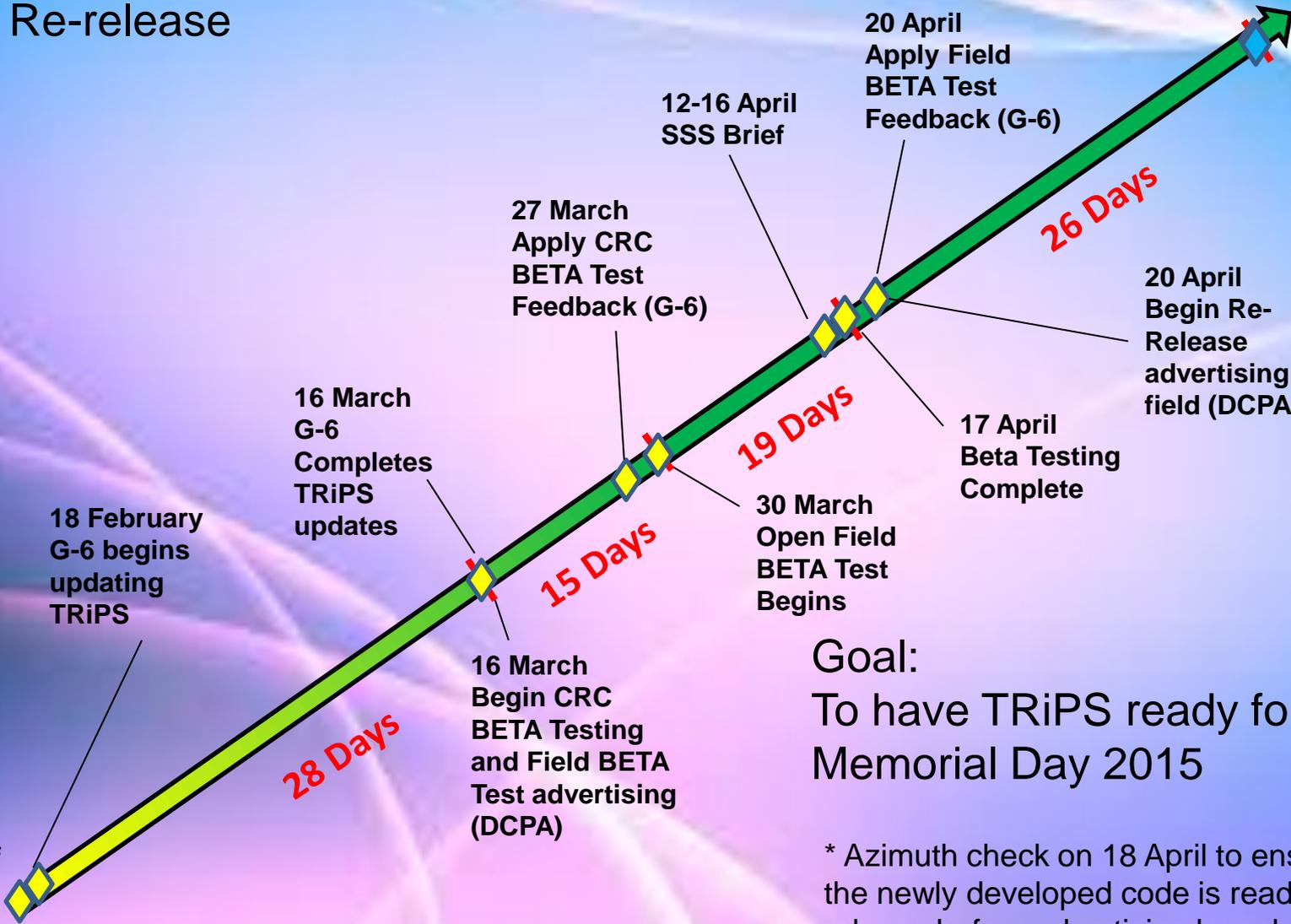
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Data that will be collected with each assessment

Specific Service can be selected here

# Way ahead: Key Milestones for the TRiPS Re-release

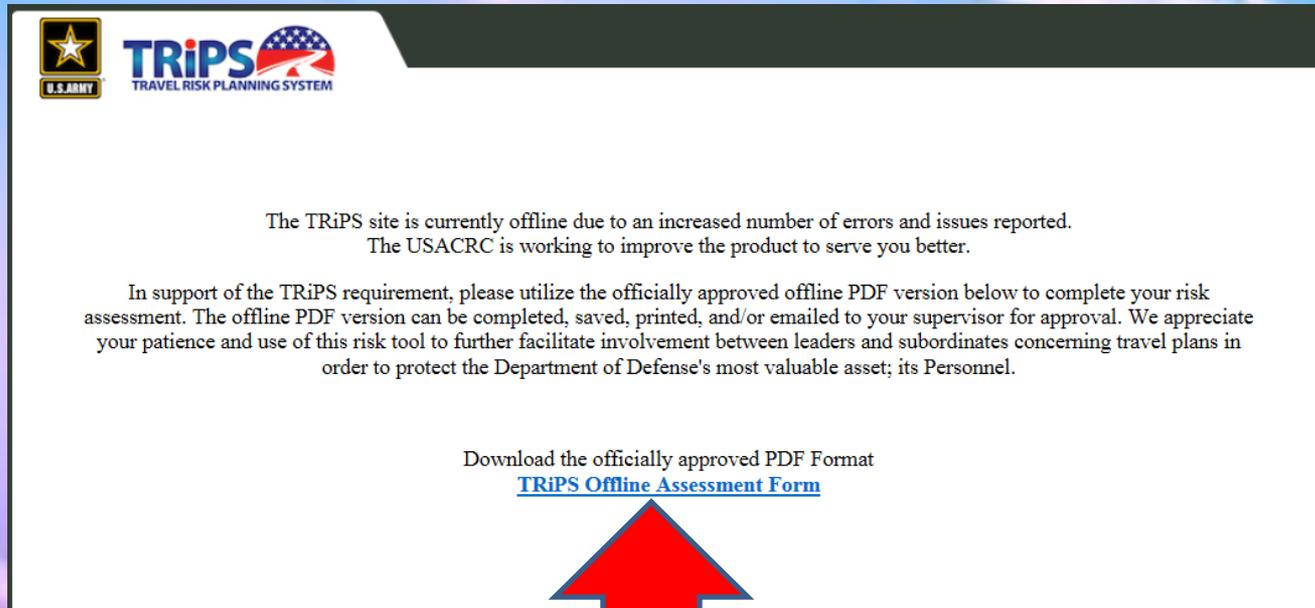
**15 May**  
**TRiPS**  
**Re-**  
**release**



**Goal:**  
To have TRiPS ready for use for  
Memorial Day 2015

\* Azimuth check on 18 April to ensure that the newly developed code is ready for release before advertising launch.

# In The Interim

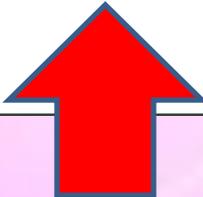


 **TRiPS**   
TRAVEL RISK PLANNING SYSTEM

The TRiPS site is currently offline due to an increased number of errors and issues reported.  
The USACRC is working to improve the product to serve you better.

In support of the TRiPS requirement, please utilize the officially approved offline PDF version below to complete your risk assessment. The offline PDF version can be completed, saved, printed, and/or emailed to your supervisor for approval. We appreciate your patience and use of this risk tool to further facilitate involvement between leaders and subordinates concerning travel plans in order to protect the Department of Defense's most valuable asset; its Personnel.

Download the officially approved PDF Format  
[TRiPS Offline Assessment Form](#)



Although TRiPS is currently down there is an interactive pdf that can be down loaded for members to use. They fill it out, save it with their name in the file name and route either hard copy or electronic to their supervisor. This form can also be utilized by non military family members.



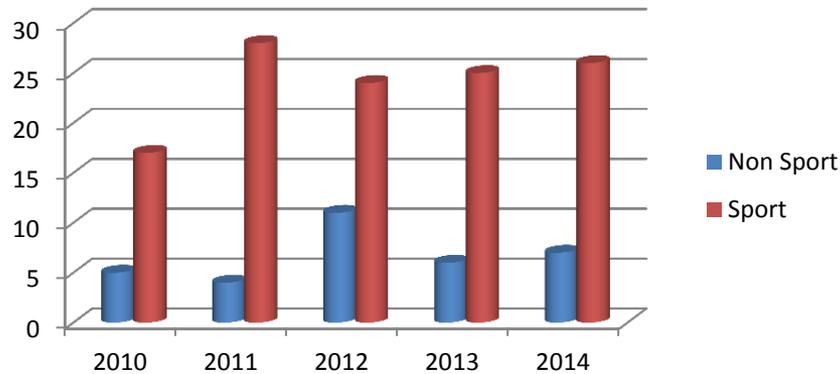
# Motorcycle Fatalities



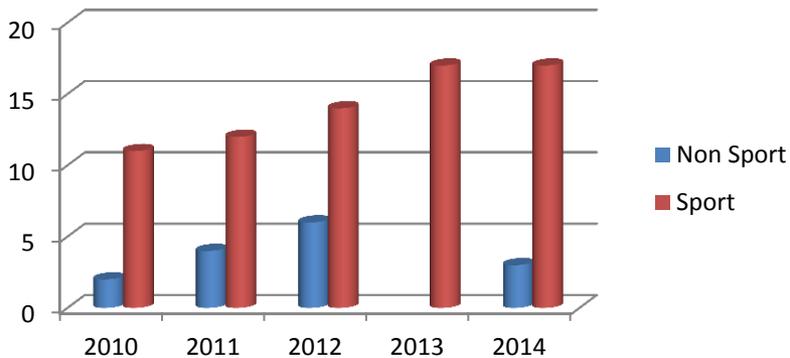


# Fatality Overview

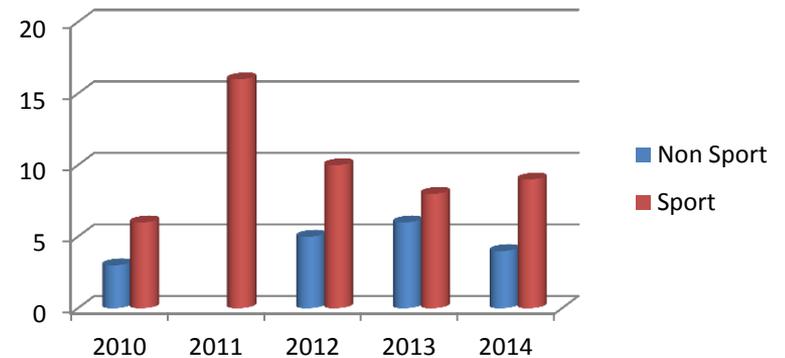
### DON Motorcycle Fatalities by type



### Navy Motorcycle By Type

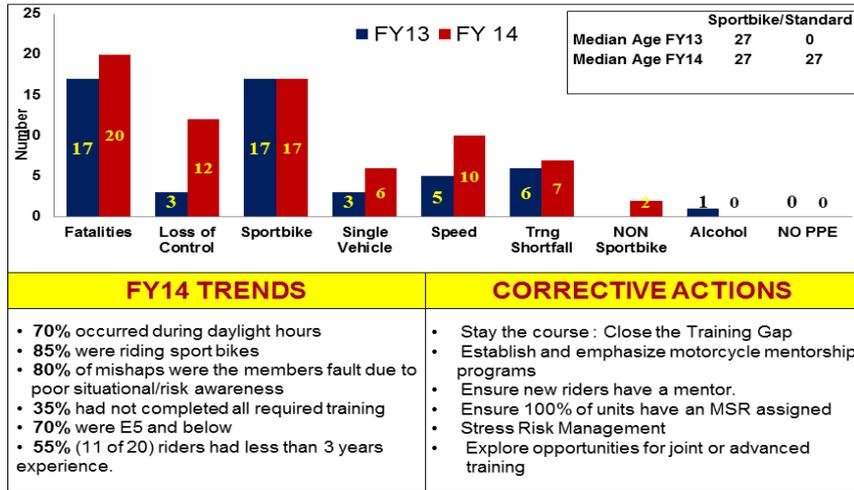


### USMC Motorcycle By Type

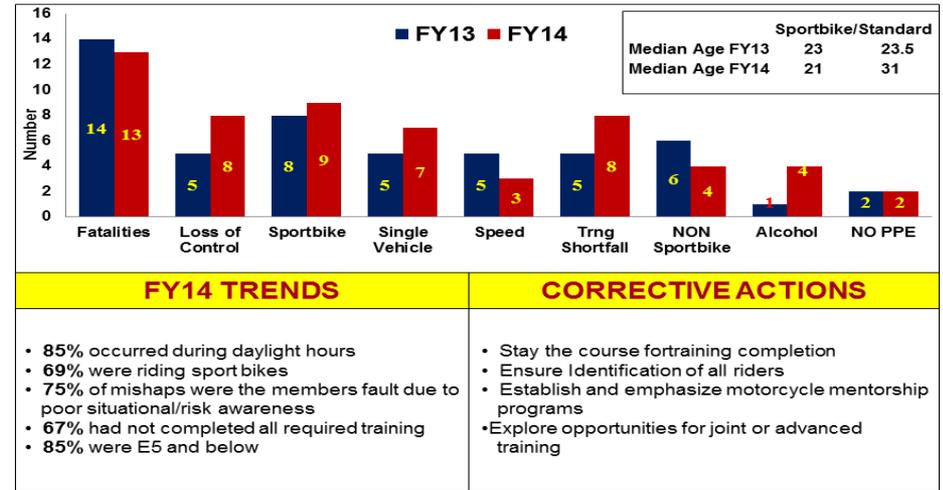




## USN Motorcycle Fatalities



## USMC Motorcycle Fatalities



As you can see from the slides above for FY 13 and FY 14 there are specific items that seem to be prevalent to the cause of our fatalities.

- Loss of Control
- Speed
- Training

The question then becomes how do we mitigate?



# Discussion

- Continue to stay the course working on the “Training Gap”. We have made tremendous strides in ensuring all our personnel compete training and acquire basic skills. However there are still individuals who slip under the radar. To eliminate this challenge, leaders at all levels must ensure all Sailors and Marines complete the require training.
- MSR’s and Mentors are linchpins to properly identify and document riders and their training status.
- Ensure that you have a Motorcycle Mentorship program as required by Navy directive and MCO orders. Commands that are too small or do not have enough riders to establish an effective program can team with other units.
- Navy-Parent commands (Echelon II/III, etc.) have the capability to pull a listing of their subordinate commands MSR’s from ESAMS-Do you know who they are? Are you sure every command has an MSR?
- Do you interact with your subordinate commands to ensure that they have the knowledge/and access level/duty task they need to operate?



# Motorcycle Mentorship



Motorcycle Mentorship, as an adjunct to formal training, is a critical piece to provide knowledge and experience to our inexperienced riders. Pairing an experienced rider with a novice provides one to one information, skills, technique and emphasizes the training they receive and is done in a real world situation. Quarterly motorcycle rides are only one part of the whole. There is no substitute for hands on experience.



# Mentorship Program Elements

Each command may tailor the program to their individual needs and riders. However, there are some basic items that are highly recommended to be included in the command program.

- A Complete list of riders and their experience level. Including your Planned to Own members.
- Basic exercises for the mentor to work with the rider that can be modified to target a particular riders needs/week points.
- Risk-assessment worksheet to provide information and feedback for the rider and the mentor on unnecessary risks that a rider may be assuming.
- A formalized checklist for group rides approved by the commanding officer that provides information on who's going, what's required, where rides will take place, timeline, safety brief, mentors (a.k.a., ride captains), and route.

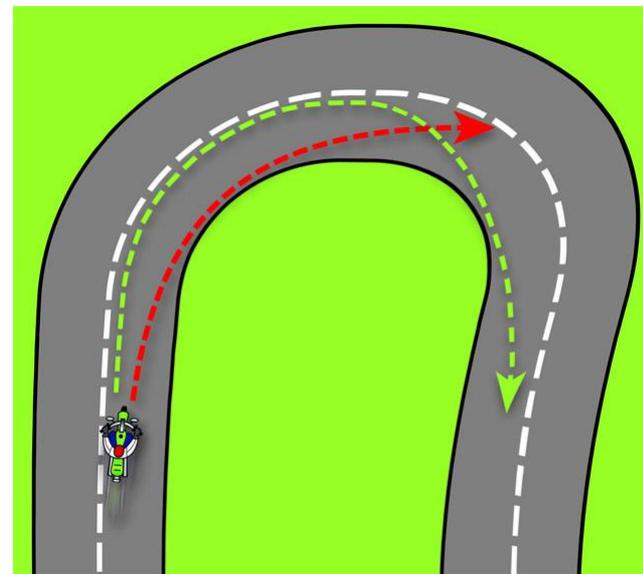


# Mentorship (Cont.)

- Get your “plan-to-own” riders involved early. Have them attend the motorcycle meetings where you discuss techniques for turns, riding in traffic, what to do at intersections, and other safe practices. Involving new riders will help them adopt the safe mindset early.
- This will also allow for discussing the type and size of motorcycle they may purchase. Many new riders are not ready for the motorcycles they buy (for example, a Ninja 259 vice a 1000RR Sport Bike).
- Ensure there are no artificial barriers to a member who wants to train and ride (for example, not allowed training until qualifications are completed). Far too many times this can drive a new rider “underground,” and the command will not know about them until something happens.
- Ensure operational risk management is incorporated into the program. Make ORM part of the overall command picture.



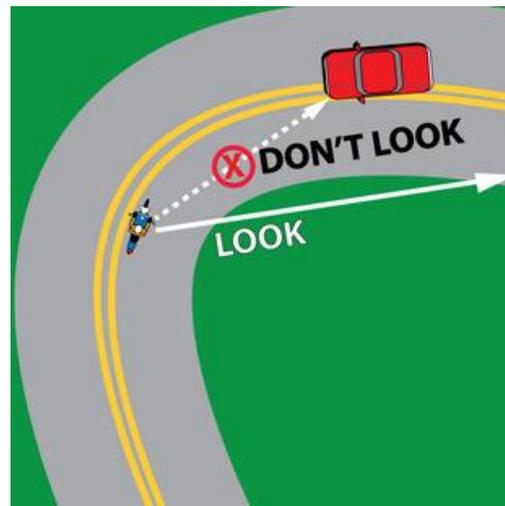
# Mentorship (Cont.)



- Do you have a training plan for new/in-experienced riders?
  - Residential Riding?
  - Intermediate and low speed environments?
  - Highways/Interstate riding?
  - Country 2 lane and riding through curves?
- Do the Mentor's provide a debrief to the riders after each ride?
- Do you go over techniques (e.g. body position; speed; etc?)



# Mentorship (Cont.)



We are losing far too many of our riders due to inexperience. A large majority are losing control in turns/curves for going too fast, improper positioning, etc. Many if not most of this can be mitigated with a comprehensive mentorship program to provide these riders with direct experience of other riders.



# NSC Assistance

Naval Safety Center has developed tools to assist our commands. The Motorcycle pages on the NSC website has numerous guides, best practices and sample command mentorship program instructions to assist with this endeavor.

## Weekly Rider Down Report

Purpose: The purpose of the weekly Rider down report is to provide timely mishap specific information from OPREP reporting. This is not a data analysis.

Audience: All MSR's and Riders Navy Wide.

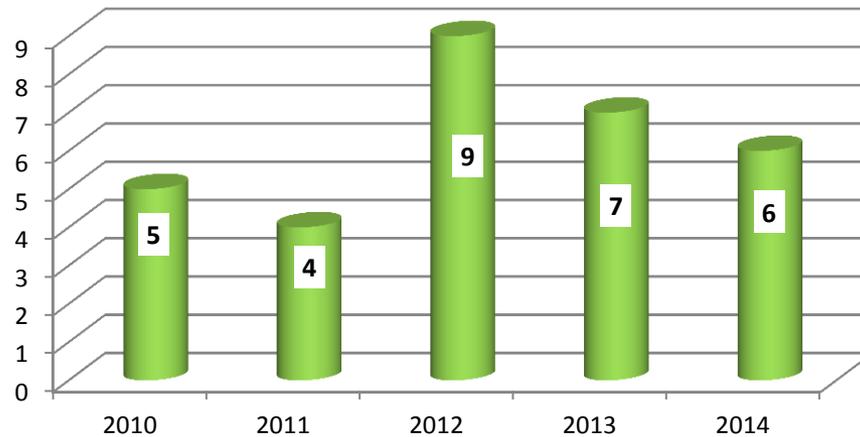
Utilization: Provide specific information for MSR's and Motorcycle Mentors to use when discussing motorcycle safety specific information to their command riders. These are not mishap reports, but they do provide initial information regarding cause of motorcycle events. It is highly recommended that MSR's utilize this report to provide POD notes and discussion points at motorcycle safety meetings and training.

*"This information is Not To Be Considered Publishable Outside the Command!"*

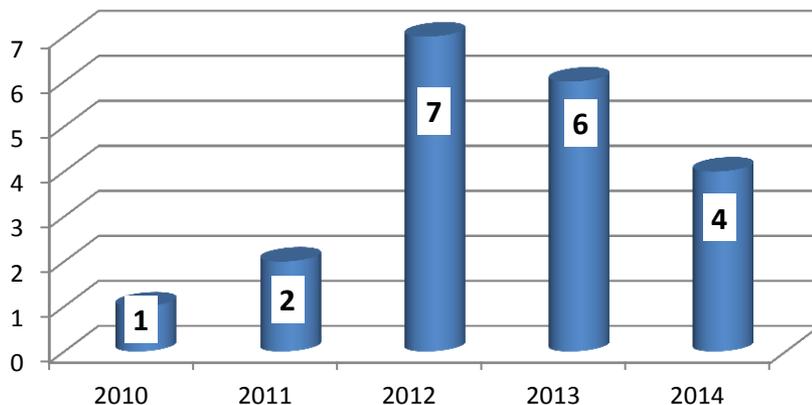


# Bicycle/Pedestrian Fatality Overview

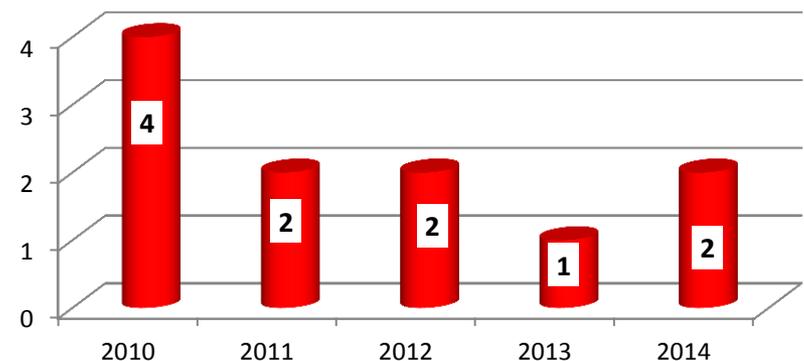
## DON Bicycle/Pedestrian Fatalities



## Navy Bicycle/Pedestrian Fatalities



## Marine Corps Bicycle/Pedestrian Fatalities





# Bicycle/Pedestrian Fatalities

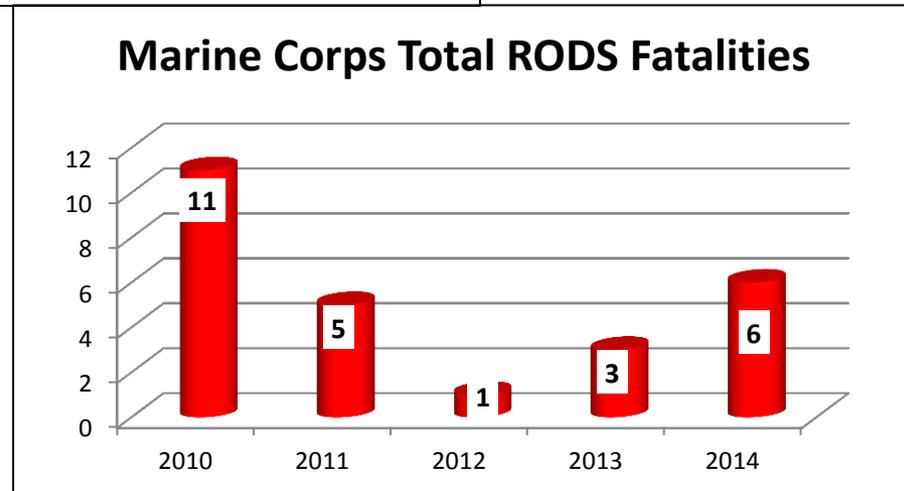
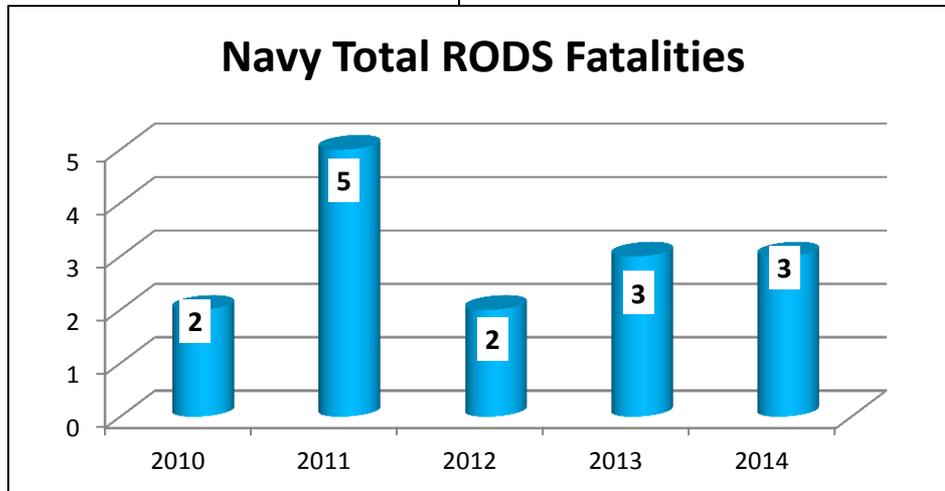
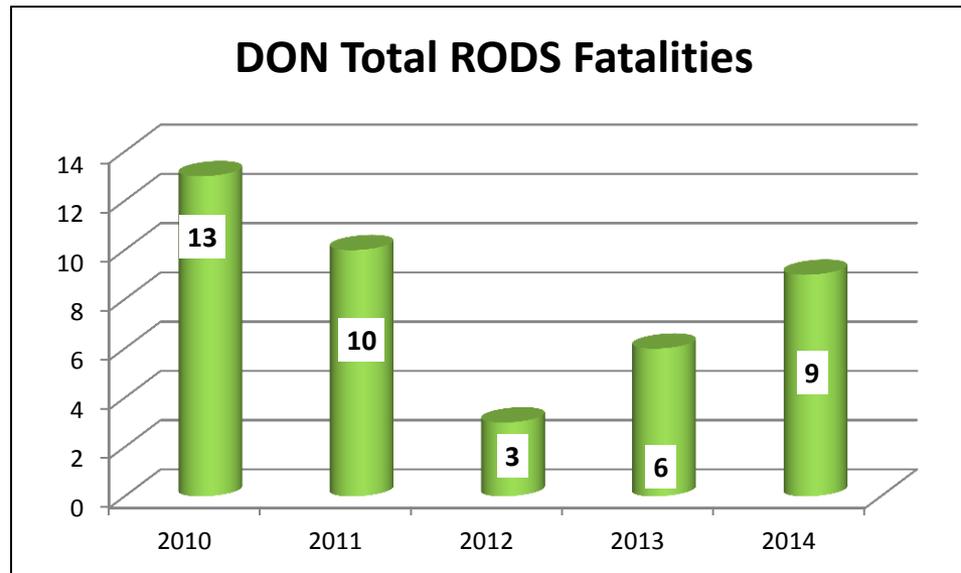


Overall the Navy and Marine Corps are on a downward trend in Bicycle/Pedestrian fatalities. Continuous training and awareness with our service members will ensure this trend continues.

- Bicycle and Pedestrian PPE
- Night Vs Day events-Most events happened at night.
- Ensure that you wear reflective/bright clothing.

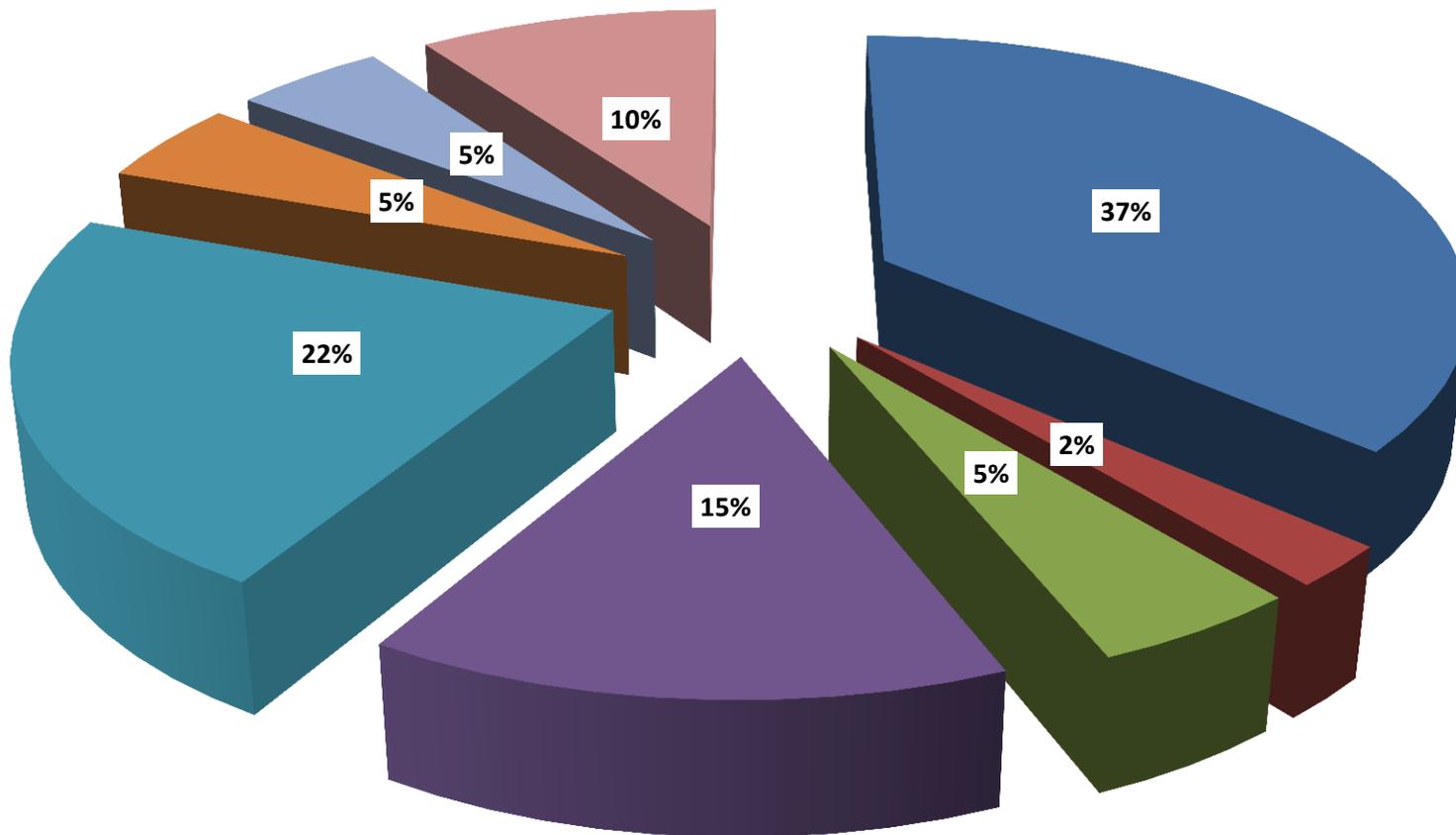


# Recreation/Off Duty Fatality Overview





# Recreation/Off Duty Fatality Breakout



■ Alcohol ■ Asphyxiation ■ Boating ■ Drowning ■ Fall ■ Off Road ■ Train ■ Weapons



# Mitigation



While the number of Sailors and Marines killed when participating in recreational activities is small in comparison to other activities they are showing an increasing trend.

- Stress the use of risk management during all off duty activities. Most of our recreational fatalities occur on the weekends and involve alcohol, and aquatic activities.
- Emphasize the use of the buddy system especially when swimming.
- Increase awareness through the implementation of seasonal safety briefs, local hazard training, and effective counseling and mentorship programs.
- Alcohol awareness during off duty activities, diving and swimming hazards in your local area or where on liberty/leave will go a long way.