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# First Army Division East

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## FY 2011- 2012 Strategic Safety Plan

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First Army Division East  
Safety Office.

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# Introduction and Overview

First Army Division East unique mission of mobilizing Army Reserve, National Guard and multi services combined with geographical disbursement of 1AE Brigades brings a unique risks and challenges to our force. Commanders must continue to develop and implement specific risk management processes geared for their location and mission. Commanders and Senior Non Commissioned Officers set the safety culture in the organization and define the success of the program. Division East FY 2011-2012 Strategic safety plan is meant to highlight certain operational and off duty risks inherent to our organization as a whole. This plan only adds to and does not replace requirements or directives contained in AR 385-10, DODI and other regulations and memos directing safety and risk management.

This document outlines the seven definitive threats to our forces that if left unattended will continue to obstruct our mission:

- Off-duty Privately Owned Vehicle (POV) operation: Reduce DUI incidents and increase awareness of distracted driving.
- Motorcycle Safety: Reduce the number of motorcycle incidents and fatalities in Division East.
- Composite Risk Management: Energize the use Composite Risk Management and emphasize leader engagement.
- Pedestrian Safety: Increase pedestrian safety and reduce near miss incidents.
- Negligent Discharges: Eliminate negligent discharges (ND)
- Mobilizing Brigade Safety Programs: Build a sustainable and effective safety program.

# Privately Owned Vehicles

## The Objective:

Reduce DUI incidents and increase awareness of the dangers involved in distracted driving behaviors

## BACKGROUND

In FY 2011 and 2012 Division east will maintain focus on current threats and strategies relating to safe off-duty POV Operation and will engage the immerging threat of Distracted Driving.

**Distracted Driving:** The proliferation of electronic devices, from cell phones to GPS devices and even dashboard-mounted computers, has contributed to the risk of distracted driving. According to one study, texting while driving increases the risk of an accident by 23 times, while simply dialing a cell phone increases the risk of an accident by six times. Some studies show talking on a hands-free cell phone raises the risk of an accident by nearly the same amount as a handheld device. (Lindorff, 2010)

- Nearly 6,000 people died in 2008 in crashes involving a distracted driver, and more than half a million were injured. (NHTSA). Highway Traffic Safety Administration - NHTSA).
- The younger, inexperienced drivers under 20 years old have the highest proportion of distraction-related fatal crashes.
- Drivers who use hand-held devices are four times as likely to get into crashes serious enough to injure themselves. (Source: Insurance Institute for Highway Safety)
- Using a cell phone while driving, whether it's hand-held or hands-free, delays a driver's reactions as much as having a blood alcohol concentration at the legal limit of .08 percent. (Source: University of Utah)

**Fatal Crashes, Drivers in Fatal Crashes, and Fatalities in Crashes, by Year**

Year	Overall			Distraction		
	Crashes	Drivers	Fatalities	Crashes	Drivers	Fatalities
2005	39,252	59,220	43,510	4,026 (10%)	4,217 (7%)	4,472 (10%)
2006	38,648	57,846	42,708	5,245 (14%)	5,455 (9%)	5,836 (14%)
2007	37,435	56,019	41,259	5,329 (14%)	5,552 (10%)	5,917 (14%)
2008	34,172	50,416	37,423	5,307 (16%)	5,477 (11%)	5,838 (16%)
2009	30,797	45,230	33,808	4,898 (16%)	5,084 (11%)	5,474 (16%)

Source: NCSA, FARS 2005-2008 (Final), 2009 (ARF)

# Privately Owned Vehicles

## Driving Under the Influence (DUI) (DWI) (OWI):

Division East has exceeded the FY-10 Objective of reducing DUI incidents by 30%. This number could have only been reduced by Command initiatives such as Battalion Awards “No DUI Incidents”, utilizing recourses such as ASAP, direct command and senior NCO influence. Brigades must continue to leverage resource to combat alcohol abuse in the force.



LTC Parker, 3 BN-338 REGT, 205th IN BDE, Accepts BN Award for 24 months without DUI Incident.

### DUI Comparison

FY-09		FY-10	
Oct-08	8	Oct-09	0
Nov-08	0	Nov-09	1
Dec-08	0	Dec-09	1
Jan-09	0	Jan-10	4
Feb-09	2	Feb-10	2
Mar-09	1	Mar-10	3
Apr-09	4	Apr-10	1
May-09	4	May-10	2
Jun-09	2	Jun-10	0
Jul-09	2	Jul-10	1
Aug-09	1	Aug-10	1
Sep-09	2	Sep-10	2
<b>Total FY-09</b>	<b>26</b>	<b>Total FY-10</b>	<b>18</b>

### POV Risk Reduction Strategy

- Maintain leader emphasis and policies that continue to reduce DUI incidents
- Develop marketing strategy that will continue to educate Soldiers on the risks involved with distracted driving

*Operating a Motorcycle is the number one killer of Division East Soldiers.*

## Motorcycle Safety

### The Objective:

Reduce the number of motorcycle incidents and fatalities in Division East

### BACKGROUND

**Fatality Review:** Review of the information collected from the Divisions four recent motorcycle fatalities in FY-10 and the beginning of FY-11, showed that external influences such as other drivers are common trends and high risk factors in off-duty motorcycle accidents. This is followed by inexperience, improper reactions, inaccurate corrections, and behavioral inconsistency issues.

The lack of Soldiers experience along with inaccurate or slow reactions proves to be the leading factors causing these accidents. The decisions riders make in response to a vehicular threat must be accurate and timely. In the case of one of our fatalities, if better situational awareness to his surroundings was maintained and possibly seeing that the driver was going to cut in front of him may have made the difference. Another one of our fatalities had absolutely no M/C experience and when crowded by and adjacent truck, he was unable to accurately process a proper response and lost control. Our last fatality involved a well experienced rider that used poor judgment and braked while in a curve causing him to cross the yellow line.

Overall, there appears to be a need to develop and refine reaction skills. The deaths may have been prevented by the application of advanced driving techniques and educating riders to become more of an alert and defensive rider. Additionally, new riders should be fully educated PRIOR to riding solo, which would include disallowing them to ride to the Basic Rider Course. Finally the incorporation of motorcycle simulator training should be imposed upon every Soldier interested in riding. Upon successful completion the potential rider may continue to the basic rider course.

**Non Fatal:** In addition to fatalities there have been 5 Class C and 2 Class D motorcycle accidents in FY-11. BDE must continue to stress the importance of Motorcycle Mentorship, use of PPE and defense driving techniques. Division East in utilization reviews the Honda SMART Trainer in an effort to increase and improve the Motorcycle operators' reaction.



### Motorcycle Risk Reduction Strategy

**Motorcycle Mentorship Programs** - To establish voluntary installation-level motorcycle clubs where less experienced riders and seasoned riders can create a supportive environment of responsible motorcycle riding and enjoyment.

**Education** - Army personnel will successfully complete a Motorcycle Safety Foundation (MSF) or MSF-based approved motorcycle rider safety course.

**Enforce PPE Standards** - (1) Helmets, certified to meet DOT standards, must be properly fastened under the chin. .

(2) Impact or shatter resistant goggles, wraparound glasses, or full-face shield properly attached to the helmet must meet or exceed ANSI Safety Code Z87.1, for impact and shatter resistance. A windshield alone is not proper eye protection.

(3) Sturdy footwear, leather boots or over the ankle shoes must be worn.

(4) A long sleeved shirt or jacket, long trousers, and full fingered gloves or mittens designed for use on a motorcycle must be worn.

(5) For on-road operations, a brightly colored, outer upper garment during the day and a reflective upper garment during the night. Military uniforms do not meet this criterion. The outer garment shall be 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 upper garment.

# Composite Risk Management

## The Objective:

Energize the use  
Composite Risk  
Management  
(CRM)

## BACKGROUND

The correct use of the gunners restrain device and crew coordination potentially saved the life of a Gunner during training at Camp Shelby. This is a testament to the proper use of CRM. However there have been other near miss incidents and accidents that have resulted from lack of proper CRM, either there was no risk management or the controls outlined were not followed.



## Re-energize CRM

- Every member of 1AE team must understand CRM
- Incorporate CRM into every mission and at every level.
- Ensure that every team member understands CRM is not event driven it is continuous and evolving with changing hazards.

# Pedestrian Safety



## The Objective:

Increase pedestrian safety and reduce near miss incidents.

## BACKGROUND

In 2010, there was an increase near miss pedestrian incident reports. This can be contributed to multiple factors including: construction without consideration for pedestrian safety, personnel and motorist not informed or choosing the wrong actions.

**Brigades** should review their current pedestrian safety initiatives:

- Separate pedestrian and motor vehicle traffic to the maximum extent possible. Provide for adequate sidewalks, pedestrian crossings, handicapped access ramps, and bicycle paths to maximize safe traffic flow, without jeopardizing pedestrian safety.
- Educate pedestrians to use paths or sidewalks along roadways, to walk facing oncoming traffic when paths or sidewalks are not available, and to wear reflective outer garments during periods of darkness or reduced visibility.
- Provide and monitor usage of applicable fluorescent or reflective personal protective equipment (PPE) by all personnel exposed to traffic hazards as a part of their assigned duties.
- Prohibit individuals from walking, jogging, and running on roadways during high traffic density and peak traffic periods.
- Prohibit the use of portable headphones, earphones, cellular phones, iPods, or other listening and entertainment devices (other than hearing aids) while walking, jogging, running, bicycling, skating, or skateboarding on roadways.

## Pedestrian Safety Strategy

- Installations and Brigades must bring construction of crosswalks and sidewalks to the forefront prior to the first incident.
- Brigades review their current pedestrian safety initiatives





# Negligent Discharges

**The Objective:**  
Eliminate  
Negligent  
Discharges.

## BACKGROUND

Our Army and more specifically, our division are experiencing a high volume of negligent discharges. During the last NTC rotation the rational brigade experienced 17 negligent discharges. We **MUST** change the Soldiers thought process, and how they think about weapons handling and handle weapons. Both leaders and individual Soldiers have a responsibility to set the example for others including on-the-spot corrections. Drill home and inspire your Soldiers to **THINK** weapons safety at all times!

Countless negligent discharges stem from obvious disregard of basic weapons handling fundamentals. Based on information reported to the U.S. Army Combat Readiness Center, the most common negligent discharge mistakes result in:

- Horseplay
- Improper clearing procedures
- Incorrect weapon status
- Failure to keep the weapon on safe
- Finger on the trigger with no fire intent
- Lack of muzzle awareness.

These identified errors are the result of lack of discipline, overconfidence and complacency.

## STRATEGY

- Soldiers and first-line supervisors must be held responsible for these acts of negligence.
- First-line supervisors must clearly define the expectations, and train soldiers to standard on basic weapons fundamentals for all weapons in the unit's inventory.

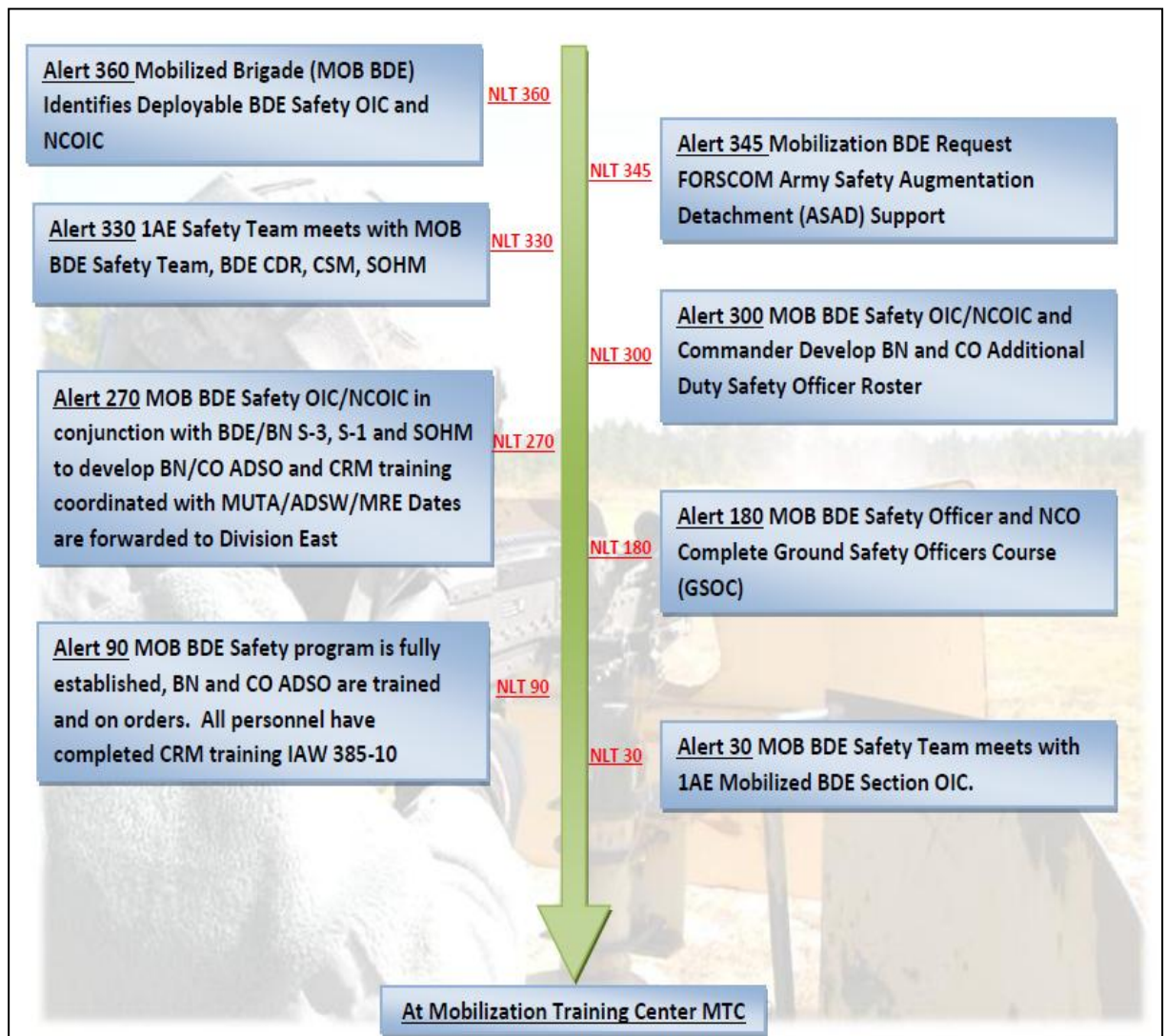
# Mobilizing Brigade Safety Programs

## The Objective:

Build a sustainable and effective safety program.

## BACKGROUND

Mobilizing brigades constantly lack sustainable or effective safety programs prior to mobilization. The Division Safety office, along with 1AE Brigade Safety Office, will engage this concern through staff synchronization as outlined in 360 days road to war.



## MOB Safety Program Strategy

- Division Safety Office will coordinate for the mobilization of Brigades and above.
- Training Support Brigades will utilize the above timeline for the mobilization of Battalions and below.

## Sources

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- Motorcycle Mentorship: <https://safety.army.mil/mmp/>
- Honda Smart Trainer: <http://powersports.honda.com/experience/the-open-road/090111c080a4cfb0/the-smart-riding-trainer.aspx>