

Oregon Army National Guard

STATE SAFETY & HEALTH COUNCIL

First Quarter FY-08

29 November 2007

AGENDA

- | | | |
|------|---|----------|
| 0900 | Opening Remarks | Chairman |
| 0905 | Review Minutes of 3rd Qtr 07 (no mtg in 4Q) | Council |

OLD BUSINESS

- | | | |
|------|--|---------|
| 0910 | Accident Stats / OWCP | SSM/HRO |
| 0920 | Motorcycle Basic Rider Course Feedback | SSM |

NEW BUSINESS

- | | | |
|------|--|-----------------|
| 0925 | ARNG Safety & Standardization Conference AAR | SSM/ SAAO |
| 0935 | Motorcycle Reflective Options | SSS |
| 0940 | OR Safety Plan / NGB Update FY-08 | SSM |
| 0945 | Health Issues/ Update | DSS |
| 0955 | First Aid/CPR/AED Training | SSS/DSS |
| 1005 | New AR 385-10 Crosswalk | SSM |
| 1010 | Other Issues | Council Members |
| 1020 | Next Meeting / Comments | Chairman |
| 1025 | Adjourn | |



OREGON ARMY NATIONAL GUARD

1776 Militia Way SE
P.O. Box 14350
Salem, OR 97309

SAO-S (385)

1 August 2007

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Minutes of the State Safety and Health Promotion Council, Third Quarter FY-07

1. The FY 2007 Third Quarter State Safety and Health Promotion Council meeting was convened at 1300, 23 May 2007 at the Oregon Military Department main conference room. Several members were attending other meetings, the following personnel were present:

BG Byrne	AAG - Army	Chairman
COL Brown	Surgeon	Member
LTC Woodward	SSM	Council Secretary
LTC Farmer	SAO	Member
LTC Schultz	DOL/SMM	Member
MAJ Dial	DCSPER	Representative
MAJ Price	DCSOPS	Representative
MAJ Mitchell	41 SIB (E)	Member
CPT Ottaway	DCSPER- OH	Member
CW2 Snook	821 TC	Guest
SFC Jones	82BDE (TC)	Guest
SGT Hernandez	USPFO	Representative
Ms. Walker	HRO	Representative
Ms. Sawvel	AGP	Member

2. Previous minutes were reviewed and approved with two minor grammatical changes.

3. Updates on old business issues were given:

a. This was COL Browns last meeting as surgeon; she will be replaced by MAJ Lingle, the deputy state surgeon, for the next meeting.

b. AED requisition needs to be sent to MSG Bollman, who will finish them for the YECO. The new surgeon should review the ORARNG Regulation 385-5 and update as necessary.

c. A vendor installed Blood Pressure kiosks as part of the health promotion initiative; we have four already, and may try to get a few more. One soldier this month found high blood

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SUBJECT: Minutes of the State Safety and Health Promotion Council, Third Quarter FY-07

pressure through self testing. A Sentinel article on blood pressure is drafted; SSO will forward it on for publishing.

d. SGT Gatti and CPT Ottaway attended the Ergonomics course earlier this month, and will conduct workstation assessments. Major purchases through AGI/DOL must meet DOD ergo standards. Ergonomic equipment is funded on an individual basis, and comes with fiscal constraints.

e. Accident statistics as of 22 May 2007 were reviewed. A majority of incidents involve motor vehicles or are personal injuries.

4. The following new issues were discussed:

a. Regional Safety Conference AAR – Discussed the issue of having safety positions by MTOE in addition to having a safety ASI, and states having no active installations setting up motorcycle riders' courses. Some states have raised the safety office to the TAG special staff level, IAW the AR. Emergency situations were discussed, as well as initiating an NG working group for Joint safety in JEOP/RSOI procedures.

b. The OR Safety Plan final draft was reviewed, outlining the goals and objectives of the safety program, as well as metrics that will be used to evaluate those goals. Comments will be given at the fourth quarter meeting.

c. FTM Safety personnel received training in SOH-RCAS during May. NGB provided the training to ensure states are using SOH-RCAS as much as possible.

1) Mr. Terry Alberti (CW5 retired) gave updates and hands on training for RCAS 5.0 updates in SOH, and the use of CMAS and FATS, as well as how to use the new tablet PCs. There was additional discussion of how to use Master Checklists to manage hazard classification, scheduling and conducting various safety inspections. Additional sub-programs track safety training and awards.

2) Additional training is needed at BN and eventually unit level.

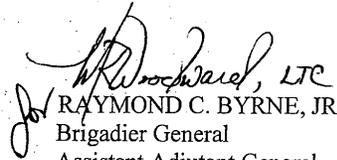
3) SSHC members will have permission to view IDV-SOH, but not make changes to the database.

d. A firearm safety program called Project Childsafe that aims to improve firearm safety in the home was presented, and shall be added to the safety webpage. The web link is also to be forwarded to family support.

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SUBJECT: Minutes of the State Safety and Health Promotion Council, Third Quarter FY-07

5. BG Byrne emphasized the purpose and importance of the State Safety & Health Promotion Council as providing safety advice to the TAG, so he can make informed decisions. The date of the next meeting is TBD, in the main conference room at the OR Military Department.


RAYMOND C. BYRNE, JR.
Brigadier General
Assistant Adjutant General – Army

DISTRIBUTION:

Chief – Joint Staff

B (Army)

AFGE

AGP

AGI

FY08 - Av & Grnd

Total Accidents Selected: 3

Accidents Log

Edit	Accident ID	Serial Number	Record Status	Category	Class	Date	Short Title	Involved UIC	Involved Org Name	Accountable UIC	Accountable Org Name	Report Completion Date
<u>Edit</u>	2008-00003		Active	Ground	R	11/17/2007 07:00:00 PM	Non-duty, POV fatality	WPRPCO	C/1-186 IN	WPRPCO	C/1-186 IN	
<u>Edit</u>	2008-00002	9626669	Active	Aviation	C	11/19/2007 02:00:00 PM	Lighting Strike	W8QVAA	W8QV OR ARNG AASF 1	W8QVAA	W8QV OR ARNG AASF 1	
<u>Edit</u>	2008-00001	9626666	Active	Aviation	E	10/03/2007	Main Mod Chip Light	WNH5G1	C/7-158 AVN	WNH5G1	C/7-158 AVN	



As of 11/28/2007 1543 Hours
 Run By marilyn.woodward

Accidents by Type and Class
 For FY2007, Qtr 1, Qtr 2, Qtr 3, Qtr 4
 W8BFFF - ORARNG



Page 2 of 2
 Total Records: 8

Accident Type	Class A		Class B		Class C		Class D		Class E		Class F		Class R		TBD		Totals	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Army Motor Vehicle Mishap	0	0	0	0	2	29	2	29	0	0	0	0	3	60	0	0	7	23
Flight Mishap	0	0	1	50	0	0	2	29	3	33	0	0	0	0	0	0	6	20
Aircraft Ground Mishap	0	0	0	0	0	0	1	14	4	44	0	0	0	0	0	0	5	17
Personal Injury - Other Mishap	0	0	0	0	3	43	2	29	0	0	0	0	0	0	0	0	5	17
POV-Not on Official Business Mishap	0	0	1	50	1	14	0	0	0	0	0	0	1	20	0	0	3	10
Flight Related Mishap	0	0	0	0	0	0	0	0	2	22	0	0	0	0	0	0	2	7
Fire Mishap	0	0	0	0	1	14	0	0	0	0	0	0	0	0	0	0	1	3
POV - On Official Business Mishap	0	0	0	0	0	0	0	0	0	0	0	0	1	20	0	0	1	3
Totals:	0	0	2	100	7	100	7	100	9	100	0	0	5	100	0	0	30	100

FY07 Ground

Total Accidents Selected: 17

Accidents Log

Edit	Accident ID	Serial Number	Record Status	Category	Class	Date	Short Title	Involved UIC	Involved Org Name	Accountable UIC	Accountable Org Name	Report Completion Date	
Edit	2007-00145		Active	Ground	R	08/16/2007 11:30:00 AM	Tactical Trk rear-end civ veh	W8WBAA OR ARNG CSMS 1	W8WB OR ARNG CSMS 1	W8WBAA OR ARNG CSMS 1	W8WB OR ARNG CSMS 1		
Edit	2007-00142	G-7102587	Active	Ground	R	07/24/2007 01:50:00 PM	GSA Truck struck overhead sign	W7NW01 USPFO ACTV OR NG	W7NW USPFO ACTV OR NG	W7NW01 USPFO ACTV OR NG	W7NW USPFO WHS ACTV OR NG		
Edit	2007-00141		Active	Ground	C	07/24/2007 01:00:00 AM	Fall from window alcohol related	WPBEAA MAINT CC	3670 MAINT CC	WPBEAA CO	3670 MAINT CO		
Edit	2007-00140		Active	Ground	R	08/03/2007 01:10:00 AM	Non-Duty POV Fatality, collision	WPJUAA MAINT MP	234 EN (-) (VERT)	WPJUAA MAINT MP	234 EN (-) (VERT)	234 EN (-) (VERT)	
Edit	2007-00139		Active	Ground	D	04/21/2007 12:00:00 PM	Occupational illness	WPXMAA MP	1186(-)	W8GQAA HQ/249 RTI	HQ/249 RTI		
Edit	2007-00138		Active	Ground	C	04/13/2007 06:15:00 PM	POV multiple injuries	WTQ2F2 145 BSB	2/F (FSC) 145 BSB	WTQ2F2 145 BSB	2/F (FSC) 145 BSB		
Edit	2007-00137		Active	Ground	C	06/26/2007 04:08:00 PM	HMMWV Fire	WPRRBD FA (REAR)	B/2-218 FA (REAR)	WPRRBD FA (REAR)	B/2-218 FA (REAR)		
Edit	2007-00135		Active	Ground	R	01/22/2007 08:00:00 AM	Aircraft Fuel Spill	W8QWAA OR ARNG AASF 2	W8QW OR ARNG AASF 2	W8QWAA OR ARNG AASF 2	W8QW OR ARNG AASF 2		
Edit	2007-00131		Active	Ground	D	06/20/2007 03:00:00 PM	AMV struck bollard	W8QVAA ARNG AASF 1	W8QV OR ARNG AASF 1	W8QVAA ARNG AASF 1	W8QV OR ARNG AASF 1		
Edit	2007-00130		Active	Ground	C	05/02/2007 09:30:00 AM	GSA P-U Roll-over	WQL1F0 F(-)(IN FSC)/141 BSB	F(-)(IN FSC)/141 BSB	WQL1F0 F(-)(IN FSC)/141 BSB	F(-)(IN FSC)/141 BSB		
Edit	2007-00129		Active	Ground	C	05/08/2007 06:01:00 PM	GSA Van - hit by CIV	WPBEAA MAINT CC	3670 MAINT CC	WPBEAA MAINT CC	3670 MAINT CC		

Edit 2007-00127	Active	Ground	C	04/15/2007 11:30:00 AM	Neck injury, donning helmet	WQRQC1 1/C/1-112 AVN	WQRQC1 1/C/1-112 AVN
Edit 2007-00126	Active	Ground	D	04/14/2007 01:30:00 PM	Leg injury	WPFEE2 2/E/1-168 AVN	WPFEE2 2/E/1-168 AVN
Edit 2007-00124	Active	Ground	C	04/16/2007 11:00:00 AM	Aircraft Maintenance Amputated Thumb	WQRL98 0168 AV CO AUG	WQRL98 0168 AV CO AUG
Edit 2007-00121	Active	Ground	B	12/09/2006 07:30:00 AM	POV roll during icy condition (AR)	WX4VT1 1/HHC/3-116 CAV (AR)	WX4VT1 1/HHC/3-116 CAV (AR)
Edit 2007-00101	Active	Ground	R	12/27/2006 02:10:00 PM	POV struck Bicyclist	W8BAAA ORARNG ELEMENT JFHQ (-)	W8BAAA ORARNG ELEMENT JFHQ (-)
Edit 2007-00081	Active	Ground	D	11/13/2006 08:30:00 AM	CIV hit GSA truck	WQL1D0 D(-) (RSTA FSC) 141 BSB	WY21AA 0082 AR SQ 01 RSTA SQDN INF U

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Total Accidents Selected: 13

Accidents Log

Edit	Accident ID	Serial Number	Record Status	Category	Class	Date	Short Title	Involved UIC	Involved Org Name	Accountable UIC	Accountable Org Name	Report Completion Date
Edit	2007-00146	9301317	Active	Aviation	E	08/24/2007 09:45:00 AM	HYD Failure	WQRGAA	A(-)/641 AVN	WQRGAA	A(-)/641 AVN	
Edit	2007-00144	8700070	Active	Aviation	E	08/12/2007 03:00:00 PM	Damage to Parked Aircraft	W8QWAA	W8QW OR ARNG AASF 2	W8QWAA	W8QW OR ARNG AASF 2	
Edit	2007-00143	8700070	Active	Aviation	E	07/16/2007 03:00:00 PM	Water Bucket Damaged During Fire Support	W8QWAA	W8QW OR ARNG AASF 2	W8QWAA	W8QW OR ARNG AASF 2	
Edit	2007-00136	8601682	Active	Aviation	D	07/09/2007	Uncommanded AFCS inputs to aircraft flight control	W8QWAA	W8QW OR ARNG AASF 2	W8QWAA	W8QW OR ARNG AASF 2	
Edit	2007-00134		Active	Aviation	D	02/26/2007 10:55:00 AM	Engine Fire Light Illuminated during start-up	W8QWAA	W8QW OR ARNG AASF 2	W8QWAA	W8QW OR ARNG AASF 2	
Edit	2007-00133		Active	Aviation	E	06/21/2007 06:30:00 AM	CH-47D Hydraulic Leak	W8QWAA	W8QW OR ARNG AASF 2	W8QWAA	W8QW OR ARNG AASF 2	
Edit	2007-00132		Active	Aviation	E	06/21/2007 05:15:00 AM	CH-47D Hydraulic Leak	W8QWAA	W8QW OR ARNG AASF 2	W8QWAA	W8QW OR ARNG AASF 2	
Edit	2007-00128	9626664	Active	Aviation	E	05/16/2007 06:00:00 PM	Malfunction Engine Fire Light	W8QVAA	W8QV OR ARNG AASF 1	W8QVAA	W8QV OR ARNG AASF 1	
Edit	2007-00123	9626665	Active	Aviation	E	04/06/2007	Backup Pump Failed to Start	WQB399	0641 MD HHD AUG AASF	WQB399	0641 MD HHD AUG AASF	
Edit	2007-00122	9626665	Active	Aviation	E	04/04/2007 01:00:00 PM	APU Failed to Start	WQB399	0641 MD HHD AUG AASF	WQB399	0641 MD HHD AUG AASF	
Edit	2007-00061	9626666	Active	Aviation	E	11/22/2006 02:00:00 PM	Erroneous warning system indications.	WQB399	0641 MD HHD AUG AASF	WQB399	0641 MD HHD AUG AASF	

Edit 2007-00042	9626667	Active	Aviation	D	11/14/2006 05:30:00 PM	Left Main Landing Gear Tire & Brake Failure	WQB3AA	HHD/641 MED	WQB399	0641 MD HHD AUG AASF
Edit 2007-00041	9626665	Active	Aviation	B	10/05/2006 03:30:00 PM	Main Rotor Blade Strike	W8QVAA	W8QV OR ARNG AASF 1	W8QVAA	W8QV OR ARNG AASF 1

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Motorcycle Basic Rider Course, November 2007 AAR

Classes: Salem, 7-9 Nov 07 & Portland, 16-18 Nov 07

Salem class was at the 17th St. Armory and Parking lot.
Portland class was at Latus Motors, Gladstone classroom, with the riding range at the Mt. Hood Community College parking lot.
Students were required to wear MSF & Army approved PPE.

A. Combined feedback is that the class was very beneficial. The training was very good with excellent instructors, and materials. Riders' abilities varied, but everyone learned something.

- 1) The division of classroom and riding skills was balanced.
- 2) The riding course range layouts were small, so only eight students per class.
- 3) Have the classroom and riding range in the same location.

B. It would be great if this course could be offered at other locations including on the other side of the state, weather permitting.

C. Provide a Train-the-Trainer class.

Salem & Portland rider: This class was geared toward novice riders. They also offer an intermediate course. Since most riders are not beginners, I think we could send most riders to the intermediate course.

* Note: AR 385-10, Chp.11 requires the Basic Rider Course, and the advanced course can not be performed in lieu of this requirement.

Salem rider: I am going to be making an appointment to take the advanced rider course this summer with the same program.

Portland riders: The weather was nasty but it was good to train in a controlled setting while being dumped on.

Salem rider: Tm Latus provided a motorcycle for his DMV Motorcycle endorsement test, so it would be the same as he trained on.

ARNG Safety and Standardization Conference FY-08 Trip report

1. The Army National Guard Safety and Standardization Conference was held in Louisville, KY the first week of November for the ground and aviation safety community. NGB-AVS had a full schedule of briefings and workshops for the various personnel: Safety (AV & Ground), SAAO, flight operations, IP, and ALSE.
2. Oregon had 12 personnel attend from Safety and both AASFs. There were several vendor displays covering both ground and aviation equipment and training products. This information paper covers the Ground Safety concerns; aviation concerns will be presented by SAAO.
3. MG Nuttall, DDARNG, gave a very energetic safety brief, especially on motorcycle safety. It was good to get the latest updated information regarding Accident Trends, Ammo and Explosive Safety, SOH RCAS, Indoor Firing Ranges, Range Safety, and the Safety and Occ. Health Program. Due to the extensive 3 day format, only the highlights are listed below.
 - a. Safety campaign continues to focus on vehicle accident prevention, both military and privately owned vehicle.
 - b. Motorcycle riders' safety courses are still a high priority. NGB is working on a central registration website, which will feed the class requirements by area. Cape Fox, Army and NGB vendor, will coordinate for local training. Details are due out.
 - c. Joint Emergency Safety support is still a priority for COL Gallo, NGB Joint Safety Officer. A working group was established and will meet over the next several months to come up with support requirements and a possible support matrix.
 - d. The ARNG Safety Plan has been updated for FY-08 and is in a separate handout.
 - e. Fatigue Management Lodging. Each TAG should provide a letter to NGB regarding funding of the lodging program. The COSAC have taken this on as one of their top five initiatives. They may establish the program from a soldier well-being view rather than just safety. Changes are due out later.
 - f. Seeing the HEAT in operation showed that it is a very impressive trainer and will be very valuable for mobilization training. TAG's need to forward support memorandums.
 - g. According to the NGB OWCP manager, FECAs are a primary issue this year. Worker's Compensation is an area in which OR is lagging behind (no FECA council meetings).
 - h. OR needs to determine if a contract for calibration of the AEDs is needed.
 - i. Need to verify that all HMMWVs have had the three-point seat belt MWO applied.
4. The Western Regional Safety Conference will be in Tempe, AZ, 19-23 May 2009.

**OREGON ARMY NATIONAL GUARD
SAFETY PLAN FY-07**

PURPOSE: The SECDEF goal to reduce accidents by 75% from FY-02 presents real challenges to Oregon Army National Guard (ARNG). The key to success is recognizing that safety is a command issue, not Safety's issue.

The OR Safety Plan provides tasks and targets to support the Army National Guard Safety OPLAN supplement to the Army Safety and Occupational Health Strategic Plan. It focuses on actions related to four goals and 13 objectives.

MISSION: Reduce accidents by ensuring compliance of statutory and regulatory requirements, and increasing the use of Composite Risk Management under the new guidelines, to reduce costs associated with injuries and equipment damage. Thus contribute to Oregon's overall mission accomplishment through protection of both personnel and equipment assets.

Goals, Objectives, and Actions (see ARNG OPLAN for NG Expectations)

AR Goal	AR Objective	ORARNG Actions and Targets
Goal 1 Incorporate SOH into culture.	Objective 1.1 Increase awareness of the value and necessity of SOH.	a. ATAG requires participation and scheduling of quarterly State Safety & Health Promotion Councils (SSHC). b. State Safety Office (SSO) attends Conferences or provides safety information for commands to use during their conferences. c. SSO Support the AV Safety Stand-downs and other Safety activities. d. Leaders review unit safety calendars or YTC for safety briefings during visits.
	Objective 1.2 Ensure accountability for leader, individual and organization responsibilities in SOH.	a. * Coordinate with HRO, DCSPER and Commands to include safety in every leader's performance appraisal, both military and civilian. b. * Provide emphasis to commands on the Commanders Safety Course. (Publish additional articles in Sentinel newspaper, and ATAG memo). Brigades to ensure accomplishment. c. * Implement the Additional Duty Safety Officers online Course for new ADSOs in conjunction with the state Unit Safety Coordinator course (class 1 was held in FEB 07). DCSOPS guidance published to use online course for refresher training.
	Objective 1.3 Improve the integration of SOH principles and programs in policy, doctrine, training and operations	a. Identified safety officer(s) at 41 BCT, 82 TC Brigade, and JFHQ to pursue ASI/Sl 6Q requirements. Funding shortfalls reduce ability to send Bn and Unit level personnel. b. Provide information to on mandatory OSHA training to supervisors, managers and employees to complete through OR-OSHA, OSHA for FLS classes, or on-line courses. c. Continue emphasis in TAG memos on the use of Composite Risk Management and emphasize new on-line courses with requirements IAW FM 5-19. d. Implement new Accident Avoidance (for new drivers & those who are over four years since last training-DDC). Initiate the Motorcycle Safety (Basic Rider) training classes with Cape Fox, Inc.

	<p>Objective 1.4 Establish a SOH Plan at every level down to brigade level to improve workplace SOH and promote accident reduction.</p>	<p>a. Establish an OR Safety plan with goals, objectives and initiatives. b. SSO forward safety materials (poster, videos, presentations) to commands through mail, All-OR email, etc. for unit safety programs. c. Continue to update our Safety webpage with new guidance and information.</p>
<p>Goal 2 Ensure systematic management of risk.</p>	<p>Objective 2.1 Improve processes for the identification and quantification of hazards.</p>	<p>a. SSO complete workplace inspection of all maintenance facilities, and 90% of unit armories annually. And as necessary for facilities/units identified with high mishap rates or from employee reports of alleged hazard. b. Continue unit Annual Training visits to spot check standards and safety oversight.</p>
	<p>Objective 2.2 Ensure timely reporting, investigation and after action review of all reportable accidents and loss.</p>	<p>a. * Report and investigate all on and off duty accidents IAW AR 385-40, Accident Reporting and Investigation. b. Capture reported on, off, and near miss accidents in RCAS SOH. c. Check that JEOC or G-3 forward Serious Incident Reports (SIRs) for all fatalities to ARNGWatch. d. Follow up with MED Det. on LODs and USPFQ-T on GSA repairs.</p>
	<p>Objective 2.3 Mitigate the effects of hazards and reduce losses through effective application of composite risk management.</p>	<p>a. Review DA Form 7566, Composite Risk Management Worksheet, for planning all operations, when visiting units. Work with commands to ensure they review CRM often. b. Risk decisions will be approved at the appropriate level IAW Policy (update/republish the 2001 TAG memo to ensure awareness). c. ARNG 100-14-2, Hasty Risk Management Card may be used when appropriate (not for pre-planning operations and activities). Utilize the hazard abatement process IAW AR 385-10 / FM 5-19.</p>
<p>Goal 3 Manage SOH Program efficiently and effectively.</p>	<p>Objective 3.1 Improve business processes.</p>	<p>a. * Market the Army Readiness Assessment Program (ARAS) to Brigade and Battalion level commanders to assess safety climate through memos and Sentinel article. b. Publicize and Communicate our safety plan to all levels through mail and webpage. c. Exchange best practices with other states (attend National, Regional conferences and correspond as needed with other SSMs, and Safety Specialist continues to attend local ASSE meetings).</p>
	<p>Objective 3.2 Ensure appropriate safety manning and organization structure, and improve professional development of SOH personnel.</p>	<p>a. Gather Appointment memos of Unit and Facility Safety Officers and record in RCAS SOH. Training will be through state USC class, online ADSO, and OR-OSHA as appropriate. b. Full Time Safety Manager/Specialist have completed training requirements per ARNG. Determine Refresher course requirements and schedule available classes. Attend the Governor's Occupational Safety and Health Conference to further education. c. Request HRO to review personnel authorizations. Or request additional support by Temp Tech, ADSW (Admin Spt), or Contract Safety personnel. d. Coordinate with CoS to promote alignment of the State Safety Office under the Chief of Staff or identify as a special staff officer to the first general officer thereby ensuring a direct line of communication for safety issues.</p>
	<p>Objective 3.3 Improve communication and</p>	<p>a. Request BDEs, SMM, and SAO to forward minutes of unit and facility quarterly safety meetings to the State Safety Office through chain of command. b. Reemphasize the requirement for commands to bring issues</p>

	synchronization of SOH efforts.	forward to the SSHC. c. Key safety professionals will participate in Regional SOH meetings and annual safety conferences.
Goal 4 Reduce accident rate by 75% by FY08, using FY02 as the baseline.	Objective 4.1 Develop annual SOH objectives to support reduction of accidents.	a. Review OR accident rate for military and civilian (mil tech) accident, injury, and illness data. b. Coordinate with HRO to restart the FECA Council. c. Review trends quarterly and revise plan as required. d. Top levels of command will need to ensure accountability of unit support to the safety plan.
	Objective 4.2 Deploy system for accident reporting and analysis of Class A-D accidents (Soldier, civilian and contractor) to identify accident demographic and causal factors and trends and to develop countermeasures.	a.* Increase the use of SOH-RCAS Program to input all on-duty, and off-duty (non-duty when possible) accidents for military personnel. Federal military technician employee accidents as related to military equipment or operations will be collected (other data is in OWCP log). Meet all requirements of AR 385-40. b. Promote the use of the program at lower levels, not just the SSO and Facility ASOs. c. Continue to forward Headquarter reports to NGB-AVS-S on a monthly basis, or as required and requested. d. Improve the recording of hazards in the hazard database and monitor abatement. Train additional personnel to use CMAS and allow AGI personnel to view data and eventually they can enter abatement. e. Develop trends through analysis the SOH-RCAS data of recurring accidents & hazards.
	Objective 4.3 Develop and implement policies and procedures to reduce lost workdays resulting from employees injured at work so they may return to productive status as soon as possible.	a.* Safety Office will continue to communicate and collaborate with occupational health/industrial hygiene office, worker's compensation personnel, AGP Safety Officer, and AGI Safety Representative, and other team members as necessary. b. HRO is working with the NG Regional OWCP LNO to schedule assistance in development of a Return-to-work program.

*Those expectations identified with an asterisk support the goals identified as Army "Must Do's". A complete list with the authoritative documentation is available on the Safety page of GKO.

NG Performance Measurement Metrics

The RCAS SOH has been an ongoing development. It is disseminated to each State and every expectation is for it to be the system of record for all ARNG Safety data. The SOH captures information on accidents, aviation and ground, near misses, injuries, hazards, inspections, system defects, training, safety orders, awards, and identifies root causes or contributing factors that lead to accidents. This automated web-based program supports trend analysis, snapshot analysis as well as composite risk management. It is most important that it be fully implemented in the States and HQ reports received as required. Progress toward attaining the goals of the ARNG Safety OPLAN will be measured by the following metrics, most of which can be captured in RCAS SOH.

FY 08 ARNG SAFETY OPLAN

The ARNG objectives for FY 08 will focus on four areas: Systematic Management of Risk; Safety Climate and Culture; Efficient, Effective Management of Program Execution; and Accident Reduction. Each State is requested to review their FY 07 SOH plan, integrate the FY 08 objectives into their SOH Plan and adjust the document as necessary. The ARNG FY 08 Safety Plan is intended only to spotlight targeted areas requiring enhancement. It is not necessary for States to send a copy of their updated plans to the ARNG HQs. Updates will be briefed at scheduled quarterly video teleconferences. Metrics identified in FY 07 will remain the same in FY 08. States are requested to send a report to NGB-AVS-S on the accomplishment of the FY 07 metrics NLT 18 Oct 07.

SYSTEM MANAGEMENT OF RISK: The ARNG has lost 214 Guardsmen to combat, vehicle accidents, aircraft accidents, personal injury, illness, suicide and even murder during the timeframe of 1 October 2006 – 31 August 2007. The loss of each and every Soldier affects readiness. Reporting has improved. The ARNG requires all losses (regardless of duty status or cause) to be reported via Serious Incident Reports (SIR). All pertinent information known at the time of SIR submission should be included; however submission should not be delayed due to incomplete information.

TRENDS: Privately Owned Vehicles (POV) accidents were the primary cause of personnel loss. Fifty-six (40%) Guardsmen were killed in POV related accidents (14 in duty status; 42 in non-duty status). Failure to use seatbelts, speed and fatigue remain leading causal factors in these vehicle accidents. Included in POVs are 16 motorcycle fatalities (six in duty status; 10 in non-duty status). The leading causes of these motorcycle accidents were loss of control, excessive speed, and being hit by other vehicles.

Suicide has become a contending loss almost paralleling POV deaths. There have been 39 reported suicides, two serious attempted suicides, and several incidents suggestive of suicide but not reported as such.

Drowning has claimed the lives of five Guardsmen (one in duty status; four in non-duty status) – two in boating incidents, two while swimming, and one whose vehicle slid off the road, rolled and landed in the water.

RISK MITIGATION - POV: The ARNG has taken various actions to mitigate POV losses and emphasize the importance of Commander's engagement in influencing these off-duty/non-duty accidents. States should review, emphasize and re-enforce two Memorandums distributed by the Director, Army National Guard (1) Vigilance – Accident Prevention, signed 26 Jun 07 and (2) Motorcycle Accident Prevention Emphasis, signed 2 Oct 06. The first memorandum stated that every Commander and Leader is responsible for each and every Soldier 24/7 and must be vigilant to ensure the safety of their Soldiers. This memorandum also identified various tools available to Commanders. The second memorandum stressed that, regardless of duty status, ARNG personnel are required to wear personal protective equipment and receive mandatory motorcycle safety foundation training. States are requested to provide feedback to NGB-AVS-S on actions taken to comply with the motorcycle requirements.

Commanders must ensure that Soldiers comply with the Army Traffic Safety Training Program (ATSTP). As well as online access via the Combat Readiness Center website, the ARNG made available and distributed numerous Army Accident Avoidance CDs for classroom training and Soldiers not having web access. Additional CDs are available at the ARNG Multi-Media Branch, DSN 558-2520/commercial 334-255-2520 / ruck.mmb@conus.army.mil. Coordination is in progress with the Installation Management Command to obtain copies for distribution to the States

of the remaining ATSTP which includes the Advanced Drivers Training, Supervisors Traffic Safety Training and supporting training materials. States will be notified when shipment is made.

Videos featuring the Deputy Director, ARNG were produced to emphasize the importance of responsible motorcycle operations and should be viewed by all Guardsman. In FY 07 States were funded for motorcycle safety training as requested. The ARNG added resources to the Army contract to provide mobile training teams at Guard facilities upon request. State Safety Offices may schedule training classes directly with Cape Fox. By Oct 07, the ARNG will launch a website available for Guard Soldiers/employees to register for motorcycle training at Army installations, DOD installations, and local colleges/ Universities. Commanders/supervisors will be notified of the registration via email. Cost will be charged to the ARNG HQs and can be tracked by the unit, State and ARNG HQs.

Significant attention is devoted to POV accident prevention, lessons learned and survivor stories in "SafeGuard," the annual risk assessment of the Guard. This production is intended to be viewed by all Guardsman. Senior leaders are invited to supplement SafeGuard by filming a preface or postscript.

Commanders have had the authority to provide lodging for Soldiers in an IDT status since the FY 00 National Defense Authorization Act (NDAA) was signed 8 Oct 1999. Since its inception, Lodging In Kind, as it is referred to in the NDAA, or IDT Lodging/Fatigue Management, as it is referred to in the Accident Prevention Program, has been supported by the ARNG for 16 test States for Soldiers attending Battle Assemblies who commute more than 50 miles. Soldiers perform strenuous training during Battle Assemblies which induces fatigue. Factoring in commute time often produces a 12-14 hour day and increases the potential for a fatigue-induced accident. Although no additional funds are provided for Fatigue Management/IDT Lodging, Commanders are encouraged to determine if commercial lodging is necessary and pay for this lodging using their operating funds.

RISK MITIGATION – SUICIDE PREVENTION: The ARNG Soldier is challenged by mandatory training requirements, unit realignments, promotional opportunities, deployments and redeployments. One of the most important challenges an ARNG Soldier faces is balancing his military commitments with his civilian responsibilities and civilian employment, fulfilling his role as both citizen and Soldier. The ARNG mission is unique and very challenging. In addition, attempts to be a good spouse, parent, friend, family member, neighbor, etc. place high demands upon an already strained Soldier. Many States have appointed Suicide Prevention Program Managers. Suicide awareness and intervention training is being integrated into all ARNG resident courses conducted at the Professional Education Center and into the Platoon and Squad level training. Unit safety officers are key components of unit success and should receive suicide awareness and intervention training. ARNG Soldiers have 39 days to address their military requirements which includes weekend drill each month (24 days) and 15 days of annual training. Leaders must know not only the general characteristics (both mental and emotional) of their Soldiers, but also the temporary mental states and attitudes which could lead to thoughts of suicide. Competition for quality time during drill is difficult; every Commander and Leader must be vigilant.

RISK MITIGATION – DROWNING: All States should have Off-Duty/Family Safety Programs implemented IAW AR 385-10. Commanders/Leaders should provide safety briefings which emphasize the hazards a Soldier could encounter when issuing passes or authorizing time off in conjunction with military training exercises.

The overwhelming majority of these losses occur when a Soldier is in an off-duty/non-duty status. A trained, qualified unit safety officer should assist the Commander/Leader in putting effective programs in place which create a positive safety climate and culture. That attitude should transition from on-duty performance to off-duty/non-duty activities.

SAFETY CLIMATE AND CULTURE: The Director's Safety Philosophy was distributed to the States this year in the form of a tri-fold pamphlet. Abundant copies were provided for generous distribution. A copy should be posted on every safety bulletin board in every ARNG facility. The DARNG states that "Caring for Soldiers is a top priority." Every ARNG Leader must make the commitment and set the example.

Every State should have a State Safety Council chaired by the Assistant Adjutant General or Chief of Staff. State Councils should address accident trends and issues that affect the safety and health of all employees - military and technician/civilian. Members should include Commanders/Supervisors/Leaders from the various disciplines within the State, union representatives, and Soldiers/Military Technicians/Civilians. These councils should meet quarterly and send a copy of the minutes to NGB-AVS-S within 30 days of the meeting.

Chairman of the State Safety Councils should plan to attend the Annual Safety and Standardization Conference. This conference provides an opportunity to focus on safety and capitalize upon the synergistic efforts of all States to address issues that affect the ARNG.

Additional Duty Safety Officers (ADSOs), Company level and above, should complete the Ground Safety Officer Course within 12 months of assignment and acquire the "6Q" ASI/SI qualifier to serve in that position. A trained safety officer will enhance the success and readiness of the unit. When there is no assigned safety officer by table of organization and equipment (TOE) or table of distribution and allowances (TDA), the ADSO assists the commander with safety responsibilities. An assigned ADSO is necessary to manage the unit safety program, apply the composite risk management process, conduct safety surveys, report and investigate accidents, ensure safety in tactical operations and promote safety in all activities. Accident prevention and safety have no defined boundaries. Nearly every act, regardless of duty status - on-duty, off-duty and non-duty, contains a safety factor.

Every Battalion level commander, if not already enrolled, should enroll in the Army Readiness Assessment Program (ARAP) NLT 15 Nov 07 to assess the organization's climate and culture. Completion of the ARAP should occur within 6 months of enrollment and the Battalion Commander should brief the unit's strengths and weaknesses with courses of action to her/his Brigade/Division Commander. All results of the assessment and debrief are strictly confidential.

EFFICIENT, EFFECTIVE MANAGEMENT OF PROGRAM EXECUTION: The ARNG analyzes accidents continuously to identify key trends. Weekly, quarterly, annually and as requested reports are produced. States in turn will identify key trends for both military and technician accidents/injuries and brief at quarterly State Safety Councils. Best Practices identified and continuing in FY 08 include: Quarterly video teleconferences for States to brief accident trends, programs and share lessons learned; Regional Safety Conference and Council meetings to mentor other Safety professionals, provide training on current safety and health issues, and share lessons learned and success stories; Annual Safety and Standardization Conference to focus on national safety issues; Semi-annual ARNG National Safety Committee meetings to address and resolve issues that impact the safety and health of the ARNG; Surveys requiring feedback on actions taken by States in response to new policies/guidelines.

Additional Best Practices related to Explosive Safety include:
Quality Assurance Specialists - Ammunition Surveillance (QASAS) assignments in support of ARNG ammunition operations and training; Explosive Safety Training for Ammunition Handlers and Drivers; Ammunition Certification Boards identifying specific training/certification requirements for those with exposure to ammunition and explosive hazards; Use of DOD software and the Geographical Interface System to prepare Explosive Site Plans for integration with the ARNG's Planning Resource for Infrastructure Development and Evaluation (PRIDE).

AR 385-10
Dated 23 Aug 07
Crosswalk with old Regulations

25 NOV 07

Type	Number	Title		Dated	New Chapter
AR	11-9	Army Radiation Safety Prog	May	1999	7
AR	385-10	Army Safety Program	Feb	2000	1
AR	385-14	Transporting Munitions & Explosives	Apr	1991	14
AR	385-16	System Safety Engineering & Mgmt	Nov	2001	14
AR	385-40	Accident Reporting & Records	Nov	1994	3
AR	385-55	Prev of Motor Veh Accidents	Mar	1987	11
AR	385-61	Chemical Agents Safety	Oct	2001	21
AR	385-64	Explosives Safety Program	Feb	2000	5
AR	385-69	Biological Defense Safety Program	Dec	1993	20
AR	385-95	Aviation Accident Prevention	Dec	1999	15
AR	672-74	Accident Prevention Awards	Apr	1995	8