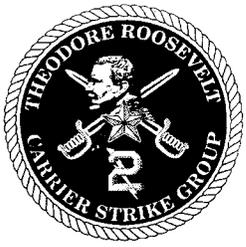
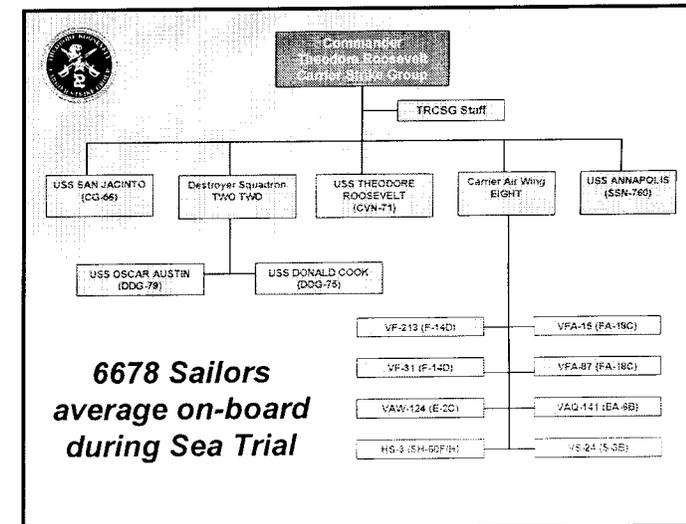


THEODORE ROOSEVELT
Carrier Strike Group
DUI Initiative

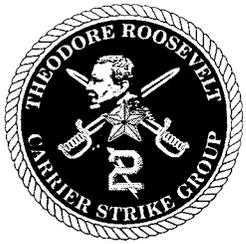


Background

- **TRCSG experienced 10 DUIs in first 2 ½ months of 2005**
 - Increasing rate (1 in Jan, 4 in Feb, 5 in 1st half of Mar)
- **Impact:**
 - Physical danger to Sailors and civilians
 - Compromised productivity, good order and discipline
- **Ineffective deterrents**
 - Requirement to wait for civil adjudication prior to consideration of NJP due to double jeopardy concerns
 - Drawn out civilian judicial process (2-3 months)
 - Minimal sentences imposed
 - \$250 - \$500 fine
 - Suspended license
 - Jail time from 2 – 20 days
 - 50 hrs community service
 - Probation



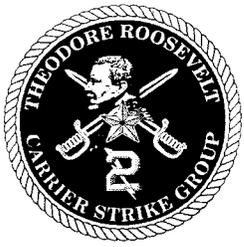
We felt an obligation to try something else . . .



Initial Actions

- **P4 message 14 March to TRCSG**
 - Heighten CO awareness of the issue
 - Create a sense of urgency
 - Pursue root causes for each incident
- **Message required COs to provide:**
 - Detailed explanation of event
 - Preventive steps taken prior to event
 - Operational Excellence Principles violated
 - Future path

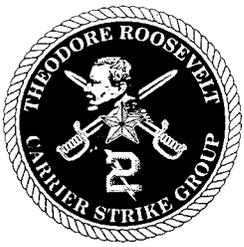
RESULT: Total DUIs double in next 5 weeks!



Typical Preventive Steps

- Safety status board tracking last DUI or “DUI Free Days”
- “Right spirit” campaign . . . contract of adherence
- Leave chit contracts . . . “I will not drink and drive”
- Entry level alcohol awareness . . . “School-of-ship”
- Safety stand downs prior to major holidays
- Open NJP on alcohol-related offenses
- Command “safe-ride” programs
- DON “Drive for life” program
- MADD reps addressing crew
- PREVENT classes

COs were using everything in the tool kit



NJP Waiver Request

- **Desired Effect**

- In addition to existing educational/motivational tools, provide a greater deterrent effect to motivate Sailors to not drink and drive

- **Needed a bigger stick**

- Waiver from FFC authorizing immediate NJP for DUI cases was approved on 19 April

- Covered TRCSG through deployment date (4.5 months)

- **COs stepped up to the plate**

- Average time to adjudication 3-5 days

- Average NJP awards

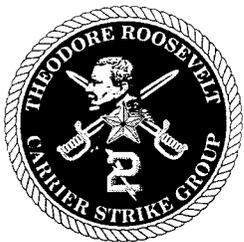
- Reduction in Rate

- Restriction

- Extra Duty

- Forfeitures

Another tool in an IO campaign . . .



Raw Data

- **41 DUIs within TRCSG CY 2005**
 - 24 in 109 days prior to Sea Trial implementation
 - 17 in 103 days after Sea Trial implementation

Data adjusted for underway days starts next slide

- **Other stats of interest not directly related to NJP Sea Trial:**
 - 33 DUIs were E1-E4
 - 7 members had prior DUIs
 - 3 had enlisted with drug/alcohol waiver
 - 9 were under age drinkers
 - 10 accidents, 2 with Injuries:
 - 1 broken nose
 - 1 dislocated shoulder
- **No motorcycle accidents (see later in brief . . .)**

**18 of 41 DUIs were within 24 hours of
return from an underway period**



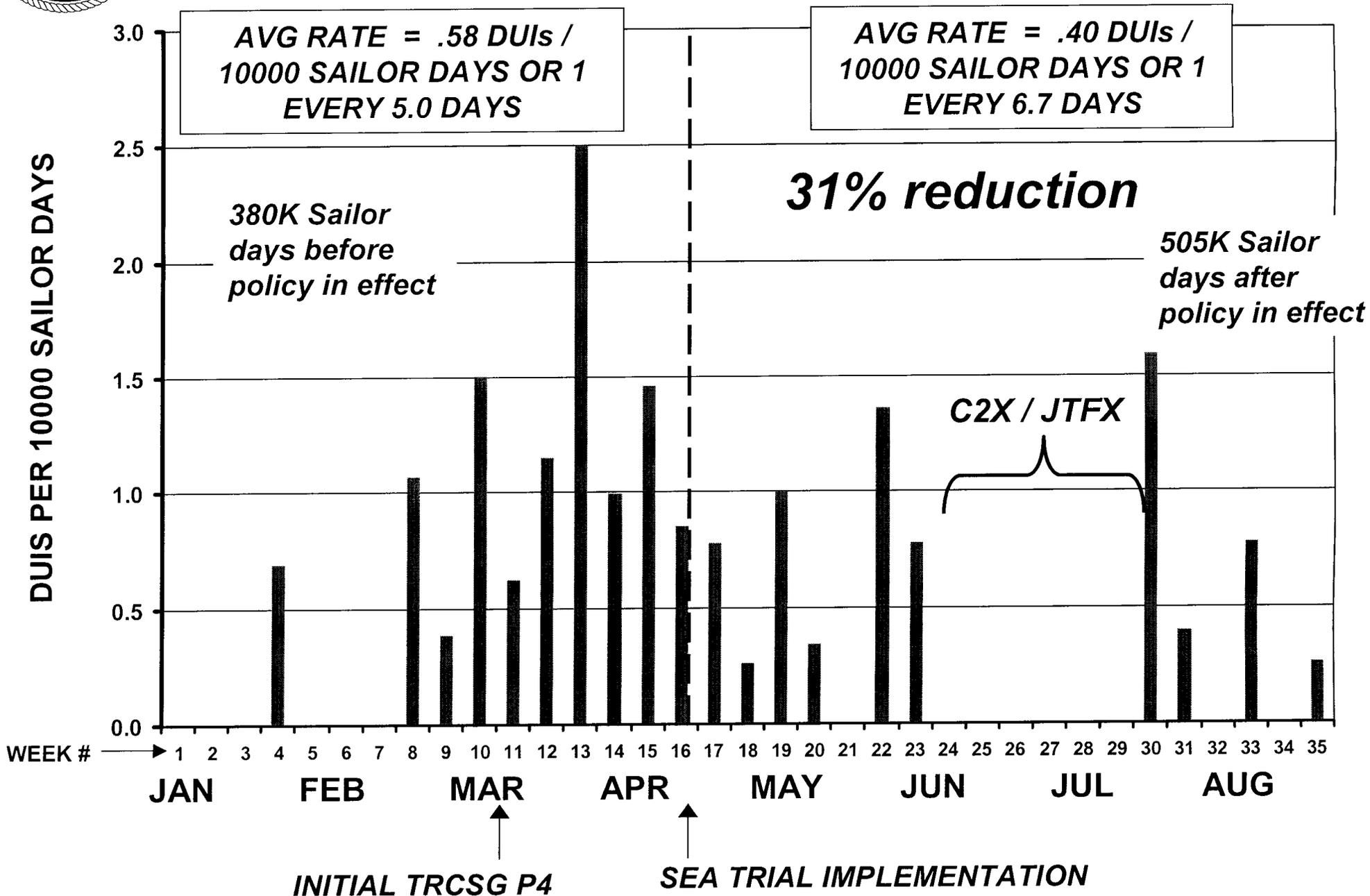
Measuring the Results

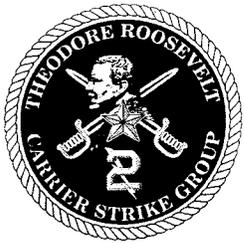
- Normalized metric is “DUI Rate”
- DUI Rate = # of DUIs / 10000 Eligible Sailor Days
- Eligible Sailor Days means:
 - The total number of Sailors on a given day that are in a position to experience a DUI (able to drive)
 - Liberty inport / not in a duty status
 - Leave-behind during u/w periods
 - Fallon was considered an underway period because Sailors were not permitted to drive

Nearly 1 million Sailor days in 8 months for TRCSG



DUI Rate





Questions

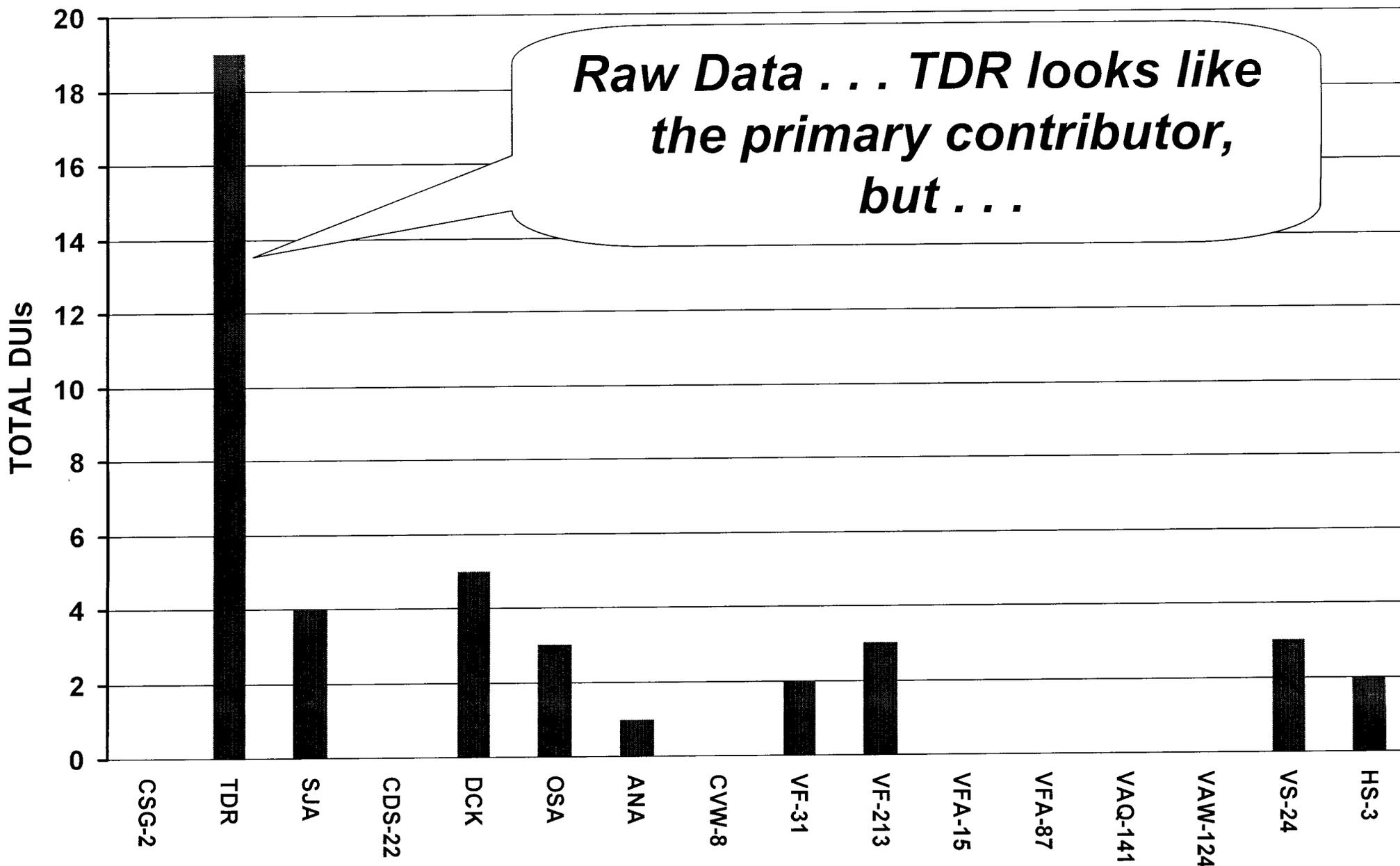
- **Why a 31% drop?**
 - Is there a pattern based on FRTP cycle?
 - Do other CSGs follow this pattern?
 - Does time of year play a factor?
 - Underway during major summer holiday?
- **How long did it take the IO campaign to work?**
 - E.g., to get the word out after the 19 April waiver, to get the first NJPs accomplished, and let the word spread . . .
- **Take away DUIs immediately following a major underway period . . . 42% reduction**

Reason for the drop is inconclusive . . .

. . . But a 31% drop is worth further study!

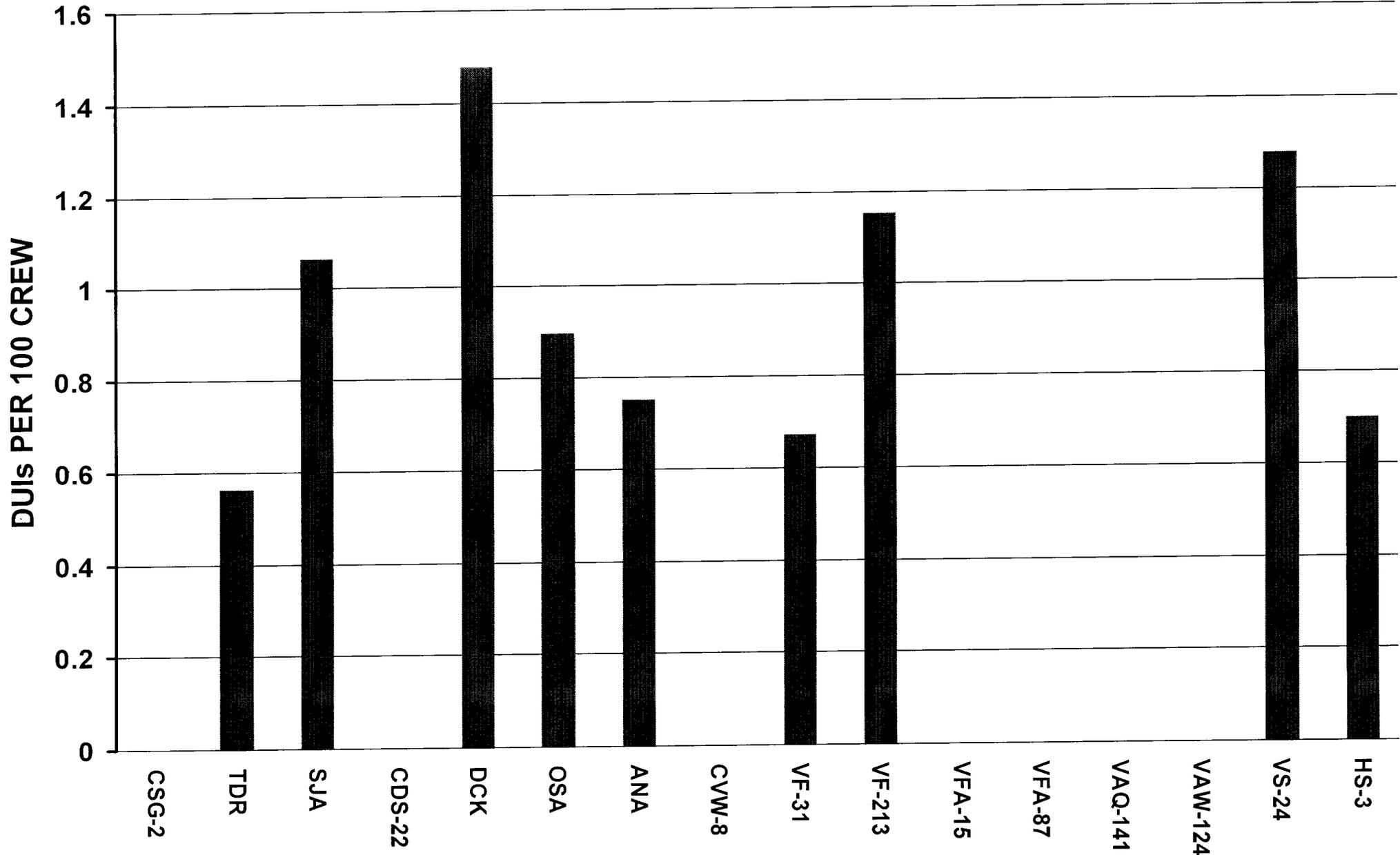


TRCSG DUIs 2005



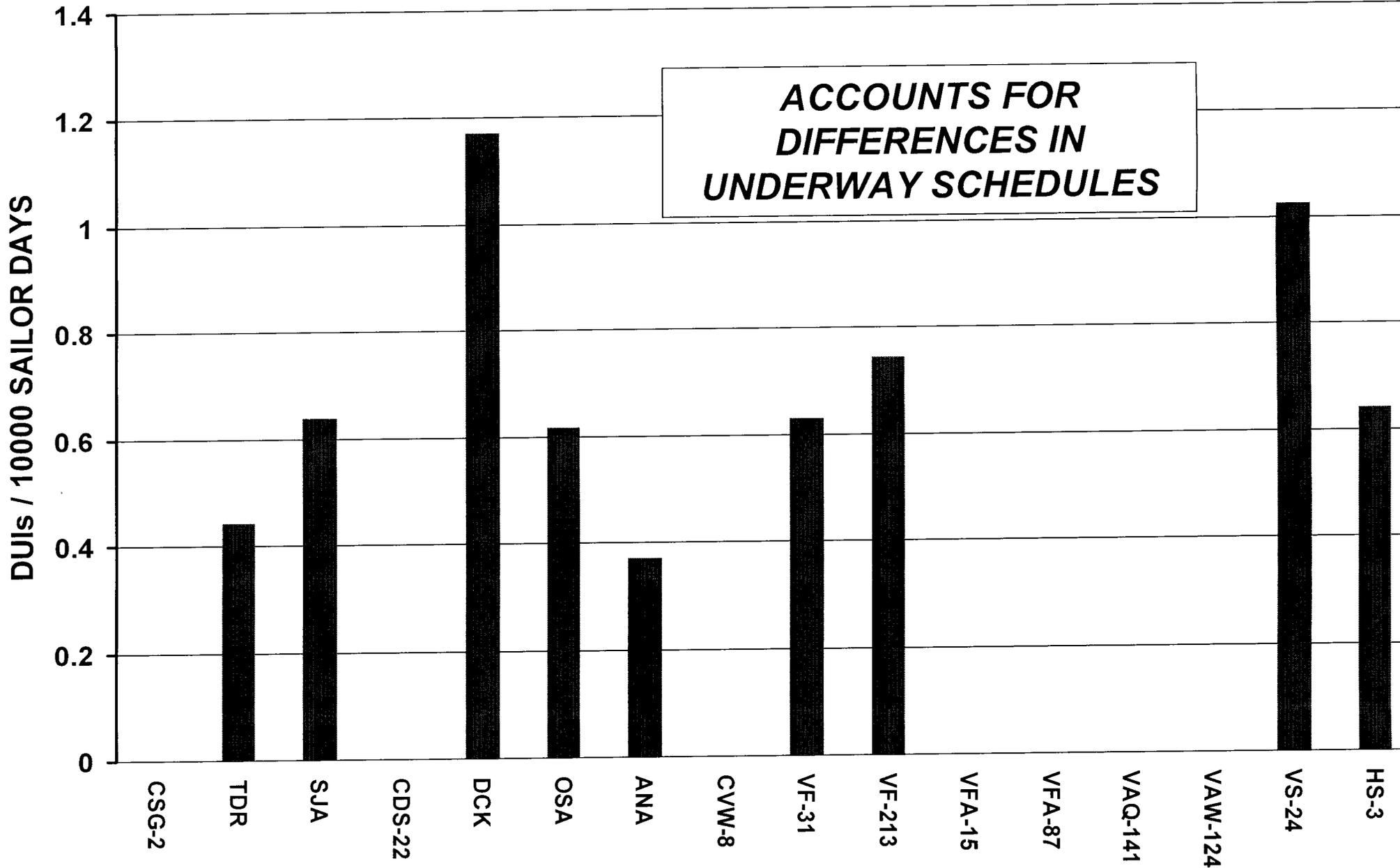


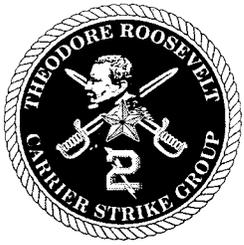
Normalized to Crew Size





Actual DUI Rate by Unit



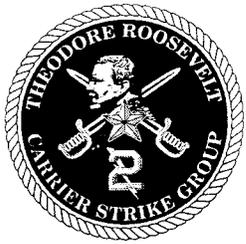


Questions

- **Why the differences?**
 - **Ships vs squadrons?**
 - Quality of life factors?
 - More air wing Sailors living out in town?
 - **Air Wing differences**
 - **F-18 vs F-14?**
 - Squadron size?
 - Individual command programs?
 - **Jacksonville vs Whidbey vs Norfolk**
 - Local law enforcement?
 - Florida more conducive drinking environment?

Many unknowns due to limited sample size and short time-frame

Note: for CVW-8, these stats reflect almost a 180 degree reversal . . . Low squadrons this year were the high squadrons last year



Conclusions & Recommendations

- Initial indications are that the DUI NJP waiver policy has some quantifiable impact.
- Additional study in parallel with expanding the policy to more units is appropriate
- Recommendations:
 - Establish control group for future analysis
 - Recommend fleet-wide collection standard
 - Continue emphasis on positive programs
 - Provide commands with techniques, above and beyond exhortations, to prevent incidents following long underway periods
 - Great interest in our Sea Trial from around the fleet . . . consider announcing “immediate NJP” authority to larger population for IO impact.

One thing is certain . . . we want to retain this authority when we return from deployment



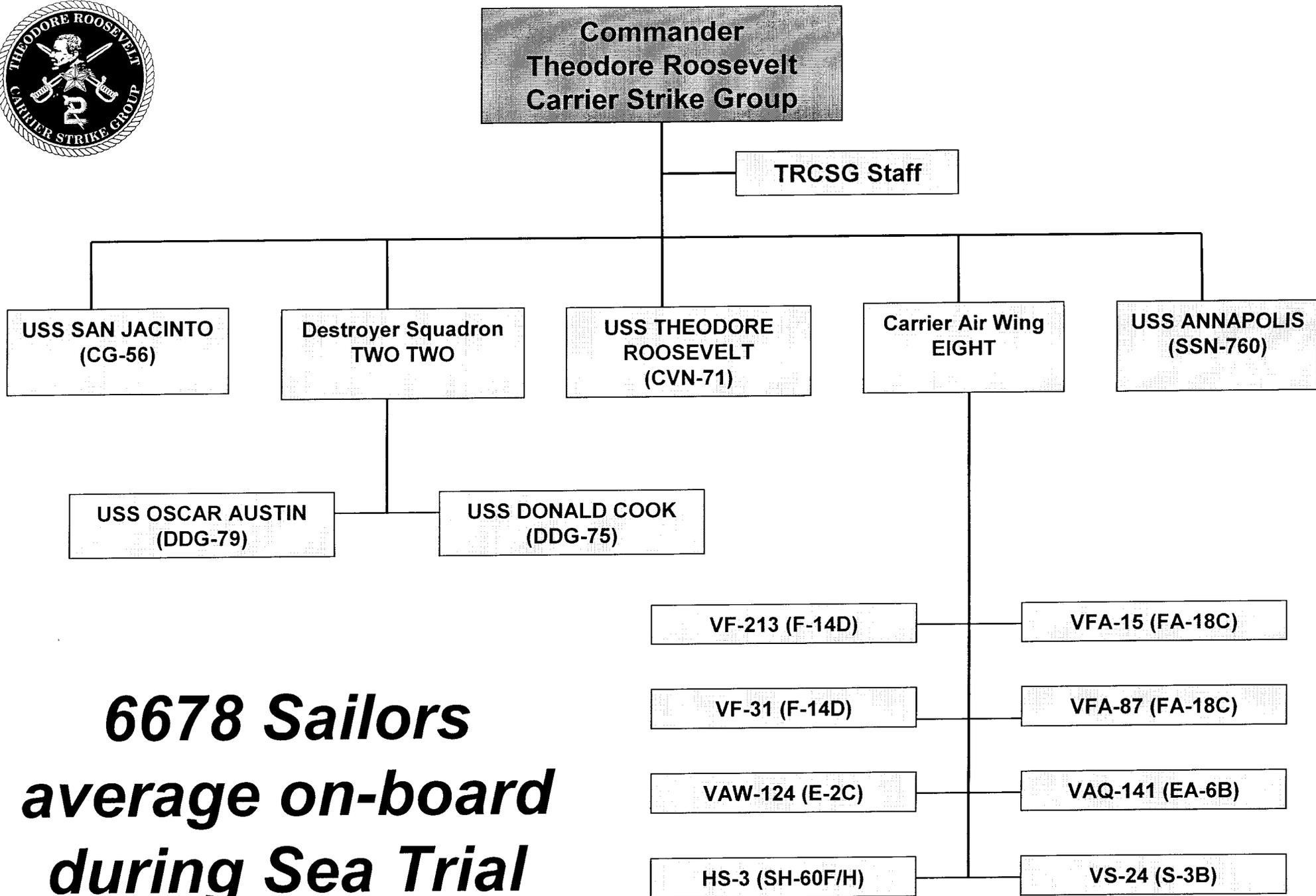
Addendum: Motorcycle Safety

- **Background: TRCSG wanted to try something to enhance motorcycle safety that appealed to motorcycle riders**
 - With spring weather approaching at the end of TSTA/FEP, we wanted something fast
 - Not the typical “You’re an idiot if you ride a motorcycle” approach
- **“Motorcycle Safety Round-up” required for all owners/riders**
 - Special appeal to older riders to attend to lend their experience
- **Spring 2005 following Group Sail**
 - Picnic / Bike show / Commander’s call
 - Attendance 200 – including those considering purchase
 - Free inspections / safe riding best practices
 - Held off base to allow max participation
 - Local law and DOD Instruction review
 - 100 mile group ride / experienced riders observed inexperienced riders

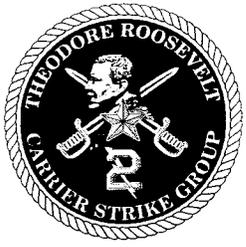
Result: ZERO motorcycle related injuries

QUESTIONS?

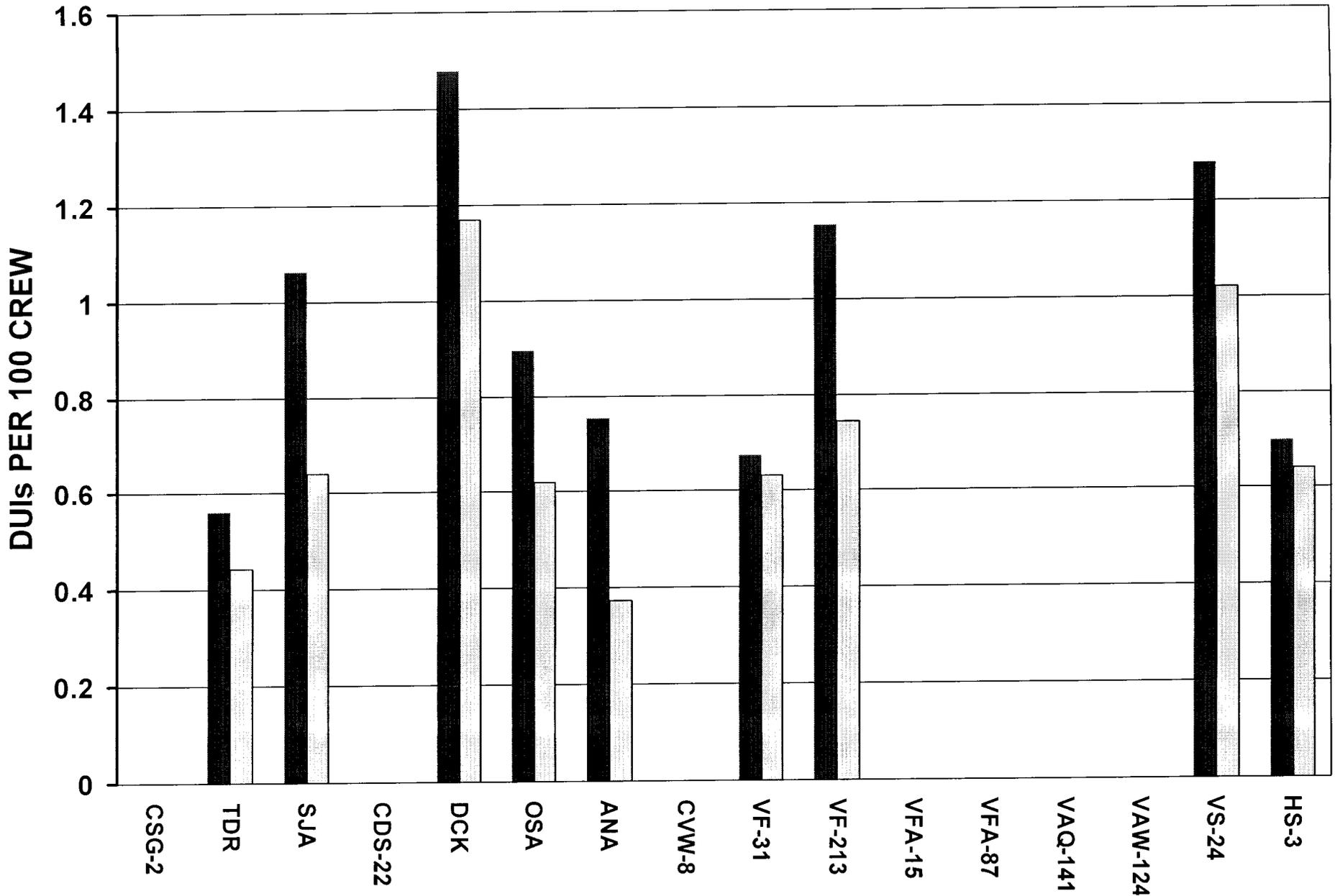
BACK-UPS



***6678 Sailors
average on-board
during Sea Trial***



Standardized for crew size





Normalized for crew size

