

DEPARTMENT OF NAVY
OCCUPATIONAL SAFETY AND HEALTH
PROGRAM

FISCAL YEAR 2007 ANNUAL
AGENCY REPORT



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OFFICE OF THE ASSISTANT SECRETARY
(INSTALLATIONS AND ENVIRONMENT)
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February 7, 2008

Ms. Michelle Walker
U.S. Department of Labor - OSHA
Directorate of Enforcement Programs
Office of Federal Agency Programs
Room N-3622
200 Constitution Avenue, N.W.
Washington DC 20210

Ms. Walker:

As the Deputy Assistant Secretary of the Navy (Safety), it is my privilege to provide the Department of the Navy's Fiscal Year 2007 Annual Report on Occupational Safety and Health as required by 29 CFR 1960.71(a)(1). The Report includes a cover sheet with Department of the Navy summary information, and enclosures containing both the U.S. Navy (Tab A) and the U.S. Marine Corps' (Tab B) Reports as requested. Additionally we have supplied our agency listings as requested.

Please feel free to contact us with any comments or questions. I can be reached at (703) 614-5516. My Director of Safety and Occupational Health, Ms. Darrilyn Cranney, can be reached at 703-614-5530. Our Navy contact for the report is Ms. Joy Erdman at (703) 602-2575 and our Marine Corps contact is Mr. Richard Coyle at (703) 614-1202.


T.A. Rollow, P.E.
Deputy Assistant Secretary
of the Navy (Safety)

Enclosures:
Tab A (Navy Report)
Tab B (USMC Report)

Copy to:
ASN (I&E)
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CNO (Code N09FB2)
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Fiscal Year: 2007

Name of Agency: Department of Navy

Name of Components: U.S. Navy and U.S. Marine Corps

Address
1000 Navy Pentagon
Washington, DC 20350-1000

Number of employees covered by this report: 176,391 Civilian Workforce

Designated Agency Safety and Health Official: The Honorable BJ Penn

Title: Assistant Secretary of the Navy
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Washington, DC 20350-1000

Point of Contact: Mr. Tom Rollow
Deputy Assistant Secretary of the Navy (Safety)
1000 Navy Pentagon
Washington, DC 20350-1000

Fiscal Year:	2007
Name of Agency:	Department of the Navy
Name of Component:	U.S. Navy
Address	2000 Navy Pentagon Washington, DC 20350-2000
Number of federal civilian employees covered by this report:	159,500 U.S. Navy Civilian Workforce
Name of USN Senior Flag Safety & Health Official:	Rear Admiral Arthur J. Johnson, USN
Title:	Special Assistant to the Chief of Naval Operations for Safety Matters (CNO N09F)/ Commander, Naval Safety Center
USN Safety and Occupational Health Policy Points of Contact:	Joy Erdman, MS, CIH, CSP Safety and Occupational Health OPNAV Safety Liaison (N09FB) CDR Linda Byrnes, MPH, CIH Occupational Health Liaison OPNAV Safety Liaison (N09FB)
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Executive Summary

The FY 2007 U.S. Navy Annual Report to the Secretary of Labor Occupational Safety and Health Administration (OSHA) provides an overview of U.S. Navy mishap injury and illness data, worker safety and health accomplishments over the past year and goals for the future. It also provides insight into U.S. Navy safety and health issues and highlights our strengths and challenges. In this executive summary and detailed report, we used the format specified in the September 11, 2007 U.S. Department of Labor (DOL) Memorandum to Designated Agency Safety and Health Officials. It should be noted that the U.S. Marine Corps submits a separate report. Both Navy and Marine Corps reports are forwarded through the Deputy Assistant Secretary of the Navy for Safety and are submitted as the Department of the Navy (DON) Annual Report.

The U.S. Navy's Safety and Occupational Health (SOH) program protects over 600,000 individuals worldwide - active duty military, reserve military, U.S. civilians, and foreign national* employees. The U.S. Navy's diverse workplaces include shipyards, shipboard operations, aircraft repair facilities, research facilities, chemical manufacturing facilities, hospitals, laboratories, and construction sites on both domestic and foreign Navy bases. The statistics in this report focus on the approximately 159,000 U.S. Navy civilians; however, this report also includes examples across the Navy's entire civilian and military workforce to demonstrate our commitment to protect our most valuable resource – our people.

Statistics

- **Injury and Illness Trends** – In FY07, the U.S. Navy's U.S. civilian workforce decreased by 1.1% - from 161,004 civilian employees in FY06 to 159,500 in FY07. The Navy reported 4,442 injury and illness cases in FY07, a 2% decrease from FY06. Of those 4,442 total injuries, 2,307 involved lost time, a 5% decrease from FY06.
- **Fatalities and Catastrophic Accidents** - The Navy is proud to report that there were zero Navy civilian work-related fatalities in FY07. We did have two fatalities, one in Pennsylvania and one in Hawaii, which were reportable to the OSHA, but were heart attacks, and therefore not "OSHA recordable." It should also be noted that the Navy does not track those fatalities reported by the DOL Office of Workers' Compensation Program (OWCP) that occur by workers who were injured in previous years, are on long term disability, and who die from illnesses or natural causes, that are then reported by OWCP to close out workers' compensation claims.

Occupational Safety and Health (OSH) Initiatives

Safety, Health, and Return-to-Employment (SHARE) Initiative - While the total case rate reduced by 1.7%, this performance fell short of the OSHA goal of 3%. The Navy total case rate is not a primary indicator for Navy leadership because we encourage "total case" reporting. Instead, we focus on the second goal, lost time case rate, which is a better indicator of more severe injuries that involved lost productivity. Although the Navy lost time case rate declined by 2%, we failed to meet the OSHA goal of 3% reduction. The Navy met the timely filing of claims 5% goal (6.2% actual) and met the lost production day rate (19% actual), which measures civilian lost productivity due to injuries. Regarding OSHA's changes for Goals 3 and 4, reflected in the SHARE Extension, the Navy did not meet Goal 3, achieve at least a 50% reduction in the timely filing using FY03 baseline data (33.6% actual). The Navy did, however meet the revised Goal 4 of reducing loss production days by 1% per year. Data is presented in tabular form in the detailed report, page 6.

* Foreign National employees are employed by Foreign governments, work at Navy bases outside the United States under Status of Forces Agreements (SOFAs). Although foreign national employees are not included in the statistics in this report, the U.S. Navy is committed to their safety and health.

Motor Vehicle/Seat Belt Safety - There were 13 motor vehicle mishaps, ten with injuries, involving civilians in an on-duty status in FY07. A total of 16 people were involved in the 13 mishaps. There were no fatalities and 11 people suffered injuries. Of the 11 people with injuries, five experienced five or more lost work days. In support of Executive Order 13043, the Navy Traffic Safety Program Instruction (OPNAVINST 5100.12G) requires that all persons, military or civilian, operating or riding in any government motor vehicle (GMV), on or off base, must wear seat belts. All persons, military or civilian, operating or riding in any private motor vehicle (PMV) on a naval installation must wear seat belts. Additionally, military and civilian employees are required to wear seat belts during on-duty operation of PMVs, whether on or off-base. The DON solicits on-base seat belt usage information on an annual basis, which is provided to the Department of Defense (DoD) by April 30th each year for the preceding calendar year. Information gained from this collection effort is used to tailor our enforcement efforts in this area. In FY07, seat belt observational surveys were conducted at random locations (entrance gates, parking lots, intersections, etc.) at 39 Navy shore installations and indicate an average seat belt use of 94%. This surpasses the national average for seat belt use but falls short of the Navy goal of 100% usage. Our efforts will continue to emphasize this important part of our PMV injury prevention program.

- **Recordkeeping Requirements** - The most useful safety management system within the Navy is the Enterprise Safety Application Management System (ESAMS). This system is used by workers, supervisors and SOH professionals across almost half of the Navy ashore. While it provides limited information on mishaps, it is an excellent tool for online safety training, and managing safety at the local level, such as tracking facility workplace safety inspections and corrective actions, medical surveillance appointments, and safety training course completions. Until an improved recordkeeping system is developed, the Navy uses the DoD "Top 40" website and the DOL workers' compensation data system, both further described in the detailed report.
- **Workplace Violence** - In FY07, 17 claims for violence (COI code 90) were filed to Department of Labor Office of Workers' Compensation Programs (OWCP) under the Federal Employees Compensation Act (FECA) program. U.S. Navy will be reviewing specifics on each incident, the causes, and corrective actions during FY08.

Employee Support

- **Training** - Safety and Occupational Health (SOH) training in the Navy is integrated into trade/skill training and is provided to management supervisors, employees, and union representatives in each workplace. In FY07, as in prior years, Navy civilian and military personnel received training tailored to their individual needs, from awareness training to education required to attain and maintain competency in their technical area(s) of expertise. Junior and senior military officers receive SOH management training that has been incorporated into many levels of the Navy's leadership training. Shore activity personnel are provided additional educational opportunities, such as coursework on Navy SOH Program Management and Self-Assessment. The Naval Safety and Environmental Training Center (NAVSAFENVTRACEN) provides safety, occupational health, and environmental training to active duty and DoD civilian employees in the Navy, Marine Corps, and Coast Guard. Training courses offered by the NAVSAFENVTRACEN can be found at <http://www.safetycenter.navy.mil/training>. During FY07, the Navy encouraged and funded participation in five important safety conferences:
 - OSHA Voluntary Protection Program Participants' Association Conference
 - DoD Safety and Health Forum at the National Safety Congress & Exposition

- DoD 8th Annual Industrial Hygiene Forum at the American Industrial Hygiene Conference & Exposition
- Navy Environmental Health Center's 46th Navy Occupational Health & Preventive Medicine Conference
- Navy 15th Annual Navy, Marine Corps, and Coast Guard Safety Professional Development Conference

The Navy also encouraged and funded professional certifications, where possible, such as certified safety professional (CSP), certified industrial hygienist (CIH), certified occupational health and safety technologist (OHST), certified occupational health nurse (COHN), and certification by the American Board of Preventive Medicine (ABPM) in occupational medicine.

- **Navy participation in OSHA Field Federal Safety and Health Councils** - While involvement in the Field Federal Safety & Support Activities was limited in FY07 due to funding shortfalls, we did have Navy participation in the Hampton Roads Federal Safety and Health Council and the Mount Rainier Federal Safety and Health Council in Tacoma, WA.
- **FY07 Accomplishments** (*listed alphabetically*)
 - **Acquisition Safety/Systems Safety (Improving Safety in Design)** – The Navy made major strides this year in integrating safety in the acquisition design process. The Navy acquisition safety website continued expansion by finalizing drafts of two new sections -- Electrical Safety and Nanotechnology. These sections will be posted in FY08. All previously completed sections are available at <http://www.safetycenter.navy.mil/acquisition/default.htm>. The Navy continued its prioritized review of Joint Capabilities Integration and Development System (requirements) documents describing performance characteristics of future military systems to ensure safety-associated capabilities are included in systems requirements and designs that are fielded. The Navy worked with DoD on a Defense Acquisition & Technology and Joint Chiefs of Staff Acquisition & Technology effort to enhance criteria that can be applied "system-wide." The Navy Systems Safety Advisory Board was formally established in FY07 to serve as the forum for evaluation of issues of importance to the acquisition, systems commands, and operational communities. This board reports to a flag level Operational Safety Committee and has been influential in raising issues to the highest management level and enhancing communication between the fleet customer, top Navy leadership, and acquisition communities. Finally, Navy took the lead on three Defense Safety Oversight Council acquisition safety initiatives.
 - **Global War on Noise (GWON)** - The Deputy Assistant Secretary of the Navy for Safety raised Navy leadership awareness on the growing hearing loss problem, challenging the U.S. Navy to bring a multifaceted focus to this issue, including engineering control in acquisition, training, and improved hearing protection.
 - **Mishap Prevention and Hazard Abatement (MPHA) Program** - The systematic identification, evaluation, and correction of hazards continue to improve Navy workplaces. Emphasis remains on prioritizing and correcting identified hazardous conditions with the highest degree of risk to ensure cost-effective use of available funds. This \$11M program is managed by the Naval Facilities Engineering Command. Most projects show a return on investment between 3:1 and 10:1. Further details are included in the detailed report.
 - **Navy Executive Safety Board (NESB)** - The NESB oversaw the implementation of approved Naval Safety Strategy U.S. Navy Plan of Actions and Milestones (POA&M). View the POA&M at: <http://www.safetycenter.navy.mil/ESB/POAM/default.htm>. The NESB has taken a keen interest in

the Global War on Noise initiative, summarized above. NESB accomplishment details can be found in Attachment A.

- **OSHA Citation Website** – The Navy continued to monitor OSHA citations issued to Navy and posted them on the Naval Safety Center website to assist all installations in identifying areas of potential risk.
- **Policy** – The Navy finalized and issued two safety policy documents in FY07:
 - The Navy Safety and Occupational Health Program Manual for Forces Afloat, OPNAVINST 5100.19E in May 2007.
 - Navy Acquisition System Safety Policy, OPNAVINST 5100.24B, was officially promulgated in February 2007.
- **Safety Success Stories** - Seven stories were added in FY07. These stories demonstrate the Navy’s commitment to the safety, health, and quality of life of our Navy personnel, the value added by safety, and how best business practices result in productivity gains and cost savings. Further information is provided in the detailed report, Attachment E.
- **Voluntary Protection Program (VPP)** – The Navy continued its pursuit of OSHA VPP Star recognition at Navy field activities. Five Navy VPP “Star” sites are showcased on the Navy Success Story website at <http://www.safetycenter.navy.mil/success/all.htm> (scroll to VPP). Currently, there are 18 Navy activities pursuing VPP under the DoD VPP initiative.
- **Workers’ Compensation** - Commander Navy Installations Command (CNIC) hired a workers’ compensation Medical Specialist, a workers’ compensation Fraud/Abuse Specialist, and 10 workers’ compensation specialists to more effectively manage workers compensation.

Detailed Report

The United States Navy (USN) and the United States Marine Corps (USMC) comprise the Department of Navy. The Chief of Naval Operations and the Commandant of the USMC submit separate OSHA reports to the Deputy Assistant Secretary of the Navy for Safety.

The U.S. Navy’s Safety and Occupational Health (SOH) program protects over 600,000 individuals worldwide - active duty military, reserve military, U.S. civilians, and foreign national employees. Foreign National employees are employed by foreign governments, and work at Navy bases outside the United States under Status of Forces Agreements (SOFAs). Although foreign national employees are not included in the statistics in this report, the U.S. Navy is committed to their safety and health. The U.S. Navy’s diverse workplaces include shipyards, shipboard operations, aircraft repair facilities, research facilities, hospitals, laboratories, and construction sites, on both domestic and foreign Navy bases. The statistics in this report focus on the Navy civilians who support the maintenance of over 4,000 aircraft and over 280 ships, as well as the Navy’s physical infrastructure. However, this report also includes examples across the Navy’s entire civilian and military workforce that demonstrates our commitment to protect the Navy’s most valuable resource - our people.

I. Statistics

A. Injury and Illness Statistics

1. Injury and illness rates - Use *agency injury & illness data to summarize experience for total & lost time cases during FY07. Include discussion comparing to FY06. Identify data source.*

The data included in the following table was obtained from the Department of Labor, OSHA Federal Agency Programs, Injury and Illness Statistics and Safety, Health and Return-to-Employment (SHARE) Initiative. The Navy showed a downward trend in all categories.

	FY 2006 Navy Only	FY 2007 Navy Only	Change
Number of Federal Civilian Employees,¹ (including full-time, part-time, seasonal, intermittent workers)	161,004	159,500	-1,504
Total Cases Injury/Illness¹ (number of injury/illness cases - no lost-time, first aid, lost-time and fatalities)	4,524	4,442	-82
Total Case Rate¹ (rate of all injury/illness cases per 100 employees)	2.80	2.78	-.02
Lost Time Cases¹ (number of cases that involved days away from work)	2,426	2,307	-119
Lost Time Case Rate¹ (rate of only the injury/illness cases with days away from work per 100 employees)	1.51	1.45	-.06
Lost Production Days² (number of days away from work)	79,777	64,119	-15,658
Lost Production Day Rate² (per 100 employees)	49.55	40.2	-9.35

¹ Department of Labor, OSHA Federal Agency Programs, Injury and Illness Statistics

² Safety, Health and Return-to-Employment (SHARE) Initiative as summarized by the Office of the Deputy Under Secretary of Defense (I&E) Safety, Health, Fire & Emergency Services.

2. Facilities with high injury and illness rates - Explain how identify facilities with high injury & illness case rates, particularly those with high time case rates, and what was done to improve these facilities' OSH experience.

At the DoD level, the Defense Safety Oversight Council (DSOC) Installation and Industrial Operations Task Force, is focusing on the "Top 5" occupations across the services and defense agencies resulting in injuries, Office of Workers' Compensation Programs (OWCP) claims, and lost work days. The Navy has several representatives on this Task Force, including the Chair, who is a Navy flag officer. The Task Force plan is to rank injury causes/types to target high risk tasks and work to develop prevention strategies across the services and defense agencies. The Department of Defense (DoD) "Top 5" occupations are:

- (1) Fire Protection/Prevention. Firefighters remain #1. The Task Force was able to obtain DoD funding in FY07 to develop online training to target areas where firefighters are injured (e.g., fire stations, vehicles, etc). Within the Navy, the Naval Facilities Engineering Command manages the Ergonomics Center of Expertise, which has worked with a few fire departments to help eliminate ergonomics hazards in high risk job tasks.
- (2) Police and Guard. These occupational groups have been #2 in workers' compensation and lost days.
- (3) Heavy Equipment Mechanics
- (4) Aviation Support Personnel
- (5) Materials/Small Equipment Mechanics

For the Navy, it should be noted that injury and illness case rates are not currently tracked by facility. To identify facilities with high injury and illness case rates, the U.S. Navy uses the civilian lost production day rate. This information is obtained from the Defense Manpower Data Center using DoD civilian payroll data, which monitors time not at work due to workplace injury or illness. The Federal civilian Lost Production Day Rate is the number of lost workdays per 100 civilian workers per year and is calculated as follows:

$$\text{Lost production day rate} = \frac{(\# \text{COP Days} + \# \text{LWOP days}) \times 200,000}{\text{Number of civilian hours worked}}$$

Notes: COP is continuation of pay and LWOP is leave without pay. DoD continuously analyzes the data and posts information on the worst 40 facilities across DoD, called the "Top 40" list. This information is available at: <https://www.dmdc.osd.mil/twi/owa/cop>.

The major action to improve the Navy's experience in FY07 was the continued pursuit by Navy installations of OSHA Voluntary Protection Program (VPP) *Star* status, VPP's highest recognition. Navy VPP *Star* sites include: Portsmouth Naval Shipyard (NSY), Puget Sound NSY, Norfolk NSY, Naval Submarine Base Kings Bay, and Pearl Harbor NSY. The latter two commands achieved *Star* status in FY07. Portsmouth NSY was the first Navy VPP *Star* site to successfully complete sustainment review, which allows them to retain *Star* status for another five years. Naval Weapons Station Charleston achieved VPP *Merit* status in FY07 and Naval Air Station (NAS) Key West, NAS Jacksonville, and Naval Station Mayport joined the VPP *Challenge* Program, designed to guide them through the steps needed to meet VPP requirements. Five Navy VPP *Star* sites are showcased on the Navy Success Story website at <http://www.safetycenter.navy.mil/success/all.htm> (scroll to VPP).

Currently, there are 18 Navy activities pursuing VPP under the DoD VPP initiative:

Activities that began in FY 2006:

Recruit Training Command Great Lakes IL
 Naval Facilities Mid-Atlantic Norfolk VA
 Naval Air Station Joint Reserve Base Ft Worth TX
 Navy Region Northwest Bremerton WA

Trident Refit Facility Kings Bay GA
 Naval Facilities Northwest Bangor WA
 Fleet Readiness Center Cherry Point NC

Activities that began in FY 2007:

Naval Facilities Lemoore CA
 Naval Air Station Point Mugu Port Hueneme CA
 Naval Facilities Southwest San Diego CA
 Naval Surface Warfare Center Indian Head MD
 Naval Weapons Station Seal Beach CA
 Naval Air Station Point Loma North Island CA

Naval Air Station Lemoore CA
 Naval Base Pearl Harbor HI
 Naval Support Activity Crane IN
 Naval Air Station North Island
 Coronado CA
 Naval Base Guam

Note: There are other Navy activities pursuing VPP, but these activities are not being monitored until the application submission is submitted through the Navy chain of command to OSHA.

B. Fatalities and Catastrophic Incidents - Use agency data to summarize fatal & catastrophic incident cases during FY07. For each case, explain where it occurred, investigation results & corrective action taken. Compare to performance in FY06. If number of fatalities differs from OSHA listing, explain what might have caused this discrepancy.

Fatality and Catastrophic Accident Investigations – Include a copy of the summary reports for all fatality & catastrophic accident investigations, as required under 29 CFR Part 1960.70

The Navy is proud to report that there were zero Navy civilian work-related fatalities in FY07. We did have two fatalities, one in Pennsylvania and one in Hawaii, which were reportable to OSHA, but were heart attacks, and therefore not "OSHA recordable." It should also be noted that the Navy does not track those fatalities reported by the DOL Office of Workers' Compensation Program (OWCP) for workers who were injured in previous years, are on long term disability, and who die from illnesses or natural causes, that are then reported by OWCP to close out workers' compensation claims.

C. Office of Workers' Compensation Programs Costs - Use agency data to display workers' compensation cost for Chargeback Year (CBY) 2007, along with continuation of pay (COP) costs for the period & compare them with previous year's experience.

As shown in the table below, while chargeback cases declined between CBY 2006 and CBY 2007, the average cost per employee and case rose.

CATEGORY	CBY ¹ 2006	CBY ¹ 2007	% Change
Total # Employees*	161.0K	159.5K	-.9
Chargeback Cases*	16,553	15,976	-3.48
Total Chargeback (\$ Million)*	221.8	221.9	+.0004
Total Continuation of Pay (COP) (\$ Million)*	1.9	2.7	+4.2
Total Chargeback + COP (\$ Million)	223.8	224.6	+.003
Avg. Cost per Case (\$)	13,405	14,058	+4.8
Avg. Cost per Employee (\$)	1,378	1,408	+2.2
Chargeback for cases that occurred in the CBY	6.7	5.1	-23.8

¹ Charge Back Year (CBY), July 1 to June 30

* These figures were prepared by the DoD CPMS, ICUC Division from the USDOL OWCP Chargeback bill.

D. Significant Trends and Major Causes or Sources of Lost Time Disabilities

- a. Tracking accidents - Use agency's accident/incident reporting system, supplemental reports to OSHA 300 logs, and/or OWCP reports to determine & explain noticeable trends, major causes, or sources of lost time disabilities that occurred during FY07.

The following data was taken from the Civilian Personnel Management System (CPMS) for FY06 and FY07. Data includes the percentage of the total number of injuries for the top five categories reported (with and without lost time). Data was downloaded from CPMS on 4 December 2007.

Comparison of FY 2006 and FY 2007 Major Trends					
	FY 2006		FY 2007		
Nature (i.e., sprains, contusions, etc.)	% of Total	% of Cost	% of Total	% of Cost	Description
Musculoskeletal	32	27	30	27	Sprains, strains, carpal tunnel, pain swelling of joints
Minor Contusions	23	8	23	8	Cuts and bruises
Back Conditions	15	27	15	27	Back sprains and strains
Traumatic Injury Unclassified	10	11	9	10	Unknown
Fractures	5	4	6	4	Broken bones
Cause of Injury (i.e., slips, handling tools, etc.)	% of Total	% of Cost	% of Total	% of Cost	
Manual Material Handling	37	33	35	32	Manually lifting all types of materials
Slips, Trips and Falls	27	24	31	24	Falls of all types from all surfaces
Unclassified, Misc., Unspecified	24	56	21	30	Unknown
Transportation	4	4	4	4	Working around vehicles of all types
Falling Objects	3	2	3	2	Falling objects from machinery, ladders, furniture

The overall percentages of civilian injuries when looking at them by nature and by cause varied only slightly from FY06 to FY07.

- b. Controlling Trends - Describe what agency has done to control trends & major causes of lost time disabilities.
 - Regarding the high percentage of unknown/unclassified injury causes in the table above, the Navy is evaluating its mishap reporting system to improve recordkeeping so it can more effectively identify mishap causes.
 - The Navy continues to address the two most prevalent mishap areas, ergonomics and fall protection. Navy Executive Safety Board Task Action Team accomplishments addressing ergonomics and fall protection are listed in **Attachment A** to this report.
 - The Navy's increased emphasis on the VPP is expected to have a positive influence on lost time disabilities.

E. Contract Workers and Volunteers - *Provide number of contract workers supervised by federal employees & number of volunteers employed during FY07. List number & type of injuries experienced by each group.*

Historically, volunteer injury and illness experience was not recorded. One Navy command has a safety management tool, the Enterprise Safety Application Management System (ESAMS) that has the potential to track volunteer injury and illness experience.

The Naval Facilities Engineering Command (NAVFAC) tracks construction contractor injury statistics for Navy and Marine Corps construction projects for which the command provides oversight. Construction contractor Days Away, Restricted, or Transferred (DART) rates were 0.47 for FY06 and 0.35 for FY07.

NAVFAC is working on the following initiatives regarding contractor safety:

- Obtaining a greater appreciation for all contractor mishaps - including construction, facility services, architecture and engineering (A&E), and environmental contracts.
- Increasing the attention to contractor reporting such that there is an increased confidence in the accuracy of the DART rates provided.

Note: As part of their annual summary report from their OSHA 300 log, Navy activities in the OSHA VPP submit all contractor injuries and illnesses that occurred at their activities. This is in accordance with Appendix D of OSHA'S – CSP 03-01-002 – TED 8.4 – Voluntary Protection Programs (VPP): Policies and Procedures Manual.

II. OSH Initiatives - SHARE, Motor Vehicle and Seat Belt Safety, Recordkeeping, Workplace Violence, and Establishments

A. SHARE - Safety, Health, and Return-to-Employment Initiative

- a. SHARE Analysis – *Provide a detailed analysis of agency's progress in achieving each of the four SHARE goals listed below.*
1. *Reduce total injury and illness case rates by 3% per year*
 2. *Reduce lost time injury and illness case rates by 3% per year*
 3. *Increase the timely filing of injury and illness claims by 5% per year¹*
 4. *Reduce the rate of lost production days due to injury and illness by 1% per year.²*

The table below represents the Navy's performance on OSHA's SHARE initiative and goals. The total case rate increased over last year's and did not reach its 3% decrease goal. The lost time case rate also did not achieve its 3% reduction goal with only a 2% decrease. However, the timely filing of claims improved 6% (goal was 5%) and the lost production day rate showed a reduction of 19%, significantly exceeding the 1% goal. Changes for Goals 3 and 4, reflected in the SHARE Extension, are discussed separately below.

¹ Under the SHARE extension, which began in FY 2007, all agencies are now required to achieve at least a 50% timely filing rate under Goal 3. Agencies for which a 5% per year improvement from their FY 2003 baseline results in a FY 2007 goal higher than 50% will have their performance tracked against that formula-driven target, except that no agency's goal is required to exceed 95%. In FY 2008 and FY 2009, the minimum thresholds will rise to 55% and 60%, respectively; for each year all agencies must meet the minimum level or their formula-driven goal, whichever is higher, up to a maximum of 95%.

² Under the SHARE extension, Goal 4 targets also have been slightly modified. Agencies with a FY 2003 baseline Lost Production Day Rate (LPDR) at or below 15 days are charged with maintaining an LPDR of 15 or less. All other agencies will have their progress measured against the formula-driven target of reducing LPDRs by 1% per year, except that no such target is required to be fewer than 15 days.

U.S. Navy Performance on OSHA’s Share Initiative and Goals

FY 03 Actual	FY 2004 Goal	FY 2004 Actual	FY 2005 Goal	FY 2005 Actual	FY 06 Goal	FY 06 Actual	FY 07 Goal	FY 07 Actual	FY 2007 % Change*
Goal 1: Total Case Rate					Goal Reduce by 3% a year				
3.86	3.74	3.48	3.83	3.09	3.52	2.80	2.72	2.85	+1.7%
Goal 2: Lost Time Case Rate					Goal Reduce by 3% per year				
2.00	1.94	1.81	1.88	1.62	1.83	1.51	1.46	1.48	+ 2%
Goal 3: Timely Filing of Claims Rate					Goal Increase by 5%				
58.1	61.04	61.00	64.08	71.09	67.3	72.8	76.44	77.61	+6.2%
Goal 4: Lost Production Days Rate					Goal Reduce by 1% per year				
56.60	56.07	55.50	55.51	47.39	54.95	49.55	49.06	40.20	-19%

Data source: Office of the Deputy Under Secretary of Defense (Installations & Environment) Safety, Health, Fire & Emergency Services

* % Change is the percent difference between FY07 Goal and FY07 Actual.

The table below represents the U.S. Navy’s performance on OSHA’s SHARE Extension goals 3 and 4. The Navy did not meet the Labor Secretary’s Goal 3, achieve at least a 50% reduction in the timely filing using FY03 baseline data. The Navy did, however meet the revised Goal 4 of reducing loss production days by 1% per year.

FY 2003 Baseline Performance Data	FY 2007	Percent Change	Goal Met
Goal 3: Achieve at least 50% improved timely filing rate for FY07 using the FY03 baseline			
58.10	77.61	+33.6%	No
Goal 4: Reduce Loss production days by 1% per year with no target below LPD of 15			
56.60	40.20	-29%	Yes

Data Source: Office of the Deputy Under Secretary of Defense (Installations & Environment) Safety, Health, Fire & Emergency Services

- b. SHARE Programs/Initiatives - Describe programs established & initiatives agency launched in support of SHARE. Discuss successes & shortcomings of the programs or initiatives, & explain how they impacted overall effectiveness of agency’s OSH program(s).

The U.S. Navy has focused on the Secretary of Defense’s (SECDEF) Mishap Reduction Initiative of reducing mishaps by 75% by the end of FY08 using the 2002 baseline. The SECDEF goals are comparable to SHARE goals except that the numeric goal for DoD is higher than the OSHA SHARE goal, and DoD has additional goals for Aviation Safety and Traffic Safety. The Defense Safety Oversight Council promotes the 75% mishap reduction goal to all levels of the military and civilian leadership. The U.S. Navy’s initiatives to meet the 75% mishap reduction goals are described throughout the Accomplishments section of this report, Section IV.

B. Motor Vehicle/Seat Belt Safety

- a. Number of motor vehicle accidents experienced by employees in FY 2007. Summarize agency’s motor vehicle accidents during FY07. When reporting result, include discussion comparing agency performance to FY06.

There were 13 motor vehicle mishaps, ten with injuries, involving civilians in an on-duty status in FY07. A total of 16 people were involved in the 13 mishaps. There were no fatalities and 11 people suffered injuries. Of the 11 people with injuries, five experienced five or more lost work days.

	FY 2006	FY 2007	Change
Number of motor vehicle accidents experienced by employees	10	13	+3
Number of accidents resulting in personal injury	7	10	+3
OWCP costs of accidents	Not Available	Not Available	
Vehicle repair costs due to accidents	****	****	
Amount of liability claims against the agency due to accidents	0	0	

**** Vehicle repair costs are not reported in the Naval Safety Center mishap data base if less than \$5K.

- b. Mechanisms in place to track the percentage of seat belt usage by employees. E.O. 13043 requires seat belt use by federal employees on the job, including drivers & passengers. Describe how agency tracks this information, including usage %, & number of employees involved in motor vehicle accidents in FY07 who were wearing seat belts/number not.

In support of Executive Order 13043, the Navy Traffic Safety Program Instruction (OPNAVINST 5100.12G) requires that all persons, military or civilian, operating or riding in any government motor vehicle (GMV), on or off base, must wear seat belts. All persons, military or civilian, operating or riding in any private motor vehicle (PMV) on a Naval installation must wear seat belts. Additionally, military and civilian employees are required to wear seat belts during on-duty operation of PMV's, whether on or off-base. The Department of the Navy solicits seat belt usage information from subordinate commands on an annual basis. This information is provided to the DoD by 30 April each year for the preceding calendar year. Information gained from this collection effort is used to tailor our enforcement efforts in this area. In FY07, seat belt observational surveys were conducted at random locations (entrance gates, parking lots, intersections, etc.) at 39 Navy shore installations and indicate an average seat belt use of 94%. This surpasses the national average for seat belt use but falls short of the Navy goal of 100% usage. Our efforts will continue to emphasize this important part of our PMV injury prevention program. **Attachment B** contains additional FY07 seat belt usage information for the U.S. Navy.

The Navy's WESS mishap reporting system has the mechanism to capture whether or not vehicle occupants who are involved in motor vehicle mishaps are wearing seat belts. Of the 13 motor vehicle mishaps in FY07 (involving civilians on-duty), three were identified as properly wearing their seat belts. The remaining 10 were not identified. This issue is being addressed to improve future accuracy.

- c. Efforts taken to improve motor vehicle safety and seat belt usage. Describe efforts agency has made to improve vehicle safety & seat belt usage.

The Navy continues to promote national driver safety campaigns (e.g., Click-It-or-Ticket and Buckle Up America) in an effort to raise awareness of the importance of seat belts as a life saving tool and reinforce the requirement to wear them on Navy installations and any time personnel travel in government motor vehicles. In FY07, safety belt checkpoints and other stepped-up law enforcement activities were conducted during these campaigns. The Navy Executive Safety Board (NESB) has focused their efforts on improving the Navy's PMV mishap investigation process and strengthening commanders' control over high risk drivers. The NESB established the Operational Safety Support Committee (OSSC) in FY06 to address a number of safety concerns, including traffic safety. A Traffic Safety Working Group was created by the OSSC to specifically focus on initiatives for reducing the number of mishaps involving DON personnel. A

centrally managed Navy Traffic Safety Program was put in place by the Commander, Navy Installations Command (CNIC) in April 2005. This program provides critical training, behavior modification, and enforcement support. Training includes nationally accredited safety courses for automobiles, motorcycles, and emergency vehicles. Additionally, traffic safety training lectures are provided before major holidays and long weekends. Behavior modification and enforcement support includes peer and subordinate mentoring programs and various traffic safety awareness campaigns. Traffic safety messages are sent to all Navy commands providing mishap statistics and safe driving tips prior to holidays and/or seasonally. CNIC promulgated policy on distracted driving, prohibiting driver use of hand-held cellular phones and personal listening devices in moving vehicles. All efforts are focused on identifying and providing proven approaches for reducing risk factors such as speed, fatigue, lack of seat belt use, and drinking and driving.

C. Recordkeeping Requirements - Complete table below. For recordkeeping components agency identifies as having, provide any further description necessary

Component	YES	NO	Please describe if you checked "YES."
Agency Wide	X		The Navy uses two systems to track incidents: Web-Enabled Safety System (WESS) and Enterprise Safety Application Management System (ESAMS). The systems are electronic with some manual interface.
Web based	X		Both WESS and ESAMS are web based.
Excel based	X		Due to the forward deployment of Naval units, web connectivity is not always available, so some development of local methods is utilized.
Access based	X		Due to the forward deployment of Naval units, web connectivity is not always available, so some development of local methods is utilized
Paper only	X		Due to the forward deployment of Naval units, web connectivity is not always available, so some development of local methods is utilized
Includes no injury and near-miss accidents	X		Both WESS and ESAMS are capable of tracking no injury and near miss accidents. Motor vehicle accidents are tracked as well.
Includes OWCP data		X	
Generates OSHA 300 forms	X		Both WESS and ESAMS generate 300 forms.
Generates OSHA 300A forms	X		Both WESS and ESAMS generate the 300A form.
Generates OSHA 301 forms		X	The Navy does not utilize the 301 form but uses CA-1 and CA-2 forms.
Generates multiple reports	X		Data can be pulled from both databases into customizable reports.

Describe how data from agency's recordkeeping system(s) have been used to improve OSH program.

The most useful safety management system within the Navy is ESAMS. This system is used by workers, supervisors, and safety professionals across approximately half of the Navy ashore establishment. While it provides limited information on mishaps, it is an excellent tool for online safety training and managing safety at the local activity level, such as tracking facility workplace safety inspections and corrective actions, medical surveillance appointments, and safety training course completions. Until an improved recordkeeping system is developed, the Navy uses the DoD "Top 40" website and the DOL OWCP data system, both mentioned elsewhere in this report.

D. Workplace Violence

- a. Workplace Violence Incidents - Use agency data to report any incidents of workplace violence that occurred during FY07. For each case, explain where it occurred, investigation results & the corrective action taken.

Current Navy policy is contained in OPNAVINST 5102.1D, paragraph 3005, Non-Reportable Mishaps. The policy lists as non-reportable, “Injuries resulting from altercations, attack, or assault, unless incurred in the performance of official duties.” The Navy is working on a revision to this policy.

In FY07, 17 claims for violence (Cause of Injury (COI) code 90) were filed under the Federal Employees Compensation Act (FECA) for Navy employees, as listed in the table below. U.S. Navy will be reviewing specifics on each incident, the causes and corrective actions during FY08.

Chargeback (CB) Code	Installation	# of Cases
6183MT	National Naval Medical Center, Bethesda, MD	1
6184LE	MEDCOM, Norfolk, VA	1
6184OC	MEDCOM, Silverdale, WA	1
6383NK	Naval Aviation Depot, Cherry Point, NC	1
6422NZ	Commander Naval Installations, San Diego, CA	3
6425KU	Naval Weapons Station, Seal Beach, CA	1
6427JU	Naval Station, New Orleans, LA	1
6443KU	Naval Weapons Station, Seal Beach, CA	1
6443OC	Naval Facilities Engineering Command NW, Silverdale, WA	1
6446LE	Naval Facilities Engineering Command Mid-Atlantic, Norfolk, VA	1
6470OC	Strategic Weapons Facility, Silverdale, WA	1
6522JX	Military Sealift Command, Virginia Beach, VA	1
6570KP	Naval Shipyard, Bremerton, WA	1
6578KV	Naval Shipyard, Pearl Harbor, HI	2

In FY07, four claims for accidental shooting (COI code 96) were filed under FECA for Navy employees, as follows:

CB Code	Installation	# of Cases
6183JN	MEDCOM, Washington Navy Yard, D.C.	1
6420LE	Commander Naval Installations, Norfolk, VA	1
6423LE	Commander Naval Installations, Norfolk, VA	1
6577OL	Naval Base, Marianas, Guam	1

- b. Workplace Violence Programs/Initiatives - Describe agency programs established & initiatives agency launched to address workplace violence. Discuss successes & shortcomings of programs or initiatives; explain how they impacted overall effectiveness of agency’s OSH program(s).

To be completed in FY08 in conjunction with the Navy Human Resources Office.

E. Agency Establishments - *In 23 August 07 memo, OSHA requested agencies provide a list of all their "establishments" as defined for occupational injury & illness recordkeeping purposes in 29 CFR Parts 1960 & 1904. Please submit with annual report if not already submitted.*

This information is being provided via separate correspondence.

III. Employee Support

A. OSH Training - *Describe agency's overall plan to ensure all staff receive appropriate OSH awareness & hazard recognition information & training. Describe overall impact of agency's training efforts to improve work-related safety & health. In the table below, list specific training agency offered during FY07 & number of employees trained.*

Safety and Occupational Health (SOH) training is integrated into trade/skill training and is provided to management supervisors, employees, and union representatives in each workplace. In FY07, as in prior years, Navy civilian and military personnel received training tailored to their individual needs, from awareness training to education required to attain and maintain competency in their technical area(s) of expertise. Junior and senior military officers receive SOH management training that has been incorporated into many levels of the Navy's leadership training. Shore activity personnel are provided additional educational opportunities, such as coursework on Navy SOH Program Management and Self-Assessment, to assist them in initiating and managing their own SOH programs. Most of the required training for SOH professionals is offered by the Naval Safety and Environmental Training Center.

The Naval Safety and Environmental Training Center (NAVSAFENVTRACEN) provides safety, occupational health, and environmental training to active duty and DoD civilian employees primarily in the Navy, Marine Corps, and Coast Guard. NAVSAFENVTRACEN trained 8,002 students (5,347 SOH and 2,655 Environmental) during FY07 in 43 offered courses. There were 506 convenings primarily delivered in a traditional classroom setting and using computer based training. 185 of these convenings were delivered by interactive Video-TeleTraining. Satellite based Government Educational Training Network was also used to deliver Federal agency training to Navy personnel. The annual Navy, Marine Corps, and Coast Guard Safety Professional Development Conference trained 526 safety professionals. The overall impact of training is significant in making Navy personnel aware of safety and health hazards in their workplaces as well as helping them to understand procedures to follow to improve the quality and safety of their work and to prevent mishaps. Training courses offered by the NAVSAFENVTRACEN can be found at: <http://www.safetycenter.navy.mil/training>.

It is impossible to categorize Navy training by types of personnel since most classes involve a mix of personnel at many levels. NAVSAFENVTRACEN provides the following Safety/Occupational Health Courses.

COURSE TITLE/CIN	TOTAL GRADS
Administrative Laser Safety Officer (ALSO)/A-493-0067	33
Asbestos Inspector/ A-493-0014	25
Asbestos Inspector Refresher/A-493-0015	158
Asbestos Management Planner/A-493-0019	12
Asbestos Management Planner Refresher/A-493-0020	57
Asbestos Project Designer Refresher/A-493-0087	34
Asbestos Supervisor Initial/A-493-0069	21
Asbestos Supervisor Refresher/A-493-0070	165
Asbestos Worker Refresher/A-493-0200	0
Aviation Safety Specialist/A-493-0065	132
Confined Space Safety/A-493-0030	58
CHRIMP/HICS Technician/A-493-0049	77
Construction Safety Standards/A-493-0021	162
Electrical Standards/A-493-0033	113
Emergency Asbestos Response Team/A-760-2166	59
Excavation, Trenching and Soil Mechanics/A-493-0090	24
Fall Protection/A-493-0084	165
Fire Protection and Life Safety/A-493-0075	93
General Industry Safety Standards/A-493-0061	94
Hazardous Material Control & Management (HMC&M) Technician/A-322-3600	498
Hazardous Material Control & Management (HMC&M) Technician/A-322-2601	253
Industrial Noise/A-493-0092	53
Introduction to Hazardous Material (Ashore)/A-493-0031	0
Introduction to Industrial Hygiene for Safety Professionals (Ashore)/A-493-0035	92
Introduction to Navy Safety and Occupational Health (Ashore)/A493-0050	493
Machinery and Machine Guarding Standards/A-493-0073	102
Management Principles for Safety Professionals/A-4J-0019	39
Mishap Investigation (Ashore)/ A-493-0078	194
Naval Safety and Occupational Health Assessment Tools and Strategies/ A-493-0089	115
Navy Ergonomics Program/A-493-0085	109
Principles of Scaffolding/A-493-0091	17
Respiratory Protection Manager/A-4J-0082	12
Respiratory Protection Program Management/A-493-0072	474
Safety Program Afloat/A-493-2099	1372
Submarine Safety Officer/F-4J-0020	42

The table in **Attachment C** represents additional types of safety training offered by the U.S. Navy both in a classroom setting and as online courses. Data source is the ESAMS.

Field Federal Safety and Health Councils

- a. Involvement - Describe extent to which employees/managers from agency were involved in above councils.

Limited involvement in FY07. Most involvement is at the local level.

The Hampton Roads Federal Safety & Health Council (HRFSHC) is actively supported by many of the local Navy Activities in the Norfolk/Virginia Beach area. The current HRFSHC President is a Navy Personnel Development Command Safety Professional and, for the past six years, Navy personnel have served as elected officers of the Council. As reflected in the attendance at the monthly meetings and half day seminars, Naval activities support and encourage active participation in the HRFSHC.

Unlike Hampton Roads, the Hawaii Federal Safety and Health Council was not actively supported this past year. In fact, based on the responses received by our Hawaii Navy contingent, we are not certain of the current level of activity of the Council, and have not been kept informed for a while.

In the Pacific Northwest, the one active FFSHC, is the Mount Rainier FSHC based in Tacoma, WA. Puget Sound Naval Shipyard and Intermediate Maintenance Facility staff (and other command representatives) often attend to the quarterly meetings and occasionally provide presentations.

- b. Field Council Support - *Describe if & how agency encourages staff involvement & how agency has provided support for these councils.*

Limited involvement in FY07. See above.

- C. Other Support Activities** - *Describe how agency promotes staff involvement in other safety & health support activities, such as membership in professional safety & health organizations, attendance at safety & health conferences, & professional certification.*

During FY07, the Navy encouraged and funded participation in the OSHA Voluntary Protection Program Participants' Association and DoD Safety Forums at the National Safety Council/Federal Safety & Health Congress Conference & Expo, the American Industrial Hygiene Conference & Expo, and the 8th Annual DoD Industrial Hygiene Forum. We also encouraged participation at the Navy Environmental Health Center's 46th Navy Occupational Health & Preventive Medicine Conference. The Navy sponsored its 15th Annual Navy, Marine Corps, and Coast Guard Safety Professional Development Conference, which was held during 12-16 March 2007 in Virginia Beach, VA.

OPNAV Instruction 5100.23G, Navy Safety and Occupational Health Program Manual, contains language concerning professional certification. Chapter 6 of the Instruction states: "Certification of individuals in their professional specialty is highly desirable and fully supported by the U.S. Navy. Commanders of local commands should encourage personnel to obtain professional certification, such as certified safety professional (CSP), certified industrial hygienist (CIH), certified occupational health and safety technologist (OHST), certified occupational health nurse (COHN), and certification by the American Board of Preventive Medicine in occupational medicine (ABPM). Local commands shall support the efforts (within funding capabilities) for the certification of their staffs by providing funding for preparatory courses and attendance at meetings/courses for the purpose of maintaining certification. For civilian personnel, payment of costs associated with obtaining and renewing professional credentials including professional accreditation, state-imposed and professional licenses, and professional certifications, and examinations to obtain such credentials is authorized. Given the availability of funding, an activity may pay for professional credentials that are necessary or beneficial for the civilian employee in the performance of official duties."

IV. Accomplishments

A. FY 2007 Accomplishments - Discuss agency's OSH accomplishments & include information on the following:

- Evaluations - Describe any self-evaluations conducted of agency's OSH program(s) as outlined in 29 CFR 1960.79.

The effectiveness of Safety & Occupational Health (SOH) programs is measured by the Naval Inspector General for shore commands and by the Board of Inspection and Survey for ships and submarines. In addition, the Naval Audit Service and the Center for Naval Analyses conduct, on average, one focused safety or health study each year. In 2007, the Naval Audit Service study involved the DON ergonomic injuries. Improvements to the DON Ergonomics Program, based on their findings, were made to the injury tracking systems. The strengths of the Navy's SOH program include: centralized hazard abatement funding, industrial hygiene services, Navy safety websites, occupational health care, safety policy with clear roles and responsibilities, Web Enabled Safety System (WESS), and Enterprise Safety Application Management System (ESAMS). In FY07, Naval Submarine Base, Kings Bay, GA and Pearl Harbor Naval Shipyard, HI obtained VPP *Star* status; Naval Weapons Station, Charleston, SC achieved VPP *Merit* status; and Naval Air Station (NAS), Key West, FL, NAS, Jacksonville, FL, and Naval Station, Mayport, FL joined the VPP *Challenge* Program.

As to tools for establishing and tracking accountability, Navy shore safety and health policy in OPNAVINST 5100.23G designates safety roles and responsibilities for managers, supervisors, and employees, while ESAMS tracks accountability of supervisors and managers.

- Return-to-work - Describe how agency has executed return-to-work & disability case management programs.

The U.S. Navy's goal is to return injured workers (currently on agency's rolls) to gainful employment once work restrictions are imposed. For those long term cases (injured workers who have been separated by their employing agency), aggressive case management is used. If a claimant is found to be either fully or partially recovered, the injury compensation staff attempts to find suitable work within their agency, if available, and offers the injured worker a position through the DoD Pipeline Reemployment Program. If no position exists, the injury compensation staff works with the DOL claims examiner to get the injured worker into vocational rehabilitation. In second quarter FY07, Navy had 53 previously injured workers returned to Navy workplaces and has on average over 150 injured workers returned to the workplace annually through this DoD Pipeline Re-employment Program.

- Performance Standards - Describe how agency established & applied safety & health performance standards for managers, supervisors, & employees.

In FY07, personnel standards were developed at the local level. As the U.S. Navy moves into the new DoD system, we are attempting to develop standardized guidelines.

- Recognition - Describe how agency provides recognition for outstanding performers & how it enhanced employee participation in the OSH program.

The Chief of Naval Operations (CNO) Awards for Achievement in Safety Ashore Program provides recognition to installations or commands with the best overall safety program record in their category. Awards are made to one small, medium, and large activity in industrial and non-industrial categories. The selectee's award package highlights consistent mishap reduction rates over three to five years, excellent safety program management, aggressive mishap prevention programs, and chain of command support toward professional and individual safety and health contributions. The awards recognize outstanding contributions to operational readiness and conservation of resources through effective risk management. The CNO Individual Award for safety is presented to one military officer, one military enlisted, and one Navy civilian. The Secretary of the Navy has also developed safety awards, presented as official recognition of commendable safety records attained by activities. Secretary of the Navy Activity Awards are presented each fiscal year to Navy shore activities and fleet operational/support units located ashore, based on the overall quality of their safety programs and records. At the local level, activity commanding officers develop and implement an activity safety awards program applicable to their mission and operations. Information on FY07 awards can be found at: <http://safetycenter.navy.mil/awards/default.htm>.

B. Achievements of Fiscal Year 2007 Goals - Describe agency's progress toward meeting the goals listed in annual report for FY06.

Acquisition Safety/Systems Safety (Improving Safety in Design)

- Navy Acquisition System Safety Policy, OPNAVINST 5100.24B, was officially promulgated in February 2007. The Navy Systems Safety Advisory Board was formally established and serves as the forum for evaluation of issues of importance to the diverse acquisition, systems command, and operational communities. This board reports to a flag level Operational Safety Committee and has been influential in raising issues to the highest management level and enhancing communication between the fleet customer, top Navy leadership, and acquisition communities.
- Completed the final drafts of two new sections for the Navy Acquisition Safety website -- Electrical Safety Challenge and Nanotechnology Challenge. These sections will be posted in FY08. All previously completed sections are available at: <http://www.safetycenter.navy.mil/acquisition/default.htm>.
- Continued prioritized review of Joint Capabilities Integration and Development System (requirements) documents describing performance characteristics of future military systems to ensure safety-associated capabilities are included in systems requirements and designs that are fielded.
- Participated in a DoD (Office of the Secretary of Defense Acquisition & Technology and Joint Chiefs of Staff J8) Acquisition and Technology effort to enhance criteria that can be applied "system-wide." This effort is ongoing to improve Defense acquisition safety policy.
- Contributed to the update of higher level policy, including SECNAVINST 5000.2 (primary acquisition instruction), and OPNAVINST 5310.23, "Human Systems Integration."
- Provided technical support and oversight to specific acquisition programs. Emphasis was placed on multi-billion dollar ship Acquisition Safety programs through the Naval Sea Systems Command "Technical Warrant for System Safety and Occupational Health and Safety."
- Coordinated one-day tutorial on application of system safety to occupational health aspects of systems design at the International System Safety Conference in August 2007 in Baltimore, MD.
- Navy took the lead on three FY07 funded DSOC acquisition safety initiatives: (1) tools and techniques for describing life-cycle costs and benefits of incorporating noise controls into systems/equipment design; (2) tools and approaches describing life-cycle costs and benefits of incorporating ergonomic designs and controls into systems/equipment design; and (3) procurement criteria for power hand-tools in order to reduce the incidence and severity of hand-

arm vibration (Reynaud’s) syndrome (in collaboration with General Services Administration and National Institute for Occupational Safety & Health).

Anti-Terrorism Force Protection (AT/FP)

- Oversaw policy development, program planning and execution, allocation, and use of resources for activities within Navy in support of Chemical, Biological, Radiological & Nuclear High Explosive (CBRNE) installation protection program. Provided support to combatant commanders to ensure that adequate safety and health protection measures (such as training, exposure evaluation, and personal protective equipment) are integrated into AT/FP requirements for DON emergency responders worldwide including military, civilian, and contractor personnel.
- Continued implementation of CBRN Respirator Plan of Action.

Enterprise Safety Applications Management System (ESAMS)

- Completed ESAMS implementation in Navy sites outside the continental U.S.
- Completed training on ESAMS use at all CNIC and all tenant commands receiving CNIC Safety and Occupational Health services outside the continental U.S.
- CNIC Fire & Emergency Services implemented use of ESAMS for the National Fire Incident Reporting System (NFIRS) reporting and as a conduit for the Navy Emergency Response Management System (NERMS).

Global War on Noise (GWON)

- The Deputy Assistant Secretary of the Navy for Safety raised Navy leadership awareness on the growing hearing loss problem, challenging the U.S. Navy to bring a multifaceted focus to this issue, including engineering control in acquisition, training, and improved hearing protection.

Mishap Prevention and Hazard Abatement (MPHA) Program

- Completed Mishap Prevention and Hazard Abatement Program projects approved in FY06.
- Prioritized and selected FY08 MPHA Projects. The Navy’s MPHA funds mishap prevention initiatives and abatement of hazards for which local activities do not have sufficient funds and addresses hazards at multiple activities that can be corrected with common designs. The systematic identification, evaluation, and correction of hazards continue to improve Navy workplaces. Emphasis remains on prioritizing and correcting identified hazardous conditions with the highest degree of risk to ensure cost-effective use of available funds. The table below provides further details for MPHA funding from FY03 to FY013. **Attachment D** details critical FY07 MPHA accomplishments.

Navy Mishap Prevention & Hazard Abatement Program Funding*

FUNDING YEAR	APPROPRIATION	AUTHORIZATION (\$ Million)	OBLIGATED (\$ Million)
FY 2003		13.5	12.8
FY 2004		13.5	10.0
FY 2005		13.0	10.7
FY 2006		11.3	11.3
FY 2007		11.0	11.0
FY 2008	9.9		
FY 2009	9.5		
FY 2010	9.6		
FY 2011	9.6		
FY 2012	9.8		
FY2013	10.0		

*** Notes:**

- Appropriation costs** begin tracking in FY08.
- Appropriations FY08-FY013** are extracted from Navy Accounting System Programming & Budgeting Information System (PBIS).
- Authorization for FY07** is provided by NAVFAC documentation.
- Obligations FY03-FY06** are summarized in previous Annual Reports to OSHA.
- Obligation FY07** is provided by NAVFAC documentation.

Navy Executive Safety Board (NESB)

- The Navy Executive Safety Board oversaw the implementation of FY06 approved Naval Safety Strategy U.S. Navy Plan of Actions and Milestones (POA&M). View the POA&M at: <http://www.safetycenter.navy.mil/ESB/POAM/default.htm>
- Accomplishments under the NESB are described in **Attachment A**.

Occupational Health:

- Continued to use and improve Bureau of Medicine & Surgery (BUMED) Occupational Health and Safety program assessment tools for safety, occupational health (audiology, medicine, and nursing) and industrial hygiene.
- Continued to improve the Defense Occupational and Environmental Health Readiness System Hearing Conservation Module (DOEHRS-HC) and the Data Repository systems.
- Continued to provide professional and technical support for hearing conservation program toward reduction in hearing loss through improving visibility of program status to responsible commanders.
- Continued efforts to integrate DOEHRS and electronic health records software to reduce clinic workload and duplication of hearing conservation data entry efforts.
- Continued deployment of Defense Occupational and Environmental Health Readiness System Industrial Hygiene (DOEHRS-IH) to Medical Treatment Facilities (MTF's) for the purpose of consistent longitudinal exposure tracking, identification, and recording of known and potential occupational hazards, and tracking of mitigation efforts. DOEHRS is planned to be fully operational for all Military Services by 2009.

OSHA Citation Website

- Continued to monitor OSHA citations issued to Navy and posted them quarterly on the Naval Safety Center website to assist all installations to identify areas of potential risk and learn from violations that have been cited previously for a substantially similar condition..

Fiscal Year	Total # Inspections	Total # Citations	Willful	Repeat	Serious	Other
2007	12	8	0	0	4	4
2006	23	55	0	1	40	4
2005	34	53	0	0	37	16
2004	29	26	0	1	20	5
2003	18	16	0	0	10	6

Citations to Navy activities are readily available at <http://www.safetycenter.navy.mil/osh/shore/citations/default.htm>

Policy and Guidance

- Finalized and issued an update to Navy Safety and Occupational Health Program Manual for Forces Afloat, OPNAVINST 5100.19E in May 2007. It is available at <http://www.safetycenter.navy.mil/instructions/OSH/5100-19E/default.htm>.

- Issued an update to Navy Acquisition System Safety Policy, OPNAVINST 5100.24B in February 2007.
It is available at http://www.safetycenter.navy.mil/instructions/OSH/5100_24B/5100.24B.pdf.

Safety Success Stories

- Posted seven success stories to the safety success stories website. These stories demonstrate the Navy's commitment to the safety, health, and quality of life of our Navy personnel, the value added by safety, and how best business practices result in productivity gains and cost savings. Further information is provided in **Attachment E** and at the *1,001 Safety Success Stories* website: <http://www.safetycenter.navy.mil/success/default.htm>.

Studies

- The Naval Audit Service completed evaluation of Navy Ergonomics Program implementation effectiveness begun in FY06. See <http://www.safetycenter.navy.mil/osh/studies/default.htm>.
- The Naval Audit Service initiated a safety budget in FY07.

WEB Enabled Safety System (WESS)

- Naval Safety Center (NSC) hired a contractor to develop Job Performance Aids (JPAs) inside the WESS application to provide the customer with assistance when difficulty is encountered while navigating through WESS. Estimated delivery of the JPAs is in the third quarter FY08.
- NSC continued to provide WESS feedback via e-mail to all users, ALSAFE messages, and special magazines. Communications contained information on areas in the application where the most common mistakes occur. Training and feedback were provided by WESS mobile training and safety survey teams.
- Continued to improve help screens and screened text for customer usability.
- Completed development of hard copy worksheets for customers to collect data prior to input.
- Continued effort to work enhancement requests that customers identify and report via feedback.

Workers' Compensation

- Commander Navy Installations Command (CNIC) hired a workers' compensation Medical Specialist and a workers' compensation Fraud/Abuse Specialist.
- CNIC hired 10 workers' compensation specialists to focus on the long-term rolls.
- CNIC partnered with BUMED to have reservists, Uniformed Services University of the Health Sciences residents, and Occupational Health doctors review workers' compensation medical cases.
- CNIC partnered with Naval Criminal Investigative Service and a contractor to hire five investigators to pursue workers' compensation fraud/abuse.

V. Resources - *Explain any significant one-time or additional permanent resources allocated to the OSH program(s) in FY07 for areas such as workplace hazard abatement, research & development, data systems, staffing, and training.*

Voluntary Protection Program (VPP) - The DoD VPP Center of Excellence (CX) continued to support the Navy in FY07 by providing VPP site assessments, onsite counseling, and educational services to 18 separate Navy commands nominated for VPP program implementation. The support was provided as the second stage of a DoD-wide four year, \$20 million Defense Safety Oversight Council initiative to improve safety and health management systems across the military services. CNIC also approved additional funding for the DoD VPP CX for FY08.

VI. Goals, Objectives, and Strategies - *Identify your annual OSHA plans, goals, objectives, and significant OSH initiatives planned and programmed for FY08 and beyond.*

Acquisition Safety/Systems Safety

- Work through the Navy Executive Safety Board and Office of Naval Research to develop and implement a prioritized approach to **reducing noise** exposures through design requirements, inspection/oversight, improved designs, enhanced protective equipment, and education/training.
- Acquisition Safety Website at <http://www.safetycenter.navy.mil/acquisition/default.htm> - Complete and post Electrical Safety Challenge and Nanotechnology Challenge; complete Executive Overview; and develop Safety Design checklists. Post additional information and presentations related to management summaries and materials presented at the International System Safety Society's conferences.
- Continue prioritized review of Joint Capabilities Integration and Development System (requirements) documents that describe the performance characteristics of future military systems to ensure that safety-associated capabilities are included in systems requirements and the designs that are fielded.
- Participate in a DoD Acquisition and Technology effort to enhance criteria that can be applied DoD- and "system-wide."
- Continue implementation of OPNAVINST 5100.24B, Navy Acquisition System Safety Policy with focus on the System Safety Advisory Board and other Navy-wide forums.
- Contribute to the update of DoD and Navy acquisition (series 5000) policy. Review safety and health policy instructions to better integrate safety in design and acquisition requirements into policy. Work with DoD/Naval Acquisition Technology & Logistics and medical communities to update DODI 6055.12, Hearing Conservation Program, in order to enhance design requirements and data management for noise control. Continue efforts to support revision of Military Standard 882 (Standard Practice for System Safety) and other technical policy documents and guidance.
- Provide technical support and oversight to specific acquisition programs. Emphasis will be placed on multi-billion dollar ship Acquisition Safety programs.
- Coordinate a day-long tutorial on application of system safety to occupational health aspects of systems design at the Navy and Marine Corps Public Health Center Conference in March 2008.
- Complete existing Defense Safety Oversight Committee Research and Development initiatives: (1) tools and techniques for describing life-cycle costs and benefits of incorporating noise control into systems/equipment design, (2) providing tools and approaches describing life-cycle costs and benefits of incorporating ergonomic designs and controls into systems/equipment design, and (3) project to develop improved procurement criteria for power hand-tools in order to reduce the incidence and severity of hand-arm vibration (Reynaud's) syndrome.

Anti-Terrorism Force Protection (AT/FP)

- Continue to assist the emergency management community in policy, planning, and execution in support of the Chemical, Biological, Radiological, Nuclear, and High Explosive (CBRNE) installation protection program to ensure that adequate safety and health protection measures (such as training, exposure evaluation, and personal protective equipment) are integrated into AT/FP requirements for Navy emergency responders worldwide, including military, civilian, and contractor personnel.
- Continue policy review and revision affecting the CBRN Respirator Plan of Action.

Enterprise Safety Applications Management System (ESAMS)

- Continue to expand ESAMS implementation through the addition and training of new users. Additional focus will be on tenant commands in the U.S. and commands overseas.

Global War on Noise (GWON)

- Respond to the Deputy Assistant Secretary of the Navy for Safety request for Navy leadership attention on the growing hearing loss problem by bringing a multifaceted focus to this problem, including engineering control in acquisition, training, and improved hearing protection. See also **Attachment A**.

Mishap Prevention/Hazard Abatement (MPHA)

- Complete Mishap Prevention and Hazard Abatement Program projects approved for FY08.
- Prioritize and select FY09 MPHA Projects.

Navy Executive Safety Board (NESB)

- Continue to oversee implementation of Naval Safety Strategy U.S. Navy Plan of Actions and Milestones (POA&M). View the POA&M at <http://www.safetycenter.navy.mil/ESB/POAM/default.htm>.

Occupational Health:

- Continue to use and improve BUMED Occupational Health and Safety program assessment tools for safety, occupational health (audiology, medicine, and nursing) and industrial hygiene.
- Provide Navy systems commands occupational health technical expertise to acquisition programs.
- Continue to deploy and improve the Defense Occupational and Environmental Health Readiness System (DOEHRs) – the Hearing Conservation (HC) and Industrial Hygiene (IH) modules. Continue interoperability efforts with electronic health records software.
- Continue to provide professional and technical support for hearing conservation program toward reduction in hearing loss through improving visibility of program status to responsible commanders.
- Ensure the distribution of customer satisfaction surveys following occupational health clinic visits.
- Assist in policy development in support of the Secretary of Defense mandate to reduce mishaps by 75% by the end of FY08.

OSHA Citation Website

- Continue to monitor OSHA citations issued to Navy and post them on the Naval Safety Center website to assist all installations in identifying areas of potential risk.

Policy and Guidance

- Continue to update and improve OPNAV safety policies.

Safety Success Stories <http://www.safetycenter.navy.mil/success/default.htm>

- Post 10 success stories to the website that demonstrate the Navy's commitment to the safety, health, and quality of life of our Navy personnel. Demonstrate through the stories the value added by safety and how best business practices result in productivity gains and cost savings. Document return-on-investment.

Studies

- Naval Audit Service will continue with the safety budget study begun in FY07.

WEB Enabled Safety System (WESS)

- Begin development of a chain-of-command solution that will assist customers with report management.
- Obtain approval for development/modification of ORACLE migration to web-enable the safety survey coding entry system.
- Complete Job Performance Aids (JPAs) inside the WESS application.

Workers' Compensation

- Commander Navy Installations Command (CNIC) will use the resources put in place in FY07 to more effectively manage workers' recovery, return to work, and mishap prevention. These resources were:
 - A workers' compensation Medical Specialist
 - A workers' compensation Fraud/Abuse Specialist

- 10 workers' compensation specialists to focus on the long-term rolls
- Partnership with BUMED reservists, Uniformed Services University of the Health Sciences residents, and Occupational Health doctors to review workers' compensation medical cases
- Partnership with Naval Criminal Investigative Service to hire five investigators to pursue workers' compensation fraud/abuse

VII. Questions/Comments - *Submit any questions or comments concerning agency's OSH program and/or these reporting guidelines.*

Requests:

- Now that OSHA has moved Federal recordkeeping requirements from Fiscal Year (FY) reporting to Calendar Year (CY) reporting, we recommend that next year's Annual Report to OSHA also be moved from FY to CY with a due date of 1 April 2009. This would make the report consistent with OSHA's requirement to post OSHA 300A logs from February through April each year.
- We recommend OSHA add worker permanent disabilities to mandatory metrics for the Annual Report to OSHA. Our rationale for this request is :
 - Most Federal agencies have very few or no workplace fatalities.
 - Permanent disabilities cost the taxpayer more than workplace fatalities.
 - Permanent disabilities cause suffering to families, co-workers, and anyone involved with these disabling mishaps.
 - Permanent disabilities, like fatalities, are preventable if root cause analyses and corrective actions are taken.

Concluding Comments:

- We appreciate OSHA separating Department of the Navy statistics into three categories: U.S. Navy (USN), U.S. Marine Corps (USMC), and the consolidated statistics for the entire Department of the Navy on the Federal Injury and Illness Statistics for Fiscal Year 2007 WEB site.
http://www.osha.gov/dep/fap/statistics/fedprgms_stats06_final.html.
- During FY07, the U.S. Navy continued to move safety upfront in acquisition. Integrating safety into the earliest phases of acquisition (concept and design) will improve cost avoidance for the entire life cycle of acquisitions. Engineered hazard controls designed and acquired into new acquisitions will reduce mishaps and increase productivity. A summary of Navy acquisition safety needs and challenges can be found on the Naval Safety Center's Acquisition Safety web pages at:
<http://safetycenter.navy.mil/acquisition/default.htm>
- The U.S. Navy continued to track the value that safety adds to improved worker safety, productivity and cost avoidance on its Safety Success website. This website shows the breadth and depth of safety. In FY07, stories were added on Naval shipyard VPP successes; ergonomic interventions at Naval Hospital Rota, Little Creek, VA, and Trident Refit Facility, Kings Bay, GA; and fall protection innovations at Naval Support Activity Mechanicsburg, PA.
See <http://safetycenter.navy.mil/success/default.htm>
- The U.S. Navy recognizes a number of challenges it faces that make continued safety improvements difficult. These include new hazards brought by continued war against terrorism, catastrophic events like Hurricane Katrina, changing technology such as nanotechnology, reduced staffing, outsourcing, an aging civilian workforce, a rotating military workforce, increased competition for funding, and difficulty in accurately documenting safety losses, projected savings, and return-on-investment.

ATTACHMENT A
NAVY EXECUTIVE SAFETY BOARD
FY 2007 ACCOMPLISHMENTS/FY 2008 GOALS

Navy Executive Safety Board (NESB) - was established as the senior Navy forum providing broad oversight of the Naval Safety Program and the Navy's mishap reduction efforts with the purpose of developing, considering, and approving initiatives and policies to improve the Navy's safety programs, reduce mishaps and enhance readiness. It is chaired by the Vice Chief of Naval Operations (VCNO). Further NESB details are available at:

<http://www.safetycenter.navy.mil/ESB/default.htm>.

FY 2007 Accomplishments:

Operations Safety Committee (OSC) – established by the Vice Chief of Naval Operations and co-chaired by Commander, U.S. Fleet Forces Command and Commander, U.S. Pacific Fleet. As the senior Navy safety forum, provides broad oversight of the Navy Safety Program and the Navy's mishap reduction efforts.

- **Enterprise Working Group** – deployed Air, Surface and Submarine safety compliance tracker for commands to populate, which will provide the enterprise(s) with a snapshot of the command's safety posture.
- **Safety Training Working Group (ST WG)** - The Operations Safety Support Committee (OSSC)/OSC stood up the Safety Training Working Group to serve as the technical and policy advisor on matters related to Safety Training. The objective of the Working Group is to develop and recommend initiatives and policies to improve the Navy's safety training programs to enhance operational readiness. FY07 accomplishments include:
 - Completed Naval Technical Training Review (NTTR) of Enterprise Safety Officer courses; results of the NTTR are being reviewed by the Enterprise Working Group to determine the "way ahead."
- **Operational Risk Management Working Group (ORM WG)**
 - Deployed ORM assessment into the Fleet Readiness Training Plan.
 - ORM Time Critical Training contract awarded.
 - ORM Application and Integration training schedule for FY08 released
- **System Safety Acquisition Board (SSAB)**
 - Received Defense Safety Oversight Council funding for study on access aides for combat vehicles and ships to improve safety design; and to develop tool procurement guidelines to reduce exposures to crippling hand-arm vibration. Execution will be in FY08.

Operations Safety Support Committee (OSSC) - As chartered by VCNO, the NESB established the Operations Safety Support Committee (OSSC). The OSSC is chaired by the Commander, Navy Installations (CNIC) (3-Star) Flag, and the CNIC HQ Special Assistant for Safety/Safety Program Director serves as the working level chair. The following Working Groups were established by the OSSC to address four primary focus areas: 1) Occupational Safety and Health (OSH); 2) Traffic Safety and Recreational and Off-Duty Safety; 3) Safety Data Management; and 4) Safety Training (Safety Training Continuum). The safety training focus area is shared with the Operations Safety Committee (OSC).

- **Occupational Safety and Health Working Group (OSH WG)** - The Occupational Safety and Health Working Group (OSH WG) is the technical and policy advisor to the OSSC on Navy OSH matters. The OSH WG concentrates on OSH both ashore and afloat and recommends and provides guidance to the OSSC regarding initiatives and policies that will improve the Navy's OSH programs, reduce work-related mishaps, and enhance operational readiness. During FY07, the OSH WG accomplished the following:
 - Developed a comprehensive draft communications plan on noise and hearing loss to address Deputy Assistant Secretary of the Navy for Safety (DASN)(S)) concerns and increase awareness (Human Systems Integration specialists, Professional Engineers, etc).
 - Established an Aerial Work Platform Task Action Team (AWP TAT) to develop a standardized Navy approach for working with AWP.
 - Developed recommendations for Naval Safety Center "Best Practices" data collection, which allows commands to share information on initiatives that have yielded positive results. Naval Safety Center adopted and implemented most of the recommendations.

Ergonomics Task Action Team (Ergo TAT) - The OSH WG established the Ergo TAT to serve as the ergonomics technical and policy advisor on safety and health aspects of work-related musculoskeletal disorders. The Ergo TAT concentrates on assigned focus areas associated with workplace musculoskeletal disorders both ashore and afloat as determined by the OSH WG. During FY07, the Ergo TAT accomplished the following:

- Participated in the development of the two-tiered Defense Safety Oversight Council (DSOC) ergonomics computer-based training initiative. Tier I, General Ergonomics Awareness will be released in 2008.
- Developed and provided ergonomics awareness training module and ergonomics for supervisors training module for posting on Enterprise Safety Applications Management System (ESAMS).
- Submitted ergonomics success stories to Naval Safety Center for posting on the Success Stories web pages.

Occupational Health Support Task Action Team (OHS TAT) - The OSH WG established the OHS TAT to serve as the technical and policy advisor on all matters regarding occupational health, occupational medicine, and industrial hygiene issues. The OHS TAT concentrates on assigned focus areas associated with OSH both ashore and afloat as determined by the OSH WG. During FY07, the OHS TAT accomplished the following:

- Provided subject matter expertise and guidance on procedures for Navy afloat safety instruction (OPNAVINST 5100.19 series) resulting in improved exposure assessments, industrial hygiene surveys/shipboard safety surveys, and responsibilities for occupational health programs on ships.

Fall Protection Task Action Team (FP TAT) - The OSH WG established the FP TAT to serve as the technical and policy advisor on all matters regarding fall protection issues. The FP TAT concentrates on assigned focus areas associated with slips, trips and falls (whether falling on same level working/walking surfaces or falling from heights). During FY07, the FP TAT accomplished the following:

- Developed a draft comprehensive fall protection guide to improve existing fall protection practices for afloat commands.
- Developed a draft comprehensive fall protection guidance document for aircraft maintenance and inspection work ashore.

Voluntary Protection Program Task Action Team (VPP TAT) - The OSH WG established the VPP TAT to serve as the technical and policy advisor on all matters regarding Navy participation in

the Occupational Safety and Health Administration (OSHA) Voluntary Protection Program. The VPP TAT concentrates on assigned focus areas associated with improvement and efficiencies in safety and occupational health program management services to support Navy and Marine Corps operational readiness. The VPP TAT is working closely with the Naval Safety Center and representatives from command leadership at regional/installation shore installations to expand industry best practices and ultimate *Star* recognition of safety management accomplishments.

- **Traffic Safety/Recreation Off-Duty Safety Working Group (TS/RODS WG)** - The TS/RODS WG is the technical and policy advisor to the OSSC on all matters regarding traffic safety and recreational off-duty safety. The TS/RODS WG concentrates on assigned focus areas both ashore and afloat as determined by the OSSC that will improve the Navy's TS/RODS programs, reduce private motor vehicle (PMV) and recreational mishaps, and enhance operational readiness. During FY07, the TS/RODS WG accomplished the following:
 - Made recommendations to revise Department of Navy mishap investigations, reporting, and recordkeeping instruction (OPNAVINST 5102 series) to include PMV investigations of Class A and B mishaps.
 - Completed a reporting tool to identify root causes and identify high risk personnel for recreational/off-duty safety-related mishaps.
 - Recommended evaluating the National Safety Council's *Arrive Alive at 25 Program* and creating a pilot study using personnel identified by the Chief's Review Board process.
 - Reviewed and made recommendations for revisions to Navy Traffic Safety program instruction (OPNAVINST 5100.12 series).
 - Evaluated Travel Risk Planning System (TRiPS) and recommended improvements for Navy implementation.
- **Safety Data Management Working Group (SDM WG)** - The SDM WG is the technical and policy advisor to the OSSC. The SDM WG concentrates on assigned focus areas associated with Information Technology (IT) in support of safety data requirements as determined by the OSSC that will improve the Navy's safety and occupational health programs, reduce work-related mishaps, and enhance operational readiness. During FY07, the SDM WG accomplished the following:
 - Initiated a process to identify behavioral leading indicators that will define data collection efforts.
 - Identified distinct business models that need safety data management support.
 - Initiated a process to identify safety/mishap injury data collection tools.

FY 2008 GOALS:

OSC

- **Enterprise Working Group**
 - Develop a Fleet Safety Readiness Dashboard to leverage enterprise safety compliance trackers to measure overall enterprise effectiveness in support of the DoD mishap reduction initiative. Expand dashboard key indicators beyond safety compliance and lagging indicators. Link negative safety mishap outcomes at the unit level with dashboard key indicators that flow up to the enterprise level.
 - Conduct a "driver history profile" pilot by reviewing service member driving records, and, based on the results, target the high risk individuals for mentoring and training.
 - Review midair collision avoidance web application for possible Navy-wide implementation.

- **Safety Training Working Group**
 - Finalize Safety & Occupational Health (SOH) Navy Training Systems Plan (NTSP).
 - Fully deploy Operational Risk Management (ORM) Time Critical training.
- **Operational Risk Management Working Group**
 - Complete full integration of ORM assessment. The assessment process, both for program compliance and application of risk management concepts in execution, brings a level of accountability to the program, focuses leadership, and remains a key element of ensuring risk management is integrated into Navy culture.
 - Deploy Operational Risk Management Assessment System (ORMAS). This prototype, forward looking risk assessment and risk decision enhancement tool provides leaders a view of their unit's current and future risk and trends. The ORMAS team is currently developing program requirements and defining initial capabilities as they seek to make this a program of record.
- **System Safety Acquisition Board**
 - Initiate DSOC funded projects received as part of the FY07 accomplishment.
 - Resolve procurement funding for the Improved Flight Deck Cranial and get into POM 10 budget cycle. [A Business Case Analysis was completed in FY07 to support continued funding of research to reduce hearing loss through use of improved flight deck cranial, including active noise reduction technology in the Fleet.]

[See also Acquisition accomplishments and goals in the Detailed Report.]

OSSC

- **OSH Working Group**
 - Continue to seek out and benchmark new OSH safety initiatives with potential for high return-on-investment.
 - Consolidate data on high hazard shipboard noise environments for action.

Ergonomics Task Action Team

- Improve ergonomics awareness by emphasizing Navy-wide training and education, developing necessary tools and procedures, and integrating ergonomics methodology through the lifecycle of all the Navy programs.
- Continue to gather, review, and analyze mishap data to determine the magnitude, trends, and root causes of mishaps in the Navy.
- Interact with Navy and non-Navy organizations on the technical aspects of implementing ergonomics resources for the anticipation, recognition, evaluation, and control of workplace hazards; and finding innovative solutions for Navy implementation.

Fall Protection Task Action Team

- Review and provide recommendations on existing Navy Fall Protection policies.
- Improve existing criteria documents to integrate FP requirements in the Navy acquisition process.

Occupational Health Support Task Action Team

- Review and provide recommendations on hearing loss prevention initiatives.

Voluntary Protection Program Task Action Team

- Draft guidance for Navy commands to raise awareness and resolve concerns about participating in the OSHA VPP.

- Develop a mechanism for and/or provide feedback on the effectiveness of OSHA VPP policies and actual usage within the Navy.
- Develop procedures for assisting Navy activities in the implementation, management, and evaluation of assigned OSHA VPP elements.

- **Safety Data Management Working Group**
 - Determine user requirements and recommend a single safety management system for Navy.
 - Determine a process to obtain reported Navy military and civilian safety data in format suitable for analysis from respective injury/illness/mishap database sources.

- **Traffic Safety/Recreational Off-Duty Safety Working Group**
 - Develop new safety initiatives with the potential for high Return-on-Investment (ROI) and submit to the NESB for approval and implementation.
 - Conduct Pilot on "Alive at 25" program.
 - Stand up Motorcycle Task Action Team to develop a business case study for the Honda Supercross/Motocross Accredited Rider Training (SMART).
 - Review and make recommendations to Navy RODS program policy (OPNAVINST 5100.25 series).

ATTACHMENT B

U. S. NAVY SEAT BELT USAGE

Safety Belt Use Policy: The Navy requires all military personnel to wear safety belts at all times, on or off a military installation and in any vehicle, government or private. Navy on-duty federal civilians are also required to wear safety belts at all times, as well as anyone else who comes on board any Navy installation or rides in Navy-owned vehicles. Additionally, a child safety seat is required for children up to 40 pounds (about four years old) who ride in private or government vehicles on base. These requirements are outlined in the Navy's Traffic Safety Program directive Office of the Chief of Naval Operations (OPNAV) Instruction 5100.12G.

Safety Belt Use Rates: Safety belt observational surveys were conducted at random locations (entrance gates, parking lots, intersections) at 71 Navy shore installations and results showed an average safety belt use rate of 94%.

Click It or Ticket: The most successful seat belt enforcement campaign ever, according to the National Highway Traffic Safety Administration. Click It or Ticket has resulted in a national seatbelt usage rate of 82%. "Coast to coast, day or night, the message is simple – *Click It or Ticket.*" In 2007 the Click It or Ticket program ran 21 May through 3 June, and the Navy conducted the program aboard its installations as well.

Chief's Challenge: The International Association of Chiefs of Police, in conjunction with the U.S. Navy, sponsors the National Chief's Challenge program. The program targets three major traffic safety priorities; (1) Occupant Protection, (2) Impaired Driving, and (3) Speeding. The concept is to promote the feeling of esprit de corps aboard Navy installations with a competition amongst installations and incentives for the winning installations. Of course, the Navy is the real winner as the program has resulted in improvements in all three priority areas.

Examples of educational efforts/innovative programs/incentives used to increase seat belt use:

Note: Seat belt use rate included after facility name, where available.

[Navy Region Mid-Atlantic:](#)

Naval Amphibious Base Little Creek, Norfolk, VA (98%) - In 2007, Naval Amphibious Base Little Creek Security competed in the Law Enforcement Challenge Winners Class, competing against other award winners. The enforcement and media efforts resulted in the installation placing first in the State as well as first nationally, maintaining approximately a 98% seat belt usage rate. Naval Amphibious Base Little Creek conducted numerous stand-downs throughout the year. The monthly issues of "Advisors" from the base also include traffic safety articles. Naval Amphibious Base Little Creek also participated in the Click It or Ticket Campaign.

Naval Air Station (NAS) Oceana, VA (89%)/Dam Neck Annex, VA (90%) - The Click It or Ticket campaign onboard NAS Oceana and Dam Neck helped raised seat belt compliance on base. NAS Oceana and Dam Neck also launched an aggressive and dynamic Traffic Safety initiative to include numerous presentations by hypnotist Bryan McDaniel and Street Smart. NAS Oceana and Dam Neck also published various articles in the *Jet Observer*, *Prisoner Of War* newsletters, and the monthly Safetygram in addition to conducting monthly Traffic Safety Committee meetings. Finally, the installation commanding officer instituted mandatory use of the Travel Risk Planning System (TRiPS).

Naval Support Activity (NSA) Northwest Annex, Chesapeake, VA (86%) - Training was scheduled on a regular basis including American Automobile Association Driver Improvement Program (AAA/DIP) course conducted four times per month, Driver Awareness Safety Training once a month, Motorcycle Safety Foundation (MSF) Basic Rider Course (BRC) motorcycle training once a week, and Experienced Rider Course (ERC) once a month. The activity engaged in Safety Awareness day, the Click It or Ticket campaign, and Motorcycle and Recreational/Traffic Safety Rodeos with emphasis on motorcycle safety. Naval Support Activity Northwest Annex conducted annual safety seat belt surveys at all gates and various additional locations throughout the installation. Security Officers enforced traffic requirements and safety belt use. Emphasis was placed on traffic safety at various command functions, quarterly base traffic safety council meetings, department staff meetings, award ceremonies, stand downs, plan of the day/week notes, messages, base marquee, etc.

Naval Weapons Station (NAVWPNSTA) Yorktown, VA (93%) - NAVWPNSTA Yorktown conducted periodic seat belt surveys throughout the year at various locations (gates, parking lots, etc). Electronic messages concerning traffic safety and seasonal education/awareness were forwarded to all installation personnel.

Naval Air Engineering Station (NAVAIRENGSTA), Lakehurst, NJ (98%) - NAVAIRENGSTA Lakehurst conducted AAA/DIP classes that provided awareness to all personnel about the importance of safe driving. Seat Belt enforcement at NAVAIRENGSTA Lakehurst was strictly enforced. Violators received a magistrate's traffic court ticket costing them approximately \$200 plus court costs. NAVAIRENGSTA Lakehurst Police issued 180 summonses during FY07 for failure to wear a seat belt on board the station. Traffic Safety at NAVAIRENGSTA Lakehurst was coordinated through the Traffic Safety Committee. Membership includes the Traffic Safety Engineer, Traffic Safety Program Coordinator, Police, Fire, and Departmental Safety Representatives. NAVAIRENGSTA Lakehurst trained over 300 military and civilians in AAA/DIP traffic safety training. The partnership with Riders Education of New Jersey through the NAVAIRENGSTA Lakehurst Career Technical Institute provided BRC training to over 800 students and ERC training to 22 students in FY07. NAVAIRENGSTA Lakehurst also trained 187 students in the Emergency Vehicle Operations Course (EVOC). NAVAIRENGSTA Lakehurst has outstanding MSF and EVOC ranges (both are scheduled to be paved by Ocean County for free). The county is also donating a training facility with classrooms for these ranges through partnerships with Ocean County.

Naval Weapons Station (NAVWPNSTA) Earle, NJ (95%) - NAVWPNSTA Earle Security conducted a weekly Check-Point Stop along Normandy Road and various station roadways that included seatbelt usage and observations. The Marine Corps mandated to military members the submission of a Driving/Trip Operational Risk Management (ORM) prior to issuing approved leave chits during long leave periods. NAVWPNSTA Earle conducted a Holiday Drive Safety stand down to the four major leave periods and had an attendance of 225 or better at each session. Weekly Plan of the Day (POD) messages for Traffic Safety, Off-duty Safety, and Recreational Safety were published.

Naval Support Activity (NSA) Mechanicsburg, PA (97%) - NSA Mechanicsburg issued electronic messages concerning traffic changes, issues, and regulations. NSA Mechanicsburg also posted seasonal and specific education and awareness bulletins to the base population.

Naval Support Activity (NSA) Philadelphia/Philadelphia Navy Yard Annex, PA (95%) - Mandatory Seat Belt Usage was enforced by NSA Philadelphia security personnel. Mandatory seat belt usage

placards were placed at both of NSA Philadelphia's main entrances; spot checks and pullovers were conducted. The Navy Occupational Safety and Health (OSH) office monitored seat belt usage on a quarterly basis. Philadelphia Navy Yard Annex is not a Navy Base (Navy-retained areas/buildings/facilities on City of Philadelphia property). Therefore, security is controlled by the Philadelphia Industrial Development Center (PIDC) for the City of Philadelphia and the Philadelphia Police Department. Mandatory seat belt usage is a requirement in the Commonwealth of Pennsylvania and the City of Philadelphia. Mandatory seat belt usage were noted in the monthly NSA Philadelphia Safetygrams that were directed to Host and Tenant Commands alike at NSA Philadelphia and Philadelphia Navy Yard Annex.

Naval Air Station (NAS), Joint Reserve Base, Willow Grove, PA (81%) - The measures taken to support and promote seat belt usage at NAS Willow Grove consisted of Plan of the Week notes, banners displayed at the main gate, lectures during Station Safety, Indoctrinations, and safety stand downs. The station safety committees were another venue utilized to encourage seat belt usage.

Submarine Base (SUBASE) New London, CT (87%) - SUBASE New London utilized a Click It or Ticket campaign for seat belt use and awareness. Security Officer enforcement of seat belt usage resulted in 17 violations cited and enforced. NAVOSH and Traffic Safety found an 87% usage rate for seat belts during the observed time period of quarterly seat belt checks. Traffic violators were required to attend AAA/DIP training. The Drive for Life, Street Smart, and Holiday Stand Down campaigns helped to raise driver safety awareness to all base personnel. New Employee Orientation, Forklift Operation Training, MSF Motorcycle Training, AAA/DIP courses were conducted monthly throughout the year for all base personnel. Pre-holiday travel assessments were utilized for base personnel traveling abroad from SUBASE New London. As the host Safety Office, SUBASE New London worked alongside and promoted active support with the other four tenant command safety offices: Naval Submarine Support Facility, Naval Submarine School, Naval Hospital Branch Clinic (Naval Air Command), and Naval Facilities Engineering Command (Public Works Department).

Naval Station (NAVSTA) Newport, RI (93%) - NAVSTA Newport continued to work with military and civilian personnel to improve base-wide "seatbelt awareness" and conduct random surveys. The following programs about the importance of safety belt usage were highlighted for Police, Naval Security Forces, Military and Civilian personal aboard NAVSTA Newport: National Night Out; Semi-monthly Power Point Traffic Safety Presentation; Traffic Safety Banners posted throughout the base; AAA Driver Improvement Program; Motorcycle Riders Coach BRC/ERC Training; Quarterly Traffic Safety Council Meetings; 100 Critical Days of Summer; Pre-Holiday Traffic Safety Briefs; Buckle-Up America Week, May 07; and "Click It or Ticket" campaign.

Naval Air Station (NAS) Brunswick, ME (97%) - NAS Brunswick carried out an aggressive Click It or Ticket campaign for 2007. During Command Safety Stand Downs, Maine Mid-Coast provided the "Seat Belt Convincer" for demonstration. The "Convincer" and operator were on station at two events providing four days of intense usage. An estimated number of 56 military and civilian personnel participated and another estimated 600 witnessed an occupant taking the 8-10 mph "ride." Maine Mid-Coast also provided the station with the "Roll-Over Simulator" on four occasions that demonstrated human dummies "flying" out of a simulated vehicle on a mechanical stand "rolling over." An estimated 562 base-wide personnel witnessed this very high impact demonstration. Traffic Safety Contractors conducted three seat belt surveys throughout the year at different locations on base. Seat belt messages were placed on the front gate lighted marquee sign reminding people to "buckle up," especially during

pre-holiday times. In addition, two static signboards were placed at both front and back gates that reminded drivers of the motor vehicle accidents that were recorded for the year.

Navy Region Northwest:

- Naval Base Kitsap Bangor, WA (88%);**
- Naval Base Kitsap Bremerton, WA (92%);**
- Naval Station Everett, WA (93%);**
- NAS Whidbey Island, WA (88%)**

1. Navy Region Northwest conducted traffic safety stand downs prior to the Memorial Day Holiday Weekend at each installation with an emphasis on safety belt and child safety restraint systems. A member of the Washington State Patrol assisted in each of the fall stand downs.
2. Navy Region Northwest provided motorcycle safety courses at each installation at least monthly, weather permitting.
3. Navy Region Northwest provided Driver Improvement Program training at each installation at least monthly.

Navy Region Southwest:

- SUBASE San Diego, CA (95%);**
- Naval Base Coronado, CA (93%);**
- NAS, Lemoore, CA (97%);**
- Naval Preparatory School, CA (95%);**
- Naval Air Weapons Station China Lake, CA (93%);**
- NAS Fallon, NV (90%)**

1. Navy Region Southwest held traffic safety stand downs throughout the year with the emphasis on driver fatigue and seat belt use.
2. Navy Region Southwest conducted the 2nd annual 101 Days of Summer traffic safety event and held a child safety seat inspection.

Navy Region Southeast:

- | | |
|---|---|
| NSA Athens, GA (99%) | SUBASE Kings Bay, GA (92%) |
| NAS Atlanta, GA (98%) | NAS Kingsville, TX (94%) |
| NWS Charleston, SC (98%) | NS Mayport, FL (88%) |
| NAS Corpus Christi, TX (96%) | NAS Meridian, MS (98%) |
| NAS Fort Worth, TX (96%) | NAS New Orleans, LA (95%) |
| Naval Construction Battalion Center Gulfport, MS (88%) | NSA New Orleans, LA (98%) |
| NS Guantanamo Bay, CU (95%) | Naval Air Warfare Center, Orlando, FL (100%) |
| NS Ingleside, TX (99%) | NAS Panama City, FL (96%) |
| NAS JAX, FL (92%) | NAS Pensacola, FL (95%) |
| NAS Key West, FL (92%) | NAS Whiting Field, FL (99%) |

1. Most activities conducted safety stand downs, which included traffic safety topics.
2. Navy Region Southeast conducted BRC and ERC classes at most activities and trained 1000+ personnel while the defensive driving class trained another 2000+ personnel.

3. Both the regional commander and activity commanding officers disseminated messages regarding traffic safety.
4. Bases supported the Click It or Ticket campaigns and most activities used wrecked cars during holiday periods for added visual displays.

Navy Region Naval District Washington (87% overall):

[NSA Washington, DC; NSA Annapolis, MD; NSA Patuxent River, MD; NSA South Potomac, MD; NSA North Potomac, MD]

Navy Region Midwest:

[Naval Station Great Lakes, IL (99%); NSA MidSouth, TN (98%); NSA Crane, IN (92%)]

Naval Station Great Lakes, IL (99%) - Naval Station (NAVSTA) Great Lakes Illinois continued an aggressive approach to traffic safety through the security department, traffic safety office, and the traffic court. Traffic safety presentations were a mainstay at command safety stand downs. The Safety Office routinely provided presentations to tenant commands. Emphasis was also placed upon intrusive leadership and use of the Safety Toolbox provided by the Naval Safety Center:

<http://safetycenter.navy.mil/toolbox/traffic/seatbelt/default.htm> .

Navy Region Hawaii (98%)

1. Presented 101 Critical Days of Summer and Holiday Safety stand downs, which always included safety belt requirements.
2. Traffic Office received a Honolulu Police Department Docket List of Navy and Department of Defense (DoD) personnel cited for traffic violations from the Base Traffic Court Administrator weekly. The list included Driving Under the Influence (DUI), Personal Protective Equipment (PPE) deficiencies, Privately Owned Vehicle (POV) and Government Owned Vehicle (GOV) operators not using seatbelts/child seats. Commands were notified.
3. Monthly, traffic violators were required to attend AAA/DIP training conducted in compliance with OPNAVINST 5100.12G, Traffic Safety Program. In addition, volunteer AAA/DIP classes were conducted.
4. Seatbelt regulations were discussed at all new employee safety indoctrinations.
5. The Annual Click It or Ticket campaign was conducted.
6. Safety belt surveys were conducted at random locations throughout the year.

OVERSEAS COMMANDS

Commander Navy Region (CNR) Korea (94%)

Navy Region GUAM (95%) - Naval Base Guam (NBG) commanding officer and regional commanding officer sent messages regarding Traffic Safety. The command supported Click It or Ticket year round. The command completed a Holiday Traffic Safety stand down for NBG and USS Frank Cable. The command also placed a static display of a wrecked vehicle for a reminder about drinking and driving.

Navy Region Japan:

Naval Air Facility (NAF) Misawa, JA (97%) - NAF Misawa conducted a seat belt survey promoting the importance of wearing seat belts with Navy security staff on base. NAF Misawa held its annual Navy Safety Fair including traffic safety. NAF Misawa was involved in an annual winter "Tie one on"

campaign to promote the awareness of driving safety especially during the winter months. Navy command leadership issued green ribbons to Navy personnel and tied them to their car antennas to help heighten individuals' morale on driving on/off base safely.

Naval Air Facility (NAF) Atsugi, JA (99.83%) - NAF Atsugi continued an aggressive approach to traffic safety through the security department, traffic safety office, and the traffic court. The traffic safety office coordinated with the local police department to provide additional motorcycle safety training. Traffic safety presentations were a mainstay at command safety stand downs. The traffic safety office routinely provided presentations to tenant commands. Emphasis was also placed upon intrusive leadership and using the Safety Toolbox provided by the Naval Safety Center. NAF Atsugi also conducted a monthly Traffic Safety Committee meeting to ensure dissemination of information. Traffic Safety Committee members have become actively involved in collection of safety belt usage statistics. NAF Atsugi continued to conduct random sobriety checks on a 24 hour basis. The number of traffic accidents with alcohol involvement decreased to zero during FY07. NAF Atsugi's aggressive training program resulted in a 36.15% reduction of motor vehicle crashes from FY06 totals and an impressive 53.3% of FY03 totals.

Commander Fleet Activities (CFA) Yokosuka, JA (98%) - CFA Yokosuka continued to develop, implement, and improve traffic programs and technologies to increase driver awareness and reduce vehicle mishaps. During 2007's "None for the Road" campaign, alcohol related driving incidents were reduced by 85%. The command installed five solar powered radar speed detector signs on base in high traffic volume and/or reduced speed areas (such as school zones) to provide immediate speed feedback. CFA Yokosuka safety initiated or reviewed all modifications to pedestrian walkways or vehicle roadways such as CFA Yokosuka's housing area sidewalks, which were renovated to eliminate missing sections and to lower curb heights to improve handicapped and stroller access. Numerous crosswalks were relocated throughout the base to increase pedestrian safety and improve traffic flow. Solar powered high intensity crosswalk lighting systems were purchased for installation at high volume crosswalks to improve visibility. The main gate pedestrian overpass will be completed in February 2008.

Commander Fleet Activities (CFA) Sasebo, JA (98%) - CFA Sasebo was involved in continued events to promote safety and seat belt usage both on and off base. The Japanese police continued to support CFA Sasebo and invited CFA Sasebo to traffic safety events off base to ensure the entire community has a safer place to live, work, play, and drive. CFA Sasebo held two annual safety fairs on traffic safety. CFA Sasebo placed stands at all gates to promote safe driving.

Commander Fleet Activities (CFA) Okinawa, JA (97%) - Special programs such as 101 Critical Days of Summer and 19 Vigilant Days of Christmas emphasized prevention of drinking and driving. A highly publicized government traffic safety program in FY07 resulted in a decrease of 83% in the number of government vehicle mishaps (reduced to a total of four for FY07 as compared to 17 for FY05). Detailed presentations included continually updated graphs on where CFA Okinawa department and tenant commands stand regarding the number of government vehicle mishaps.

Naval Support Facility (NSF) Diego Garcia (100%) - Active involvement was provided by the British Overseas Police Officers, Naval Support Facility (NSF) security department, Base Operating Services contractor safety department and NSF safety department. Vehicles were inspected for seat belt presence, use, condition, and whether inertial traction was operational. All vehicles on the island were checked. Discrepancies found were logged and each command was informed of discrepancies for correction. The British Overseas Police Officers implemented traffic laws on the facility. As such, the safety office

closely coordinated traffic safety projects with them. An advisory regarding driving safety and pedestrian safety was provided, especially for personnel going off-island. Personnel were also informed about the availability of TRiPS. Although there are no motorcycles on the facility, the command has an aggressive information campaign about motorcycle safety, especially for personnel who own or ride motorcycles.

Navy Region Europe:

Naval Station Rota Spain (98%) - Traffic laws were enforced by Spain National and Navy Security Department. Seat belt checks were conducted periodically throughout the year to ensure regulations and laws were met.

Naval Air Station (NAS) Sigonella, Italy (93%) - Traffic laws were enforced by Carabinieri Italy Military Police and Navy Security Police. Seat belt checks were conducted at the entrance gates and usage was enforced.

Naval Support Activity (NSA) Souda Bay, Crete (100%) - The security department on the installation enforced traffic laws. Traffic court was held for offenders and violators attended traffic safety training. NSA weekly traffic safety training program was made available to all departments and tenants. The scope of this safety training was to advise drivers on current local area road conditions, high accident rate locations, special police reports and traffic advisories, road construction, and upcoming weather conditions.

Joint Maritime Facility (JMF) St Mawgans, UK (100%) - All personnel are required by law to use seat belts in front and back seats.

Naval Support Facility (NSF) La Maddalena, Italy (100%) - No private vehicles were allowed on base and government vehicles were checked prior to entry and seat belts were mandatory.

ATTACHMENT C
SUMMARY OF NAVY SAFETY TRAINING ⁽¹⁾

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
1	40 Hour Contractor Safety/Hazard Identification	74	0	40	<u>1</u>	No
2	AAA 15-Passenger Van Safety Training	251	0	4	<u>1</u>	No
3	AAA Driving Improvement Program (DIP)	209	0	8	<u>1656</u>	No
4	AAA Driving Improvement Program (DIP) for Instructors	312	36	40	<u>13</u>	No
5	Aerial Lift/Powered Work Platform Operational Safety Practical	1289	0	1	<u>8</u>	No
6	Annual Safety Training (for Industrial Personnel)	206	12	4	<u>11</u>	No
7	Anthrax and Terrorism Level I Training	265	0	2	<u>1</u>	No
8	Anthrax Exposure and Awareness	1071	0	1	<u>2191</u>	Yes
9	Asbestos and Man-made Vitreous Fibers (MMVF) Hazard Awareness (CNRSW)	1238	12	1	<u>406</u>	Yes
10	Asbestos Awareness	1725	0	0	<u>91</u>	No
11	Asbestos Awareness - OSHA Class IV Asbestos Training	14	12	2	<u>3005</u>	Yes
12	Asbestos Awareness Required Reading (Specific to WPNSTACHAS)	2148	0	1	<u>249</u>	Yes
13	Asbestos Inspector Initial [301]	33	12	24	<u>1</u>	No
14	Asbestos Inspector Refresher	242	12	4	<u>5</u>	No

⁽¹⁾ Data Source: Navy Enterprise Safety Application Management System (ESAMS). This safety management system encompasses about 50% of the Navy, making it the most comprehensive source of classroom and online safety training information.

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
15	Asbestos Management Planner Refresher	1000	12	4	<u>4</u>	No
16	Asbestos Project Designer [304]	35	12	40	<u>1</u>	No
17	Asbestos Project Designer Refresher	229	12	8	<u>4</u>	No
18	Asbestos Supervisor Refresher	212	12	8	<u>4</u>	No
19	ATV (All Terrain Vehicle Safety Training)	1092	0	4	<u>94</u>	No
20	ATV Safety Institute (ATV) Training (For Instructors)	1376	24	40	<u>1</u>	No
21	Aviation Confined Space Awareness	2191	12	1.5	<u>9</u>	No
22	Aviation Safety Specialist	1004	0	0	<u>1</u>	No
23	AVOC Airfield Vehicle Operator Init/Recertification	1164	12	4	<u>142</u>	No
24	Back Injury Prevention Training (Annual)	40	12	1	<u>9716</u>	Yes
25	Barbecuing (OJT by Supervisor)	1979	3	0	<u>385</u>	No
26	Basic Operational Risk Management	228	0	1	<u>8351</u>	Yes
27	Basketball (OJT by Supervisor)	1980	3	1	<u>50</u>	No
28	Battery Safety for COMNAVAIRFOR 4790.2 (Quarterly)	1103	3	0.5	<u>171</u>	No
29	Beryllium Awareness Training (OJT by supervisor)	384	12	1	<u>91</u>	No
30	Bicycling (OJT by Supervisor)	1981	3	1	<u>43</u>	No
31	Bloodborne Pathogen Instructor Training	400	0	0.5	<u>37</u>	No
32	Bloodborne Pathogen Training	98	12	1	<u>8386</u>	Yes
33	Boating (OJT by Supervisor)	1982	3	1	<u>208</u>	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
34	C-9B Pilot Electrical System Safety Training	1100	0	0	<u>1</u>	Yes
35	Cadmium Awareness Training (OJT by Supervisor)	385	12	1	<u>31</u>	No
36	Camping (OJT by Supervisor)	1983	3	1	<u>25</u>	No
37	Carbon Monoxide (OJT by Supervisor)	1966	3	1	<u>81</u>	No
38	Carbon Monoxide Awareness Training (OJT given by the Supervisor)	405	12	0	<u>2593</u>	No
39	CBRNE Respirator User Training	1243	12	1	<u>996</u>	No
40	CBRNE RPPM Training	1702	0	4	<u>243</u>	No
41	Chromate Awareness Training (OJT by Supervisor)	397	12	1	<u>63</u>	No
42	CNRNW-2	2052	0	1	<u>2</u>	No
43	Collateral Duty Safety Officer (16 Hours) Training	1101	0	16	<u>3</u>	No
44	Collateral Duty Safety Officer Meetings	2069	0	1	<u>6</u>	No
45	Compressed Gas Cylinders (May receive instruction from Supervisor)	92	12	0	<u>1839</u>	No
46	Conducting Safe Live Fire Training Evolutions	2146	0	6	<u>46</u>	No
47	Confined Space / Entry Supervisor, Attendant, and Entrant	11	12	1	<u>67</u>	No
48	Confined Space / Entry Supervisor, Attendant, and Entrant (one time only)	1651	0	2	<u>1</u>	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
49	Confined Space Awareness Training (OJT by Supervisor)	1273	12	1	546	No
50	Confined Space Entry/Emergency and Rescue	114	12	8	41	No
51	Confined Space Rescue and Emergency Training	59	12	4	1327	No
52	Confined Space Rescue Drill Practical Exercise	1205	12	2	1067	No
53	Confined Space Safety	66	0	10	71	No
54	Confined Space Training for Qualified Person Initial and Annual Refresher	57	12	8	48	No
55	Confined Space Worker Training (Entrant, Attendant, Supervisor)(OJT by Supervisor)	404	12	1	557	No
56	Construction Safety Awareness/COE EM-385	1250	0	40	9	No
57	Construction Safety QA/Construction Safety - There is No Substitute	1297	0	4	2	No
58	Construction Safety Standards	230	0	80	27	No
59	Contractor Safety/ Program Management	75	0	0	72	No
60	Contractor Safety/ U.S. Army COE/EM-385-1-1 [345]	76	0	0	1	No
61	Contractor Site Safety Orientation	1027	0	1	1	No
62	CPR - Automated External Defibrillator (AED) - (Red Cross 1Yr)	1236	12	8	240	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
63	CPR - Automated External Defibrillator (AED)/(Am. Heart Assoc. Heart Saver- 2Yr)	1011	24	3	518	No
64	CPR American Heart Association (Child and Infant)	1059	24	4	236	No
65	CPR American Heart Association (EMS Healthcare Provider)	2059	24	8	259	No
66	CPR American Heart Association (Heart Saver- 2 Yr Requal)	227	24	4	1004	No
67	CPR American Red Cross (Adult)	103	12	4	867	No
68	CPR American Red Cross (Child and Infant)	210	12	4	934	No
69	CPR and First Aid for Security Personnel (Initial and Refresher)	1788	24	16	292	No
70	CPR For the Professional Rescuer (American Red Cross)	1762	12	8	222	No
71	CPR Instructor Training (American Heart Association)	1098	24	4	29	No
72	CPR Instructor Training (American Red Cross)	226	24	0	34	No
73	CPR MTN Resuscitative Program Adult Child and Infant with AED	1175	24	4	398	No
74	CPR National Safety Council	2016	24	4	17	No
75	Crane Safety	93	0	32	6	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
76	Depleted Uranium (DU) General Awareness Training	1796	0	1	<u>11</u>	No
77	Driver Awareness Safety Training (DAST)	2037	0	4	<u>236</u>	No
78	Driving for Life (Available on Navy E-Learning)	1154	0	5	<u>38</u>	No
79	Ejection Seat Checkout (SemiAnnual)	1148	6	1	<u>1</u>	No
80	Electrical - High Voltage	13	0	8	<u>15</u>	No
81	Electrical Home Safety (OJT by Supervisor)	1984	3	1	<u>47</u>	No
82	Electrical Safety - Low Voltage	1766	0	0	<u>17</u>	No
83	Electrical Safety Standards	297	0	32	<u>44</u>	No
84	Electrical Safety Work Practices for Workers (OJT by Supervisor)	67	12	1	<u>649</u>	No
85	Electrostatic Discharge (ESD) Safety Training	1030	12	0	<u>251</u>	Yes
86	Emergency Services Mandatory Wearing of Seat Belts	2196	12	1	<u>475</u>	No
87	Emergency Vehicle Operator Instructor (Initial and Recert)	178	36	40	<u>212</u>	No
88	Emergency Vehicle Operators Course (EVOC) Initial/Refresher	113	36	40	<u>3878</u>	No
89	Employee Reports of Unsafe/Unhealthful Working Conditions (OJT By Supervisor)	1726	0	0	<u>98</u>	No
90	EMS - NFPA 450	1540	18	8	<u>3</u>	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
91	EMS First Responder (Local Requirements)(2 Years Retrain)	1690	24	44	76	No
92	EMS First Responder (Local Requirements)(3 Years Retrain)	1689	36	44	36	No
93	Ergonomic Awareness (OJT By Supervisor)	1727	0	0	707	No
94	Ergonomic Awareness Training	371	0	1	7624	Yes
95	Ergonomic Baseline (conducted by the Supervisor)	373	0	1	6194	No
96	Ergonomics Awareness Training for Supervisors	372	0	1	2413	Yes
97	ESAMS - Train-the-Trainer	1793	0	16	30	No
98	ESAMS Fire (4 Hours Operations)	1839	0	4	341	No
99	ESAMS Fire (8 hour Operations)	1789	0	8	145	No
100	ESAMS Fire (8 Hour Prevention)	1790	0	8	84	No
101	ESAMS Fire (8 Hour Training)	1791	0	8	48	No
102	ESAMS Fire Training - for Navy Fire Administrators	1764	0	24	120	No
103	ESAMS General User Training	1610	0	3	429	No
104	ESAMS Training - Administrative Access	296	0	8	281	No
105	ESAMS Training - for Safety Professionals	1646	0	24	71	No
106	ESAMS Training For Class Administration	1714	0	2	91	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
107	ESAMS Training for Supervisors (Web or Classroom)	215	0	3.5	<u>3169</u>	Yes
108	Excavation and Trenching Basics (Instruction may be provided by Supervisor)	235	12	1	<u>50</u>	No
109	Excavation, Trenching and Soil Mechanics	250	0	32	<u>1</u>	No
110	Facility Response Team [FRT] Five Day	1375	12	40	<u>12</u>	No
111	Facility Response Team FRT Three Day	1374	12	24	<u>8</u>	No
112	Fall Off-Duty Safety (OJT by Supervisor)	1973	3	1	<u>26</u>	No
113	Fall Protection - Annual (OJT by Supervisor)	1073	12	1	<u>2092</u>	No
114	Fall Protection and Prevention Safety Awareness Training for Architects and Engineers	1900	0	4	<u>1</u>	No
115	Fall Protection Equipment Inspector	401	24	8	<u>3</u>	No
116	Fall Protection Systems	222	0	40	<u>18</u>	No
117	Fire Department Safety Officer NFPA 1521	2061	0	30	<u>127</u>	No
118	Fire Evacuation Drill Participation (Semi-Annual)	1186	6	1	<u>213</u>	No
119	Fire Extinguisher - Live Training	1067	0	0	<u>112</u>	No
120	Fire Marshall Training	1006	0	0	<u>4</u>	No
121	Fire Officer Organization Risk Management	1484	12	8	<u>195</u>	No
122	Fire Officer Rehab	1522	12	8	<u>196</u>	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
123	Fire Prevention and Portable Fire Extinguisher Training and Education	1024	12	0.5	5330	Yes
124	Fire Prevention, Protection, Emergency Evacuation and Safety Procedures	1281	12	1	41	No
125	Fire Protection and Life Safety	1065	0	32	186	No
126	Fire Safety In The Workplace	1063	0	1	51	No
127	Fire Wardens Workshop	1066	0	1	45	No
128	Firearms (OJT by Supervisor)	1985	3	1	58	No
129	Fireworks (OJT by Supervisor)	1986	3	1	111	No
130	First Aid and Survival Training (OJT)	1107	12	0.5	15	No
131	First Aid Training	240	36	4	947	No
132	First Aid/CPR/AED Red Cross Instructor Training	390	24	16	76	No
133	Flag/Touch Football (OJT by Supervisor)	1987	3	0	21	No
134	Food Handler Training	1022	12	2	884	No
135	Forklift Training (OSHA Operators Safety Training Program)	247	12	0	31	No
136	General Administrative Procedures (OJT)	2024	0	1	803	No
137	General Industry Safety Standards [510]	68	0	40	35	No
138	General Safety Training for COMNAVAIRFOR 4790.2	1178	12	4	406	Yes
139	Grinding Wheel Inspection and Maintenance Training	1287	0	1	11	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
140	Hazardous Materials Control and Management Technician	315	0	40	<u>61</u>	No
141	Hazardous Materials Control/Safety	69	0	0	<u>398</u>	No
142	Hazardous Materials Handling Cert. for DOT 49 CFR Trans. Reg.	195	0	0	<u>13</u>	No
143	Hazardous Waste Handling [322]	55	12	40	<u>6</u>	No
144	Hazards of Electromagnetic Radiation to Ordnance (HERO)	1369	0	1	<u>39</u>	No
145	HAZCOM Initial Training (One Time Only)	1169	0	3	<u>3966</u>	Yes
146	HAZCOM Training for Supervisors (Initial and Annual Refresher)	1058	12	1	<u>1618</u>	Yes
147	HAZCOM Training Job/Chemical Specific (OJT by Supervisor)	100	12	1	<u>10377</u>	No
148	HAZMAT Incidents	1541	18	1	<u>29</u>	No
149	HAZWOPER / ERT - First Responder Operations Level	118	12	8	<u>19</u>	No
150	HAZWOPER for Uncontrolled Hazardous Waste Site Workers	1253	12	40	<u>1</u>	No
151	Health Care Provider	1704	24	8	<u>16</u>	No
152	Hearing Conservation Training	110	12	1	<u>8070</u>	Yes
153	Heat Stress - Heat Illness (OJT by Supervisor)	58	12	1	<u>2032</u>	No
154	Home Heating Safety (OJT by Supervisor)	1988	3	1	<u>4</u>	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
155	Housekeeping (OJT By Supervisor)	1729	0	0	<u>78</u>	No
156	Hurricane Awareness	2102	0	4	<u>96</u>	No
157	Hurricane Response Pre-Deployment Safety Briefing	1794	0	1	<u>54</u>	Yes
158	In, On and Around the Water Risk Management (OJT by Supervisor)	1970	3	1	<u>87</u>	No
159	Industrial Noise	1056	0	0	<u>5</u>	No
160	Intro to Industrial Hygiene for Safety Professionals	1054	0	32	<u>24</u>	No
161	Introduction to Hazardous Materials (Ashore)	1055	0	40	<u>9</u>	No
162	Introduction to NAVOSH Ashore	70	0	40	<u>64</u>	No
163	Isocyanate Training (OJT by Supervisor)	1106	12	0.5	<u>52</u>	No
164	Job Hazard Analysis Training	326	0	0.5	<u>512</u>	Yes
165	Jogging, Running, Physical Fitness (OJT by Supervisor)	1989	3	1	<u>444</u>	No
166	Joint Service Mask Leakage Tester (JSMLT)	2246	0	0	<u>2</u>	No
167	Ladder Safety (OJT By Supervisor)	1730	0	0	<u>256</u>	No
168	Laser Safety Awareness (OJT by Supervisor)	1074	12	0	<u>1655</u>	No
169	Lead Awareness - Basic	1260	0	0.5	<u>41</u>	No
170	Lead Awareness - Non-Lead Workers (Possible Contact)	322	12	1	<u>4571</u>	Yes

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
171	Lead Awareness (OJT By Supervisor)	1731	0	0	<u>131</u>	No
172	Lead Supervisor	85	12	32	<u>1</u>	No
173	Lead Worker	84	12	24	<u>1</u>	No
174	Leadership - Style or Circumstance	2182	0	1	<u>12</u>	No
175	Lifeguard Training and First Aid	1193	36	4	<u>73</u>	No
176	Lockout/Tagout Awareness	1213	0	1	<u>145</u>	No
177	Lockout/Tagout for Affected Employees (OJT by Supervisor) - Annual	22	12	1	<u>2359</u>	No
178	Lockout/Tagout For Authorized Employees - Annually	1097	12	8	<u>46</u>	No
179	Lockout/Tagout For Authorized Employees (3 YR) CNRH	1832	36	1	<u>3</u>	No
180	Lockout/Tagout For Authorized Employees (CNRSW)	1603	0	1	<u>225</u>	Yes
181	Lockout/Tagout For Authorized Employees (OJT by Supervisor) (CNRF)	62	12	8	<u>291</u>	No
182	Lockout/Tagout For Authorized Employees (One Time Only)	1240	0	1	<u>29</u>	No
183	Machine Guarding Safety and Operation	1286	12	1	<u>10</u>	No
184	Machinery and Machine Guarding Standards	1041	0	32	<u>45</u>	No
185	Management Safety Training	1368	0	1.5	<u>15</u>	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
186	Man-Made Vitreous Fibers (MMVF)	1043	12	16	<u>12</u>	No
187	Man-Made Vitreous Fibers (OJT by Supervisor)	398	12	1	<u>105</u>	No
188	Marine Fall Off-Duty Safety (OJT by Supervisor)	1977	3	1	<u>9</u>	No
189	Marine Spring Off-Duty Safety (OJT by Supervisor)	1975	3	1	<u>14</u>	No
190	Marine Summer Off-Duty Safety (OJT by Supervisor)	1976	3	1	<u>24</u>	No
191	Marine Winter Off-Duty Safety (OJT by Supervisor)	1978	3	1	<u>16</u>	No
192	Maslows Hierarchy of Needs	2184	0	1	<u>12</u>	No
193	Mercury Awareness Training (OJT by Supervisor)	383	12	0.5	<u>36</u>	No
194	Methylene Chloride Awareness Training (OJT by Supervisor)	399	12	0.5	<u>251</u>	No
195	Military Indoc	1201	0	1	<u>231</u>	No
196	Mishap Investigation (Ashore)	1047	0	32	<u>205</u>	No
197	Mishap Recordkeeping Seminar	1046	0	8	<u>5</u>	No
198	Mishap Reduction Required Reading (One-time Only)	1146	0	1	<u>1677</u>	Yes
199	Monthly Safety Staff Meeting	293	1	1	<u>10</u>	No
200	Monthly Safety Talks - Given	291	1	1	<u>18196</u>	No
201	Monthly Safety Talks - Received	292	0	0	<u>106976</u>	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
202	Motor Vehicle Operator Driving Initial and Refresher (5 Yr)	243	60	1	<u>9</u>	No
203	Motorcycle Safety Foundation Experienced Rider Courses (ERC) ⁽²⁾ Note: Personnel Completion Numbers provided by CNIC documentation}	1254	0	8	<u>1700⁽²⁾</u>	No
204	Motorcycle Safety Foundation (MSF) Training (For Instructors)	1112	24	56	<u>5</u>	No
205	Motorcycle Safety Foundation (MSF) Training Basic (BRC) or Equivalent ⁽²⁾ Note: Personnel Completion Numbers provided by CNIC documentation}	244	0	16	<u>4300⁽²⁾</u>	No
206	Motorcycle Safety Foundation Dirt Bike school (DBS)	1255	0	0	<u>7</u>	No
207	Naval Aviation Maintenance Program (NAMP) Indoc	1635	0	8	<u>4</u>	No
208	NAVFAC Construction Hazard Awareness Training Course (5 days)	329	0	40	<u>10</u>	No
209	NAVFAC Construction Safety and Health Correspondence Course Part 1	1298	0	16	<u>1</u>	No
210	NAVFAC Construction Safety and Health Correspondence Course Part 2	1299	0	4	<u>1</u>	No
211	NAVFAC Fire Safety (OJT By Supervisor)	2099	0	0.05	<u>9</u>	No
212	NAVFAC Operational Risk Management (ORM) Training	1718	0	1	<u>44</u>	Yes

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
213	NAVFAC SAFETY ORIENTATION FOR TOP MANAGERS	1822	0	1	<u>3</u>	Yes
214	NAVFAC Safety Orientation Training for Employees (Administrative/Professional)	1293	0	1	<u>7</u>	Yes
215	NAVFAC Safety Orientation Training for Employees (Industrial)	1237	0	2	<u>22</u>	Yes
216	NAVFAC Safety Orientation Training for Supervisors (Administrative/Professional)	1294	0	1	<u>3</u>	Yes
217	NAVFAC Safety Orientation Training for Supervisors (Industrial)	1295	0	2	<u>14</u>	Yes
218	NAVFAC Scaffold Safety (OJT By Supervisor)	2100	0	0.5	<u>5</u>	No
219	NAVOSH for Safety Advisors	2011	0	8	<u>3</u>	No
220	NAVOSH Assessment Tools and Strategies	321	0	32	<u>31</u>	No
221	NAVOSH for New Employees	1202	0	1	<u>218</u>	No
222	NAVOSH Orientation	1356	0	0	<u>4113</u>	Yes
223	Navy Ergonomics Program Course	248	0	40	<u>34</u>	No
224	Navy Fall Protection (Slips, Trips and Falls) Awareness (One Time Only)	1259	0	1	<u>568</u>	Yes

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
225	Navy Fall Protection Awareness Training for End Users Working at Heights and Supervisors of End Users	2018	0	1	370	Yes
226	New Employee Indoctrination Training CNRMA	1370	50	1	1096	No
227	New Employee Indoctrination Training CNRS	1377	0	1	106	No
228	New Employee Safety Orientation Training for Region Hawaii	1341	0	2	515	No
229	Occupational Reproductive Hazard Awareness	1242	0	1	589	Yes
230	Office Safety (OJT By Supervisor)	1732	0	0	5	No
231	Operational Risk Management ORM (OJT By Supervisor)	1733	0	1	191	No
232	ORM All Navy Essentials for Leaders Course	2093	0	0	291	No
233	ORM All Navy Executive Overview Course	2094	0	1	53	No
234	OSH Policy Council Meeting	1274	0	1	36	No
235	OSHA VPP Challenge	1384	0	1	1047	Yes
236	Paramedics (Local Requirements)(2 Years Retrain)	1687	24	600	70	No
237	Pediatric CPR and First Aid Instructor - NSC	2034	12	8	1	No
238	Physical Fitness (Jogging-Running) Scenario (OJT by Supervisor)	1967	3	1	1307	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
239	Portable Hand Tool Safety (OJT by Supervisor)	82	0	1	1793	No
240	Portable Power Tool Safety (OJT by Supervisor)	83	0	1	1549	No
241	Powder Actuated Tools [331]	38	0	1	3	No
242	Powered Industrial Trucks (Forklift) Familiarization	1110	36	4	33	No
243	Powered Industrial Trucks (Forklift) Familiarization (For Explosive Handlers)	1131	36	0	40	No
244	Powered Industrial Trucks (Forklift) Formal Instruction (Available On The Web)	1109	36	2	314	Yes
245	Powered Industrial Trucks (Forklift) Formal Instruction (For Explosive Handlers)	1130	36	0	42	No
246	Powered Industrial Trucks (Forklift) Practical Working Exam	1111	36	4	18	No
247	Powered Industrial Trucks (Forklift) Practical Working Exam (For Explosive Handlers)	1132	36	0	26	No
248	PPE Job Specific Usage - Conducted by your supervisor (OJT by Supervisor)	239	12	1	8054	No
249	PPE Overview - Conducted by the local OSH Office	1212	0	1.5	274	No
250	PPE Training (General - One Time Only - Web Based CNRSW Specific)	1398	0	1	2188	Yes
251	Pre-Incident Planning	1523	0	1	1808	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
252	Pre-Liberty Briefing (OJT by Supervisor)	2046	0	1	<u>26</u>	No
253	Pre-Trip Safety Checklist (OJT by Supervisor)	1162	0	0.5	<u>420</u>	No
254	Preventing Slips, Trips and Falls	81	0	0	<u>23</u>	No
255	Process Review and Measurement System (PRMS)	1397	0	1	<u>329</u>	Yes
256	Quarterly Mail Safety, Security and Emergency Plan Brief (OJT by Supervisor)	2074	3	0.5	<u>5</u>	No
257	Quarterly Self-Safety Inspection by Supervisors	1706	3	0	<u>605</u>	No
258	Radiation Safety for Emergency Response Personnel	1033	12	0.5	<u>1912</u>	No
259	Radiation Safety Health Training	1036	6	0	<u>72</u>	No
260	Radiation Safety Officer Course	402	0	80	<u>3</u>	No
261	Radiation Safety Training for Baggage Inspectors	1038	12	1.5	<u>144</u>	Yes
262	Radiation Safety Training for Limited Radiation Workers	1039	12	1	<u>19</u>	No
263	Radiation Safety Training for Organizational Personnel	1034	12	1	<u>22</u>	No
264	Radiation Safety Training for XRF Operators	1035	12	2	<u>18</u>	No
265	Radiofrequency Radiation Safety Training (OJT by Supervisor)	1037	12	1	<u>269</u>	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
266	Radiological Controls	1612	12	8	129	No
267	Rapid Intervention Crew (RIC) Initial	1785	12	24	1528	No
268	Rapid Intervention Crew (RIC) Instructor	1787	0	40	22	No
269	Rapid Intervention Crew (RIC) Refresher	1786	12	8	292	No
270	RCRA / Hazardous Waste Personnel Training [335]	19	0	0	1	No
271	Recreation and Off-Duty Seasonal Brief (OJT)	2242	3	0.25	47	No
272	Recreation and Off-Duty Swimming ORM (OJT by Supervisor)	1969	3	1	4	No
273	Recreational and Off Duty Safety - General	1168	3	0.5	10	No
274	Recreational and Off-Duty Safety Indoctrination Training (OJT)	2051	0	0.5	93	No
275	Recreational and Off-Duty Safety Training Awareness and ORM	1263	0	24	175	Yes
276	Redcard Certified (Forestry)	1683	0	40	4	No
277	Reproductive Hazards Job Specific Training - Annual (OJT by Supervisor)	197	12	1	4385	No
278	Respirator Fit Test Protection Instructor Training (Train the Trainer)	1272	0	8	41	No
279	Respirator Protection Manager Training (Departmental or RPPA)	1020	12	2	255	Yes
280	Respirator User Training	112	12	1	2637	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
281	Respiratory Protection / Program Management [508]	72	0	0	<u>81</u>	No
282	Respiratory Protection Fit Testing	5	12	0	<u>3802</u>	No
283	Roll Call Training	1767	0	1	<u>222</u>	No
284	Safety Appraisal [509]	73	0	0	<u>29</u>	No
285	Safety HAZMAT Representative	1765	0	4	<u>1</u>	No
286	Safety Orientation (NAVOSH) for Supervisors	1203	0	4	<u>101</u>	No
287	Safety Orientation for Non-Supervisors	1093	0	4	<u>2289</u>	Yes
288	Safety Orientation for Supervisor (CNRM)	1647	0	4	<u>26</u>	No
289	Safety Orientation for Supervisors (Web or Classroom)	1077	0	4	<u>1823</u>	Yes
290	SAFETY ORIENTATION FOR TOP MANAGERS	1361	0	2	<u>24</u>	No
291	Safety Orientation Training for New Supervisors and Employee Representatives	1233	0	1.5	<u>9</u>	No
292	Safety Programs Afloat	1029	0	40	<u>9</u>	No
293	Safety Stand Down	211	12	4	<u>8961</u>	No
294	SCBA (Self Contained Breathing Apparatus) Training	121	12	1	<u>2341</u>	No
295	Scuba Diving (OJT by Supervisor)	1990	3	1	<u>4</u>	No
296	Servicing Single and Multi-piece Rims (OJT By Supervisor)	1736	0	0	<u>1</u>	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
297	Shipboard Aircraft Fire Fighting (J-495-0413)	1177	72	8	<u>5</u>	No
298	Sight Conservation Training	111	12	1	<u>6122</u>	Yes
299	Site Safety Quality Management Board (QMB) Meeting	221	0	2	<u>1</u>	No
300	Skiing (OJT by Supervisor)	1991	3	1	<u>12</u>	No
301	Slips, Trips and Falls (OJT By Supervisor)	1738	0	0	<u>19</u>	No
302	Softball (OJT by Supervisor)	1992	3	1	<u>45</u>	No
303	Specialized Tools and Equipment for Fire Fighters	388	0	0	<u>55</u>	No
304	Spill Management Team	1184	0	15	<u>39</u>	No
305	Spring Off-Duty Safety (OJT by Supervisor)	1971	3	1	<u>45</u>	No
306	STOP Awareness	2013	0	1.5	<u>5</u>	No
307	Summer Off-Duty Safety (OJT by Supervisor)	1972	3	1	<u>583</u>	No
308	Summer Safety (OJT by Supervisor)	1965	3	1	<u>80</u>	No
309	Supervisor Annual Training - Industrial (CNRSW)	1396	12	1.5	<u>347</u>	Yes
310	Supervisor Annual Training - Non-Industrial (CNRSW)	1395	0	1	<u>436</u>	Yes
311	Supervisor JHA/AJHA Annual Review/Update	1705	12	0	<u>4</u>	No
312	Supervisor Safety Training for Industrial Supervisors (Includes HAZCOM Initial)	1365	12	4	<u>186</u>	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
313	Supervisor Safety Training for Industrial Supervisors Refresher (Includes HAZCOM Refresher)	1366	12	2	<u>87</u>	No
314	Swimming - Class II Certification	1028	0	0	<u>9</u>	No
315	Swimming (OJT by Supervisor)	1993	3	1	<u>27</u>	No
316	Take Charge	2149	0	1	<u>24</u>	No
317	Technical Laser System Safety Officer (TLSO)	1052	0	0	<u>2</u>	No
318	TEMPLATE USING LADDERS IN THE WORKPLACE	1721	0	1	<u>3</u>	No
319	The Nonverbal Agenda	2183	0	1	<u>12</u>	No
320	Traffic Safety (OJT By Supervisor)	1739	0	0	<u>73</u>	No
321	Traffic Safety Briefs Prior to Holidays, Liberty, or Extended Weekends	1176	3	6	<u>2351</u>	No
322	Traffic Safety Operational Risk Management	1166	0	1	<u>146</u>	No
323	Traffic Safety Training Indoc	1742	0	1	<u>238</u>	No
324	Traffic Safety, Train the Trainer (OJT By Supervisor)	1163	0	1	<u>1</u>	No
325	Trainer Course in OSHA Standards for General Industry	2106	48	0	<u>1</u>	No
326	TSRI Confined Space Search and Rescue	1527	12	8	<u>57</u>	No
327	TSRI General Requirements	1524	0	8	<u>21</u>	No

	Course	Course ID	Retrain Period (Mos)	Course Length (Hrs)	Personnel Completed Training	Available On Web
328	TSRI Rope Rescue	1526	12	8	<u>121</u>	No
329	TSRI Search and Rescue	2004	12	1	<u>14</u>	No
330	TSRI Structural Collapse	1525	12	8	<u>17</u>	No
331	TSRI Structural Hazard Evaluation	1536	12	8	<u>8</u>	No
332	TSRI Structural Types	1533	12	8	<u>10</u>	No
333	TSRI Vehicle and Machinery Search and Rescue	1528	12	8	<u>17</u>	No
334	TSRI Water Search and Rescue	1529	12	8	<u>18</u>	No
335	Vehicle Maintenance (OJT by Supervisor)	1994	3	1	<u>242</u>	No
336	Voluntary Protection Program (VPP)	1373	0	0.5	<u>1912</u>	Yes
337	Voluntary Respirator Training	2049	12	2	<u>5</u>	No
338	Water Safety (OJT by Supervisor)	1685	3	1	<u>100</u>	No
339	West Nile Virus Awareness Training	1234	0	0	<u>547</u>	Yes
340	Winter Off-Duty Safety (OJT by Supervisor)	1974	3	1	<u>14</u>	No

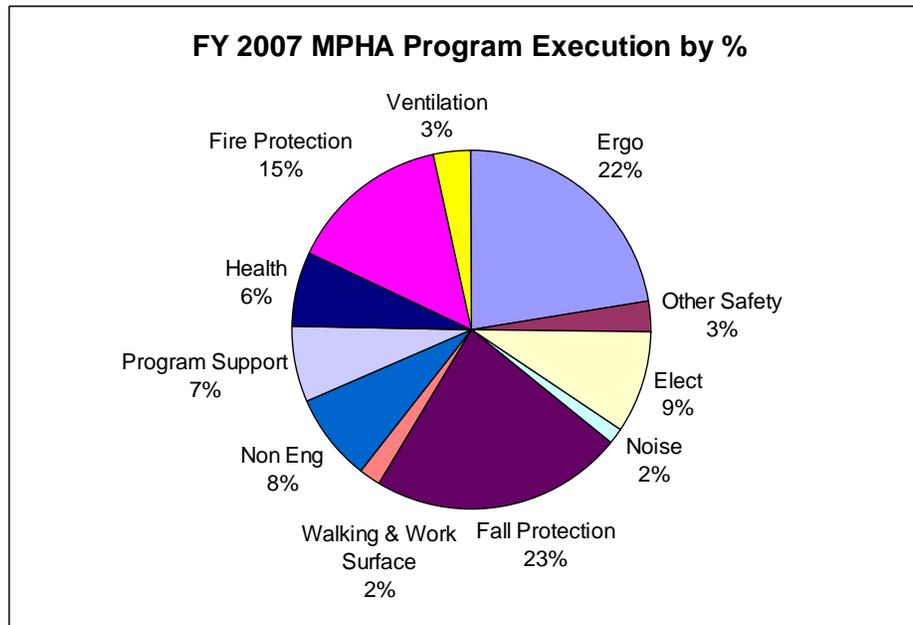
⁽¹⁾ Data Source: Navy Enterprise Safety Application Management System (ESAMS). This safety management system encompasses about 50% of the Navy, making it the most comprehensive source of classroom and online safety training information.

ATTACHMENT D MISHAP PREVENTION/HAZARD ABATEMENT

The Navy’s Mishap Prevention and Hazard Abatement (MPHA) Program is available to fund mishap prevention initiatives and abatement of hazards for which local activities do not have sufficient funds and to address hazards at multiple activities that can be corrected with common designs. The Navy Safety and Occupational Health (SOH) Program requires commands to identify workplace hazards during self assessment, investigations, evaluations, oversight inspections, and through employee reports. The program also requires commands to evaluate and correct identified hazards. Navy commands were able to correct some identified workplace hazards in FY07 with funding secured through the Navy’s MPHA Fund that is administered by the Naval Facilities Engineering Command (NAVFACENCOM). After review of each project against the established decision tree and applicable funding criteria and constraints, the projects are ranked by their Abatement Priority Number (APN) which utilizes the Risk Assessment Code (RAC) and a cost effectiveness index.

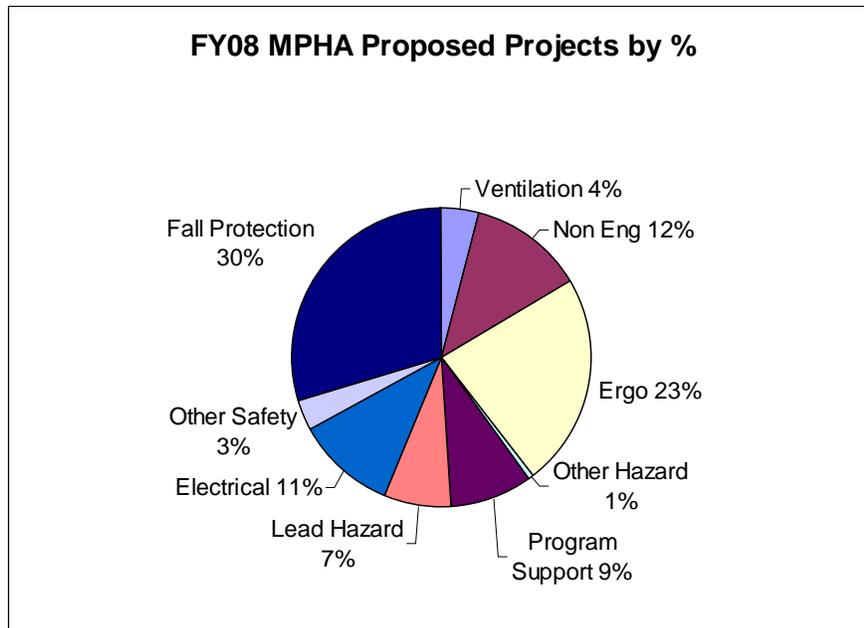
In FY07, approximately \$11 million was obligated and implemented into the system by NAVFACENCOM to fund FY07 MPHA projects. Approximately 66 hazard abatement projects were approved and awarded during FY07. The majority of these Hazard Abatement projects fit into the categories of fall protection, ergonomics, fire protection, and electrical. Examples of FY07 Hazard Abatement projects are listed at the end of this attachment.

Pie Chart 1 illustrates the cost percentages for the breakdown of FY07 MPHA Program projects.



Pie Chart 1

Pie Chart 2 illustrates the cost percentages breakdown of the FY08 proposed projects for the MPHA Program by hazard category for both design and construction. The budget for FY08 is \$9.9 Million.



Pie Chart 2

[Navy MP/HA Program Actions for FY07](#)

[Navy Ergonomics Program](#) – The Navy Ergonomics Subject Matter Expert (SME) represents the Navy on the Department of Defense (DoD) Ergonomics Working Group, developing and updating DoD instructions and guidance documents to prevent work-related musculoskeletal disorders (WMSDs). A new DoD Instruction that updates policy and procedures for preventing WMSDs as defined in DoDI 6055.1, “DoD Safety and Occupational Health Program,” August 19, 1998 is currently in preliminary draft. The document provides procedures to anticipate, recognize, evaluate, and control hazards associated with WMSDs. The Ergonomics SME also serves as the Chair for the Ergonomics Task Action Team (TAT), which is under the auspices of the Occupational Safety and Health Working Group as part of the Navy Operations Safety Support Committee (OSSC). The TAT continued to address ergonomics initiatives by providing parameters, tools, and intervention strategies to reduce WMSDs. The Ergonomics SME and TAT continued to provide ergonomic technical expertise and develop and present ergonomics training Navy-wide. The TAT developed and provided “Ergonomics Awareness” and “Ergonomics for Supervisors” training modules for posting on the Enterprise Safety Applications Management System (ESAMS), a safety and health information management system utilized across our Navy ashore activities. The TAT also developed and presented “Ergonomics for Architects and Engineers” to educate facilities designers and planners in reducing WMSDs in their facility designs and renovations. The Ergonomics SME and TAT will continue to support Navy commands in identifying and reducing WMSDs in the workplace.

[Navy Fall Protection Program](#) - The Navy Fall Protection Subject Matter expert (SME) represents the Navy on the American National Standards Institute (ANSI) Z359 Standards Committees for developing fall protection standards as part of the National Fall Protection Code and serving as Vice Chairman for the main Z359 Committee. The National Fall Protection Code was finalized in FY07 and is expected to be approved by ANSI early in FY08. During FY07, the SME continued to provide fall protection expertise and deliver various fall protection training Navy-wide. The SME also served as the Chair for the Fall Protection Task Action Team (FP TAT), which is under the auspices of the Occupational Safety and Health Working Group as part of the Navy Operations Safety Support Committee (OSSC). The TAT

continued to address fall protection initiatives by providing parameters, tools, and intervention strategies to reduce fall mishaps within the Navy Ashore and Afloat Commands.

Navy Electrical Program – Based on the results of electrical surveys and life safety issues reported by individual sites, NAVFACENGCOM Southwest electrical specialists initiated discussions with Safety personnel at several shore facilities in order to coordinate the resolution of the reported electrical hazards. Sites were revisited, detailed electrical inspections were conducted, and as funding was made available through the NAVFACENGCOM Southwest (SW) MPHA Program, code compliant resolutions were implemented. In 2007, electrical safety projects that posed significant hazards to personnel were completed at Naval Base Ventura County (NBVC) Point Mugu (hangar and Flight Line Electrical Distribution System (FLEDS) grounding), Naval Air Station (NAS) Atlanta (hangar and warehouse fire pumps), and NAS Joint Reserve Base New Orleans (ASR-8 RADAR lightning protection and grounding systems and post-Katrina repairs to the Air Traffic Control Tower lightning protection system). Investigations into reported electrical hazards have also been initiated for several NAS maintenance depots. Further, at the request of the MH-60R/S Fleet Introduction Team, the NAVFACENGCOM SW electrical specialists have surveyed hangar power systems at NAS North Island, CA and Naval Station Norfolk, VA with six other sites to follow as funding permits.

Examples of Mishap Prevention and Hazard Abatement Projects for FY07

Electrical

Repairs to Lightning Protection and Electrical Grounding Systems at Naval Air Station Joint Reserve Base, New Orleans, LA (NOLA)

Implementation of a National Fire Protection Agency (NFPA) 780 compliant lightning protection system and National Electrical Code (NEC) compliant grounding system for the Air Operations Building at Naval Air Station (NAS) Joint Reserve Base (JRB) New Orleans, LA (NOLA) was completed in February 2005. The air field continued to be fully operational and, until Hurricane Katrina hit the area in late August of that same year, had not experienced the random or induced electrical outages as had been seen prior to the repairs.

Although the hurricane's rain and high wind caused no damage to the new (buried) grounding counterpoise system, the air terminals (lightning rods) on top of the Air Traffic Control (ATC) Tower were either carried away or damaged beyond repair. Many of the base infrastructure buildings and personnel housing were also severely damaged, but the facility did not suffer the extreme flooding that was evident in New Orleans proper, 20 miles to the North.

NOLA, as the only operational airfield within 100 miles of New Orleans, became the operational, logistical, and administrative center for the largest natural disaster in United States history. More than 18 million pounds of relief supplies and approximately 10,000 personnel were transferred to the base in the first crucial days following the storm's passing. Over three million gallons of fuel were dispensed to assist in rescue and patrol efforts, and tens of thousands of lives were saved through rescue missions undertaken by Coast Guard, Navy, Army, Air Force, Marine, and National Guard forces staged out of the air station. In fact, the two-runway airfield became the sixth busiest airport in the country for a short period of time.

When operations had returned to almost normal and recovery efforts were well underway, NAVFAC SW was contacted by NOLA Air Operations personnel to report the severe damage to the air terminals. Following a site visit to assess the damage and prepare an Economic Assessment, NAVFAC SW Hazard Abatement Implementation Team (HAIT) contracted with a local New Orleans company, which was

certified to repair and replace lightning protection systems, to erect four new 20 foot fiberglass air tower control lightning masts and make any other repairs necessary to ensure the Lightning Protection system was returned to a code compliant condition. The new masts are more capable of weathering future storms and comply with lightning protection code requirements of the Underwriters Laboratories, Inc., the National Fire Protection Association, and the Lightning Protection Institute. Repairs were completed in February 2007, and the ATC Tower is once again fully protected and operational.



Prior to Hurricane Katrina, all four ATC Tower lightning masts were in place.



Following Hurricane Katrina, three of the four ATC Tower lightning masts had broken off.



Four ATC Tower lightning masts were replaced with a more resilient PVC type of mast.

Repairs to Lightning Protection and Electrical Distribution Systems for the ASR-8 Ground Approach Radar at NAS JRB, New Orleans, LA (NOLA)

During an electrical safety survey, numerous personnel hazards were noted related to the ASR-8 Airport Surveillance Radar. Among these were the compromised lightning protection system on the radar tower, deterioration and varmint infestation of the main ASR-8 power distribution panel, shock and fire hazards

associated with the transformer supplying power to the main distribution panel, and a deteriorating utility panel providing power to the transformer room.

In June 2007, NAVFAC SW funded the needed resolutions. Subcontracts were awarded to local firms to: (1) implement a certified lightning protection system for the radar tower, including appropriately sized copper wire down conductors and connection to the existing counterpoise system; (2) disassemble and clean the main power panel inside the control building and replace old breakers and any remaining non-salvageable parts; (3) replace the control transformer for the radar's main power panel; and (4) replace the deteriorated utility panel for the transformer room. Because of the critical need for the equipment involved, all work was completed in one day with no disruption of service to the base.



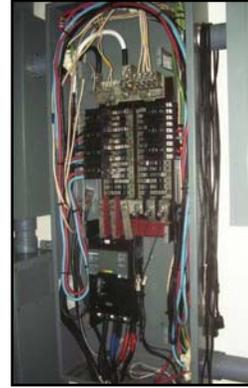
Prior to repairs, the Radar Tower lightning conductors were improperly sized, not properly attached, and the wrong types of connectors were used to join the separate leads together.



Properly sized conductors were installed with the correct type of connectors, and the system was joined to the intact counterpoise to provide a certified lightning protection system for the radar tower.



Various types of varmint infestations had damaged critical electrical components and created a serious potential for fire or explosion due to clogged vents on the main breaker.



All components were removed and either cleaned to a 'like new' condition or replaced. The breaker box was then reassembled with new and cleaned parts, and the openings were sealed to prevent future unwanted intrusions.



The old transformer supplying the main breaker panel for the ASR-8 had been turned up to adjust for the high demand and was overheating and failing to meet the necessary needs (l). A new transformer was installed to handle the required loads under safe operating conditions (r).



The old, deteriorating utility breaker box (l) in the transformer room was replaced with a new box and new breakers (r).

Electrical Shock Hazard and Degraded Maintenance Capability at Naval Base Ventura Country (NBVC) Point Mugu, CA, Hangar 533

In March of 2007, as a follow-up to a previous survey of the power systems associated with Hangar 553, NAVFAC SW Hazard Abatement Implementation Team electrical and power quality specialists conducted a detailed survey of the 400 Hz Inverter Systems inside the hangar and the 300 KVA Flight Line Electrical Distribution System (FLEDS). This visit served to validate and document personnel safety hazards and discrepancies previously brought to light, and enabled the Team to clearly define a Statement of Work (SOW) and determine the funding required for corrective action.

The inspection validated hazards related to poor grounding measures that resulted in high noise voltage on aircraft fuselages and put both personnel and sensitive electronic equipment at risk. In order to correct the issues, the power supply equipment needed to be properly grounded to comply with NEC and NAVFAC guidelines and proper electrical grounding points needed to be provided to comply with MIL-HDBK-274(AS) requirements.

The inspection also revealed that better protection could be provided for both operating personnel and systems by installing a ground fault monitoring system previously utilized to provide protection in hangars at NAS JRB Fort Worth, TX.

NAVFAC SW issued a subcontract (through a competitive bid process) to a qualified electrical contractor in the vicinity of Point Mugu to provide qualified personnel and materials to satisfy the requirements of the SOW.

On 9 July 2007, under the oversight of the NAVFAC Hazard Abatement Implementation Team (HAIT), the contractor initiated the corrective actions necessary to resolve the hazards. Three weeks into the project, a modification was made to the SOW to add additional grounding points to the rear FLEDS line in order to remove a personnel safety issue that was observed first hand during the repair process. The entire repair process, including the additional work associated with the modification, was completed in approximately five weeks, successfully removed all the hazards identified, and increased the safety environment of both personnel and equipment.



The 400 HZ Inverters were not bonded to building steel and therefore were not configured as derived systems in violation of NEC and NAVFAC guidance. The existing configuration was allowing voltage to circulate on the airplane's skin thereby exposing personnel to possible shock hazards and degrading sensitive aircraft components. Aircraft cables were not protected against faults.



Existing ground wires were extended to allow them to be connected to the terminal blocks, which were then bonded to the neutral.



Ground Leakage Monitoring units were installed to monitor aircraft cables and provide additional safety protection to both maintenance personnel and aircraft equipment.



The FLEDS were not configured as derived systems in violation of NEC and NAVFAC guidance. This raised the same issues as with the hangar inverters. Maintenance personnel were attaching the safety grounding cables to the aircraft Tie Downs in the front row of the FLEDS because there were no proper grounding points available. In many instances the impedance of these Tie Downs exceeded the maximum limit to provide a safe grounding source.



In the back row, the grounding cups were positioned in front of the normal aircraft positions, causing the maintenance personnel to abandon these grounds whenever the aircraft engines were engaged to prevent the possibility of foreign object debris (FOD) from tangling in the propellers. When aircraft were powered up with the power cables still attached and the ground cable removed, they were not protected against faults, thus posing an electrical safety risk to personnel.



Electrical vaults, local to each FLEDS, were found to be flooded putting electrical cables underwater. They were subsequently pumped out and the ground rods located in the vaults. Ground cables were then exothermically welded to existing rods to provide the best permanent connection.



The flight line concrete was cut and removed to allow for the installation of ground cables and aircraft grounding cups. The grounding cups and cables were then set in a concrete with high flexural, tensile, and compressive properties.



Grounding cables from both the aircraft ground cups and the vaults were run into the FLEDS and tied to the ground bar to establish the required separately derived system and protection for personnel.





As with the hangar systems, ground leakage monitors were installed with Sum Current Transformers to provide fault protection. The FLEDS were load tested after repairs and the fault monitors adjusted to ensure the proper operation and provide critical protection to personnel and equipment.

Repairs to the Fire Pump House, Building 34, at Naval Air Station JRB Atlanta, Marietta, GA

At the request of NAS Atlanta Safety personnel, NAVFAC SW Hazard Abatement Implementation Team (HAIT) electrical and power quality specialists conducted a detailed survey of Building 34, Fire Pump House, to validate and document safety hazards and discrepancies in order to enable the Team to clearly define a Statement of Work (SOW) and determine the funding required for corrective action.

The survey resulted in the verification of several electrical circuit inconsistencies and shortfalls which were violations of NEC and NFPA-20. These conditions were largely due to aging and outdated systems as well as poor management of circuit modifications. Several additional building feeds had been bus connected to the substation, in violation of safety codes. The fire pump controllers are approximately 50 years old and no longer supported by the manufacturer. Initial investigation determined that total replacement was not possible due to funding constraints and task complexity. The Team recommended, and NAVFAC SW agreed, to contract for a complete systems inspection and refurbishment.



Building 34 contains a 1,000 KVA substation feeding four Fire Pump Controllers.

The initial task was to perform a visual inspection of the substation components and fire pump controllers and execute an Infrascan of the equipment under load to identify any potential trouble spots that would need more in-depth scrutiny. Because of the specialized equipment and training needed to carry out such an examination as well as the age and limited documentation still available for the equipment to be examined, a noted company in the industry was contracted to perform this task. Based on the examination report and its recommendations, an SOW was written, bids were accepted, and a contractor was chosen.

On June 25th, 2007, power to Building 34 was secured and the major segments of the repairs were started. The following morning, power was reinstated after successful completion of the scheduled repairs.



An Infrascan of the primary fire control equipment was performed.

During the course of their inspection, the contractor discovered a potentially serious developing situation on the Medium Voltage switch. Left undiscovered, the arcing would have eventually worked its way over to the cabinet surface, approximately 1 inch away, and resulted in a phase to ground short.



The resulting explosion from this short would likely have caused severe damage to the equipment and possibly maimed or killed any nearby personnel and permanently disabled the main hangar fire suppression system for quite some time until repairs could be made.

A temporary fix was made until the problem could be corrected during the upcoming repair.

Actions taken were:

1. Disassemble, clean, lubricate, and exercise the high voltage switch.



2. Clean and test the substation transformer.



3. Clean, lubricate, and exercise fire pump controllers and refurbish starter contact sets.



4. Install four upgraded circuit breakers.



5. Relocate Building 19 and Building 38 feeds from the transformer bus to unused circuit breakers.

After the major segments were completed, there was still additional work to be done before the entire task was accomplished. Part of this work included reconditioning the contactors for the individual pump controllers. Other work done during this period included a Megger test of all four motor feeder circuits; replacement of inoperable indicator light sockets and



lamps; cleaning, testing and calibration of substation panel meters; performing a flow test on the pumps; and providing training to base personnel on the new equipment.

Fall Protection

Fall Protection for Riggers on Special Purpose Crane at Naval Support Activity (NSA) Mechanicsburg, PA

Naval Support Activity (NSA) Mechanicsburg, PA is a multi-purpose inventory control point for several DoD organizations, including the Navy. A previous study by NSA safety personnel showed that there were significant fall hazards at the site - situations in which operators or maintenance personnel would be at risk of sustaining injuries from falls while working on or operating equipment. The Naval Facilities Engineering Command Southwest (NAVFAC SW) Hazard Abatement Implementation Team (HAIT) was tasked to evaluate lift rigging operations (means by which the required lifting equipment is attached to the specific items to be raised by a crane) of a special purposes crane.

Fall hazard abatement specialists from the HAIT visited the site in to evaluate the rigging operations and verify fall hazard situations through conversations with the crane owners/managers, as well as detailed discussions with the riggers who perform the operational duties that put them in the hazardous situations.

The special purposes crane is a 200-ton, stationary gantry crane which is controlled via a trolley mounted cab which sits roughly 60 feet in the air. It is rated "SPS," or Special Purpose, which reflects the crane's requirement to handle sensitive equipment and material. The crane is one of the main workhorses at NSA Mechanicsburg due to its SPS rating and its continual use throughout the year. Additionally, as with any modification made to any Navy crane, the special purposes crane required a Crane Alteration Request (CAR) to be completed and approved prior to implementation of any modifications. As this is an SPS rated crane, the CAR received high level attention.



Special purposes crane

Representatives of the NSA Safety department provided a detailed description of the fall hazards associated with rigging the special purposes crane. Discussions relating to the specific rigging requirements and procedures, along with associated fall hazards, were held with the rigging foreman. Additionally, the individuals responsible for all aspects of the crane provided additional information on requirements and limitations which may be encountered during implementation of any fall protection resolution. Several options were discussed as well with the other riggers. They stated that they needed an overhead fall arrest system which could support up to six independently working individuals at any given time. They also said that because the special purposes crane is used to lift a variety of different items, each with independent height and attachment requirements, a flexible, all-weather solution is desired.

During the set-up and disassembly of the rigging required to perform the hoisting operations, which in general consists of lifting large cylindrical pieces of equipment roughly 35 feet in height, as many as four riggers must free-climb the equipment to be lifted in order to access the lifting points. Working without fall protection, these riggers must handle and position heavy

slings and shackles for up to six hours at a time, all while working outdoors, at times in the dead of winter. As OSHA violations were noted recently for this specific aspect of the lifting operation, the crane owners and operators were anxious to quickly resolve this issue. In discussions with the Public Works department, the Team learned that the original equipment manufacturer of this crane had previously developed an overhead beam and trolley for a similar crane, which successfully addressed NSA's problems.

Based on a comprehensive trade-off analysis, the HAIT recommended that the original equipment manufacturer design, build, and implement an overhead trolley system. This system, although one of the least ideal with respect to the control level of the fall hazard (4 of 5), has several advantages which made it the most ideal resolution:

- (1) the end users requested this solution;
- (2) the requirement for the manufacturer to review and approve any changes to the crane due to its special purposes designation; and
- (3) the HAIT has worked with this manufacturer previously to resolve other fall hazards on this specific crane with very positive results.

The overhead trolley system, completed in March 2007, is flexible enough to provide fall protection for almost anything which needs to be attached to the crane, and is not reliant on weather conditions or ground quality/conditions. Additionally, the riggers have access to a 45 foot man-lift which can be used for rescue situations.

[Photos of new overhead trolley system installed:](#)



Fall and Ergonomics Hazards at Naval Station (NAVSTA) Rota, Spain

The Naval Construction Force (Seabees) stationed at NAVSTA Rota, Spain often perform tasks that potentially expose personnel to a variety of fall and ergonomics hazards. These tasks, such as breaking up and transferring concrete, introduce high hand forces, vibrations, and contact stress. The tasks also could expose personnel to awkward body postures as well as excessive lifting force.

The primary fall protection issues were reaching the lights in the warehouses, ventilation systems in the mechanic and builder shops, and working on the exterior of buildings - security lighting and roofs. Most of the facilities are warehouses (100 - 120 ft x 40 ft) with high ceilings, which make it difficult to reach lighting, vents, and ventilation systems for repair/maintenance. The warehouses all have manual roll-up doors, and reaching the operating mechanisms at the top of the doors is difficult.

In an attempt to decrease the risk of personnel injury, NAVSTA Rota implemented an interim three part control program. First, all personnel must attend periodic training on preventing back injuries. Second, there is a two-man lifting policy where the number of assigned personnel permits this. Third, expensive scaffolding is erected to gain access to 35 foot or higher working areas.

The proposed long term solution was to minimize fall hazards and eliminate tools that produce high vibrations (jackhammers) and replace them with special construction vehicles. These vehicles include:

- Man-lifts that would reduce work on ladders as well as eliminate the need for the expensive scaffolding.
- “Bobcat” units with attachments that would both allow the operator to break the concrete, scoop it off the ground, and move it to the desired location. This would eliminate jack hammering and manual digging.
- Utility carts to transport tools and equipment to different work stations around the NAVSTA Rota Camp Mitchell facility. This would eliminate the need to manually load heavy equipment.

The Naval Facilities Engineering Command Southwest (NAVFAC SW) Hazard Abatement Implementation Team (HAIT) researched several possible solutions to the fall abatement issues described above. It was their recommendation that a sixty foot articulating boom lift be provided as well as a trailer to transport the lift to the various sites on the station. NAVFAC SW approved funding for the man lift and trailer that were subsequently purchased from the GSA schedule and shipped to Rota.

Other equipment provided to resolve the ergonomics issues included height adjustable carts, portable scissor lift carts, an electric pallet truck, tool stools, bucket boss tool carriers, dry wall sander kits, welding creepers and forklift personnel platforms.

[Facilities without lift capability or scaffolding equipment:](#)



Facilities with manlift capability and new scaffolding equipment:



Fall Protection for Air Handling Units at Naval Support Activity (NSA) Mechanicsburg, PA

Safety engineers from the Naval Facilities Engineering Command Southwest (NAVFAC SW) Hazard Abatement Implementation Team (HAIT) conducted a site survey in to gather data on four Air Handling Units (AHUs) at the Naval Support Activity (NSA) Mechanicsburg, PA.

Accompanied by site personnel, HAIT members conducted a thorough examination of the AHUs on the four buildings in question and identified numerous fall hazards of which the most common were inadequate or missing guardrails and unsafe access to the service sides of the AHUs. Using the information from this visit, options were developed and a detailed cost/benefit trade-off analysis was conducted resulting in a Site Analysis containing recommendations for the “best value” resolutions to the verified hazards.

HAIT design engineers returned to the site to take detailed measurements and generate computer models of the existing structures. From this data, design and fabrication drawings were prepared and submitted to the site for comment and review.

When all comments were resolved, separate SOWs were prepared for fabrication and implementation and with the approved drawings, released to a number of qualifying companies to obtain quotes for the respective efforts. Subcontracts were awarded in May-June 2007 for fabrication with implementation successfully completed in mid August.

Bldg. 14B without platform
AHU's:



Bldg. 14B with platform and access access to
to AHU's:



Bldg. 407 without platforms or access to AHU's:Bldg. 407 with platforms and access to AHU's:Fall Protection For Stacked Furnaces at Naval Support Activity (NSA) Mechanicsburg, Pa

Safety industry design engineers from the Naval Facilities Engineering Command Southwest (NAVFAC SW) Hazard Abatement Implementation Team (HAIT) conducted a site survey to gather data on ten stacked furnaces at Naval Support Activity (NSA) Mechanicsburg, PA.

HAIT personnel visited the site and accompanied by site personnel examined the ten buildings in question. This detailed survey of the buildings and furnaces revealed many fall hazards of which the most common were inadequate or missing guardrails, unprotected ladder openings, and limited or no access to the side of the furnaces that must be serviced. Using the information from this visit, potential OSHA compliant options were developed for each hazard and a detailed cost/benefit trade-off analysis was conducted resulting in a Site Analysis containing recommendations for the "best value" resolutions to the verified hazards.

HAIT design engineers returned to the site in to take detailed measurements and generate computer models of the existing structures. From this data, design and fabrication drawings were prepared and submitted to the site for comment and review. When all comments were resolved,

separate SOWs were prepared for fabrication and implementation and with the approved drawings, released to a number of qualifying companies to obtain quotes for the respective efforts. Subcontracts were awarded for both efforts, all materials fabricated and implementation completed by mid August 2007.

Furnace Rooms without platforms or access ladders:



Furnace Rooms with new platforms and access ladders:



ATTACHMENT E – SAFETY SUCCESS STORIES

The *1,001 Safety Success Stories* web pages were developed and posted on the public domain portion of the Naval Safety Center website, <http://www.safetycenter.navy.mil/success/default.htm> to communicate the Navy's commitment to the safety and quality-of-life of our personnel. The purpose of the Success Stories is to inform Sailors, their families, Navy civilians, and the general public about what the Navy is doing to protect the military and civilian work force from workplace fatalities, life-threatening injuries and illnesses, and crippling disabilities. By providing real examples at Navy field activities, the stories widely disseminate valuable lessons-learned, innovative technologies, and successful programs and initiatives.

The examples of SOH successes reported in the Safety Success Stories also demonstrate the value added by safety and best business practices, and how such initiatives result in productivity gains and cost savings. An additional feature of the Success Stories web pages is the [Safety Stories Cost/Time Savings Chart](#) (see sample from chart on Page E-5 below), which highlights in table form the challenges, improvements, and cost, time and labor savings of selected stories. The *Safety Stories Cost/Time Savings Chart* helps the Navy to build the "business case for safety." A conservative estimate is that for every dollar invested in safety, the return is between three and ten dollars.

In FY07, seven new stories were posted to the *Safety Success Stories* web pages. The stories focused on OSH areas of concern, such as ergonomics, fall protection, and the Navy installations that have achieved *Star* and *Merit* status in OSHA's Voluntary Protection Program. Summaries of two stories are provided as examples:

Naval Hospital (NAVHOSP), Rota Resolves Ergonomics and Safety Issues in Operating Room - When the Navy's Bureau of Medicine & Surgery (BUMED) Headquarters safety office invited all their medical treatment facilities to examine common safety and ergonomics concerns in the healthcare work setting, NAVHOSP Rota chose to study the operating room (OR) environment. Specifically, Rota's proposal was to address several safety and ergonomics challenges present in one of their ORs. Rota recommended several upgrades to the operating room configuration, including installation of the unique state-of-the-art *Skytron* system, comprised of ceiling-mounted boom racks and flat-panel video displays located on suspended, swiveling racks.



OR was congested with equipment.

A study of the procedures conducted in the OR revealed crowded working conditions that presented safety issues for the surgical team. For example, electrical cords and gas lines located on the operating room floor were a tripping hazard. In addition, surgeons and technicians were in the path of possible exposure to potentially harmful surgical smoke from cauterizing and burning tissue.

Several ergonomics issues were related to the use of the video endoscopy system (VES) camera technique in the NAVHOSP Rota OR. The VES cart blocked one side of the OR table making equipment access and adjustment difficult; the distance needed to reach the patient across the operating table created awkward working postures; and while using the VES camera technique, surgeons and OR staff members stood at the operating table for up to six hours (more during complicated orthopedic surgery) while maintaining an essentially immobile posture.

Working in the same position, standing for long periods, and/or maintaining awkward postures can lead to discomfort of the neck, arms, shoulders, back, knees, and legs. Standing for long periods can also cause pooling of blood in the legs and feet, resulting in aching and fatigue. Frequent, repeated, or lengthy exposures to such risk factors may not allow for adequate rest and recovery of fatigued muscles. When that happens, the worker may develop a Work-Related Musculoskeletal Disorder, or WMSD.

Based on observations and results of a Job Requirements & Physical Demands (JR/PD) survey administered to the OR staff by a Navy ergonomist, NAVHOSP Rota recommended the purchase of ergonomically designed OR equipment.



System of ceiling-mounted boom racks and flat-panel video displays located on suspended, swiveling racks reduces clutter in OR and allows surgical team to work in neutral postures.

To make the recommended improvements to the NAVHOSP Rota OR, the command applied for and received funding from the Chief of Naval Operations Mishap Prevention and Hazard Abatement (MPHA) Program managed by the Naval Facilities Engineering Command. The MPHA Program oversees and funds the correction of identified high-risk safety and health deficiencies, which exceed the funding capabilities of Navy shore activities that request such assistance.

The new OR equipment included ergonomically designed seating for surgical staff and *Skytron* equipment carrier racks that eliminated awkward work postures and mitigated the effects of standing for long periods. With the installation of the new equipment, potential safety hazards created by cable and gas line clutter and electro-surgical smoke have also been eliminated as these utilities are now re-routed through ceiling outlets to pass through the *Skytron* system.

Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility Achieves OSHA VPP Star Status - Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) plays a critical role in maintaining the readiness of the U.S. Pacific Fleet. PHNSY & IMF maintenance capabilities include overhauling, repairing, converting, altering, refurbishing, refueling, defueling, and decommissioning Navy vessels. On 22 June 2007, OSHA recognized the PHNSY & IMF for excellence in safety and health in the workplace through attainment of “*Star*,” or highest level, status within OSHA’s Voluntary Protection Program (VPP). It is the fourth Naval Sea Systems Command (NAVSEA) shipyard and the sixth DoD worksite in the nation to become an OSHA VPP *Star* site. [Read about the other NAVSEA shipyards and their VPP success stories by clicking on: <http://www.safetycenter.navy.mil/success/all.htm>.]

The VPP *Star* award designation indicates that the organization receiving the award has exceeded the four basic VPP elements:

- Management Leadership and Employee Involvement,
- Worksite Analysis,
- Hazard Prevention and Control, and
- Safety and Health Training.

PHNSY & IMF Safety Branch Head, Lyrita Gochenouer, said the shipyard began striving for VPP recognition in 2004, and that many employees participated in the journey to reach *Star* status. “We have a successful safety and health program because of our workers’ personal commitment to work safely and look out for the safety of their coworkers,” she said. “Our shipyard’s accident rates are currently 44 percent below the national average for the shipbuilding and repair industry because of our high safety standards.”

The *Star* designation was awarded to PHNSY & IMF after a ten-person OSHA team, from six different regions, conducted a weeklong on-site review of the PHNSY & IMF VPP application and the command’s safety and health programs. The on-site review also included interviews with employees and contractors, and a complete tour of the PHNSY & IMF worksites.

Examples of PHNSY & IMF Path to VPP Star Recognition

- Injury rates have declined consistently since 2004. This has been the primary safety and health goal and objective of PHNSY & IMF. Mishap reduction goals are established at a 20 percent reduction from the previous year. Specific mishap reduction targets are established for each shop based on the previous year’s performance. Mishap and severity goals/targets are established for each submarine repair project depending on the best previous rate, or the most recent similar availability.
- Employees are intimately involved in the safety and health management program through:
 - Inspection of workplaces and hazard abatement
 - Safety committee involvement
 - Job Hazard Analysis
 - Participation in the PHNSY & IMF VPP Passport Program.
- The VPP Passport Program encourages all employees to become actively involved with improving the safety culture at PHNSY & IMF.
 - Program enables employees to become familiarized with the VPP principles and requirements.
 - Passport is an activity-based series of steps employees complete and submit to supervision for verification.
- A “Sandwich Board” communication system with VPP "Fast Facts" is used, and signs are located in high traffic areas throughout PHNSY & IMF.
- Code 970, Coatings and Services Shop’s “HURT” [Help U Reduce Trauma] newsletter stimulates employee interest in safety and health at work and demonstrates that safety and health awareness and practices apply to their personal lives as well as to their occupations.
- Job Hazard Analyses are conducted to ensure safety and health considerations are properly addressed in the following areas:
 - Drawings and specifications for construction projects
 - Procurement of new equipment
 - New or modified processes, materials, or equipment
 - Task-based and system/process hazard analyses
 - Routine operations
 - Machines.

Examples (Continued):

- PHNSY & IMF has invested in an ergonomics program that includes ergonomics training by a contractor, an employee-led “Flex and Stretch” program in some shops, self-led ergonomics digital video disc (DVD) exercises, and ergonomic assessments by the PHNSY & IMF OSH office.
- The shipside Shipboard Hazardous Energy Control Program process includes a very robust trend analysis process that reviews audit deficiencies including documentation, communication, and implementation abnormalities. The information is used to determine root causes so corrective actions can be developed and implemented. A Work Control Training Bulletin is developed and sent out fleet-wide to inform the work teams of issues to prevent reoccurrence.
- Housekeeping throughout the facilities and dry docks is a high priority, and all areas are exceptionally well maintained.
- PHNSY & IMF requires all personnel using a bicycle as a mode of transportation within the shipyard to wear bicycle helmets.
- Code 920, Structural Shop, has designed and fabricated a flexible welding lead cover from sheet metal that can be applied to the leads to protect welders from welding slag and burn through.
- “Take Two” is a simple concept to prevent an accident or injury by taking steps to eliminate hazards or implementing necessary precautions.
 - Take two minutes before you start a job or task to identify hazards that could result in you being injured while performing that particular job or task. Look around, above and below you to spot any potential hazards.
 - Ask yourself these questions before starting any job at home and at work:
 - What can hurt me or those around me on the job today?
 - What am I doing about it?
 - If I can’t fix it, who can I call to help me get it fixed?

Deputy Assistant Secretary of Labor for OSHA, C. Bryan Little, presented the *Star* certificate and VPP flag to Captain Frank Camelio, Commander of Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility.

“Through hard work, compassion for your fellow employees, team spirit and commitment to excellence, Pearl Harbor has achieved *Star* status in OSHA’s Voluntary Protection Program,” Little said at the ceremony. “The VPP *Star* is OSHA’s highest level of recognition for safety and health excellence. You have reached this elite level – the best of the best – by realizing that the best way to protect each other on the job is by preventing injuries and illnesses.”

**SAMPLE SAFETY SUCCESS STORIES COST/TIME SAVINGS CHART
FY 2007**

ACTIVITY	CHALLENGE	IMPROVEMENT	COST SAVINGS	TIME/LABOR SAVINGS
ACU-4 Little Creek, VA 	Prolonged awkward postures, extended reaches overhead.	Design of height-adjustable, rotating mobile propeller fixture for transporting LCAC propellers and working on them in the Propeller Shop.	Reduced risk of WMSDs of the neck, back, arms, and shoulders with resulting workers' compensation costs.	Return on investment of 223 days based on improvements in productivity and the statistical probability of avoidance of at least one work-related injury or WMSD.

EXECUTIVE SUMMARY FOR FY 2007 SAFETY SUCCESS STORIES

[Note: If reading an electronic file of this report, click on title to view the entire story]

[Naval Weapons Station Charleston Awarded OSHA VPP Merit Status](#) – On 25 May 2007, Naval Weapons Station (WPNSTA) Charleston celebrated designation by OSHA as a Voluntary Protection Program Merit site. The VPP Merit designation is an effective stepping stone to becoming an elite Star site. Read about the steps WNPSTA Charleston took to improve the command's safety program in order to achieve Merit status, including their Statement of Commitment, Job Hazard Analyses, and employee recognition. Also included in the story are resources about the Voluntary Protection Program.

[Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility Achieves OSHA VPP Star Status](#) - On 22 June 2007, OSHA recognized the PHNSY & IMF for excellence in safety and health in the workplace. It is the fourth Naval Sea Systems Command (NAVSEA) shipyard and the sixth DoD worksite in the nation to become an OSHA Voluntary Protection Program (VPP) Star site. One step PHNSY & IMF took toward Star site qualification was to establish mishap reduction goals at a 20 percent reduction from the previous year. This story outlines additional actions taken by PHNSY & IMF on their path to Star designation and provides general information about OSHA's VPP.

[Naval Support Activity Mechanicsburg Deploys "First of Its Kind" Overhead Crane Retractable Rigger Fall Protection System](#) – Safety program personnel at the Naval Support Activity (NSA) Mechanicsburg, PA culminated months of planning and design by successfully deploying a first-of-its-kind retrofit of one of the base's large-tonnage overhead cranes to help enable mission accomplishment and protect workers from falls. NAVFAC Hazard Abatement project funds enabled the command to design and purchase a self-retracting lifeline (SRL) system.

[Naval Hospital, Rota Resolves Ergonomics and Safety Issues in Operating Room](#) - Naval Hospital Rota made a thorough survey of working conditions in one of its operating rooms, which revealed safety and ergonomics issues. With help from the Navy Ergonomics Hazard Abatement and Mishap Prevention programs, the command was able to identify, purchase, and install cutting edge equipment to resolve these issues. The equipment includes a unique system of ceiling-mounted boom racks and flat-panel video displays located on suspended, swiveling racks.

[Assault Craft Unit Four, Little Creek, VA Prevents Injuries With Ergonomic Intervention](#) – In Propeller Repair Shop – Navy LCAC propellers weighing about 900 pounds were periodically removed for routine maintenance at the Propeller Shop at Assault Craft Unit Four (ACU- 4), Little Creek, VA. Shop technicians were forced to either stand and work in a bent-over position, kneel, or sit and reach overhead to work on a propeller, which put them at risk for WMSDs. Through the Navy Ergonomics Program, ACU-4 obtained a height-adjustable, rotating mobile fixture for transporting and working on LCAC propellers. The fixture was designed to adjust vertically and horizontally to allow technicians maximum access to all parts of a propeller with minimum discomfort or exposure to ergonomic stressors. A return on ACU- 4's investment of 223 days was calculated based upon the improvements in productivity and the statistical probability of the avoidance of at least one work-related injury or WMSD.

[Trident Refit Facility, King's Bay Uses "Good Ergonomic Decision Making" to Prevent Injuries and WMSDs](#) – TRIREFFAC Ready Stores facility workers used to manually handle 55-gallon drums weighing as much as 850 pounds. This procedure put workers at risk for injuries and work-related musculoskeletal disorders (WMSDs). An ergonomics evaluation resulted in purchase of a drum handler that can be affixed to a forklift. The drum handler lifts, carries, and sets down 55-gallon drums weighing up to 1,000 pounds. Ready Stores workers are no longer at risk for injuries and WMSDs due to manual handling of heavy drums.

[VPP Star Status Awarded to Norfolk Naval Shipyard](#) - In March 2006, Norfolk Naval Shipyard (NNSY) was awarded OSHA Voluntary Protection Program (VPP) Star status in recognition of its success in reducing injury rates and improving safety procedures. The shipyard's On-Duty Total Case Rate (TCR) declined **58%** from FY 01 to FY05. This success story presents the goals set by NNSY to achieve VPP *Star* status, outlines how the shipyard achieved these goals (including use of Lean Six Sigma), and presents specific safety programs NNSY initiated along the road to becoming an OSHA VPP *Star* site. Additional success story features include information on the OSHA VPP Program, the application process, and how to qualify for membership.



DEPARTMENT OF THE NAVY
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WASHINGTON, DC 20350-3000

5103

SD

JAN 16 2008

MEMORANDUM FOR DEPUTY ASSISTANT SECRETARY OF THE NAVY (SAFETY).

Subj: ANNUAL MARINE CORPS OCCUPATIONAL SAFETY AND HEALTH REPORT

Ref: (a) Asst Sec of Labor for OSH memo of 11 Sep 07

Encl: FY 2007 U.S. Marine Corps Annual Occupational Safety and Health Report to the Secretary of Labor

1. Per the reference, Marine Corps input to the subject report is enclosed.

2. Point of contact is Mr. R. E. Godwin, (703) 614-2147 ext 2505; rufus.godwin@usmc.mil .

A handwritten signature in purple ink, appearing to read "J. D. Grace", is written over the typed name.

JAMES D. GRACE
Director, Safety Division
By direction of the
Commandant of the Marine Corps

FY 2007 U.S. Marine Corps Annual Occupational Safety and Health Report to the Secretary of Labor

Name of Department/Agency: United States Marine Corps

Address: Commandant of the Marine Corps (SD), 2 Navy Annex, Washington DC 20380-1775

Number of federal civilian Marines this report covers: 15,906

	Name	Official Title
DASHO	General Robert Magnus, USMC	Assistant Commandant of the Marine Corps
Director of Safety:	Col James D. Grace, USMC	Director, Safety Division
OSH Manager:	Mr. Richard M. Coyle, GS-15	Head, Occupational Safety and Health Branch

EXECUTIVE SUMMARY

The overall goals of the Marine Corps Occupational Safety and Health (OSH) program are to prevent occupational injury and illness; reduce the severity of mishaps; preserve material resources; and improve operational readiness. The OSH program applies to U.S. Marine Corps installations and units worldwide and our military and civilian employees at those locations.

The population covered in this report is comprised of active duty military and civilians employed both in the United States and abroad. This includes 192,000 Marines and 15,906 appropriated-fund civilian employees at installations, including training bases, air stations, and logistic bases within the United States, and deployed at field locations across the globe. Missions are widely diverse, ranging from offices, schools, hands-on training in high-risk occupations, deployments to contingency operations, and general industrial operations.

The Warrior and civilian Marines of the United States Marine Corps maintained their sharp spear as well as their human and material resources in Fiscal Year 2007. The injury and illness rates and the federal workers compensation program costs reflected downward trends.

The leadership of the U.S. Marine Corps supports the safety and occupational health of its Warrior and civilian Marines with both resources and professional staffs in garrison and field operations. The U.S. Marine Corps trained 51 tactical safety specialists at the U.S. Army Combat Readiness Center's Career Program Twelve (CP-12) course.

New injury and illness cases, as reported by the U.S. Department of Labor, Office of Workers Compensation (OWCP) have decreased by 23 percent over FY 2006. The total case rate (TCR) and the lost time case rate (LTCR) decreased by 25 and 27 percent respectively. The workers'

compensation total chargeback cost increased by 4 percent to \$18.3 million; however, the 2007 continuation of pay (COP) cost decreased by 11 percent and the chargeback for the current chargeback year cases decreased 14 percent. There was an 11 percent decrease in lost workdays, as well as a 7.5 percent decrease in the rate of lost production days due to injuries and illnesses.

Injury and illness recordkeeping continues to improve. A web-based program developed by the Naval Safety Center (NAVSAFECEN) called the Web Enabled Safety System (WESS) is used by the Marine Corps for injury and illness recordkeeping. WESS is Part 1960 compliant and continues to evolve.

Marine Corps Logistics Base, Barstow CA, became the first Marine Corps installation recommended for Voluntary Protection Programs STAR recognition. Final OSHA approval is pending.

Maintenance Center, Albany GA, commenced its pursuit of Voluntary Protection Programs (VPP) recognition by establishing a Risk Maintenance Office (RMO) with the RMO directly reporting to the Commander/Deputy Commander. Maintenance Center Albany was recognized in 2007 by the Secretary of the Navy and Commandant of the Marine Corps for “exceptional efforts in promoting operational excellence through effective safety management,” and received the Department of the Navy 2007 Safety Excellence Award.

Local Marine Corps command involvement with Field Federal Safety and Health Councils continues. Employee support initiatives included sponsorship of several OSH professional development courses. Section III of this report provides specific information.

Key FY 2008 initiatives focus on revising our safety strategic plan; assessing implementation of our Core Safety Services; improving the safety culture to reduce staggering motor vehicle mishap losses; and improving data quality.

Safety, Health, and Return-to-Employment (SHARE) Initiative — the U.S. Marine Corps exceeded the Presidential SHARE goals in FY 2007 with:

- Lower total injury and illness case rates,
- Lower case rates for lost time injuries and illnesses,
- Improved timely reporting of injuries and illnesses, and
- Reduced rates of lost production days due to work-related injuries and illnesses.

Motor Vehicle/Seat Belt Safety—In FY 2007 the U.S. Marine Corps reduced the number of civilian Marine motor vehicle accidents fifty percent from 2006 and experienced one civilian employee pedestrian fatality, though off-duty and not reportable to OSHA. The employee was on-base walking from his personal motor vehicle to his workplace when struck.

Recordkeeping Requirements—A web-enabled safety system is used to store and analyze civilian employee mishaps.

Workplace Violence—None reported among approximately 15,000 civilian Marines.

DETAILED REPORT

I. Statistics

A. Injury and Illness Statistics

a. Injury and illness rates:

	FY 2006	FY 2007	Change
Number of Federal Civilian Employees , including full-time, part-time, seasonal, intermittent workers	15,387	15,906	3.3 %
Total Cases Injury/Illness (number of injury/illness cases – no lost-time, first aid, lost-time and fatalities)	898	690	-23.2%
Total Case Rate (rate of all injury/illness cases per 100 employees)	5.84	4.34	-25.9%
Lost Time Cases (number of cases that involved days away from work)	658	493	-25.1%
Lost Time Case Rate (rate of only the injury/illness cases with days away from work per 100 employees)	4.28	3.1	-27.6%
Lost Work Days (number of days away from work)	6,7721	6,023	-11.1%
Lost Work Day Rate (per 100 employees)	39.58	36.59	-7.55%

Source: <http://www.osha.gov/dep/fap/index.html> and <http://www.safetycenter.navy.mil>

- b. **Facilities with high injury and illness rates** are identified by the Defense Manpower Data Center Personnel Safety Metrics web site, <https://www.dmdc.osd.mil/ltwi/owa/cop> Command leadership, supervisors, and employees are joined by safety; occupational health; industrial hygiene; and FECA professionals to remediate and return injured employees to productive positions.

B. Fatalities and Catastrophic Incidents

Fatalities/ Catastrophic Events	Cause—FY 2007
1	A civilian employee (WG-11) was crossing a road via an approved cross walk in very dense fog when he was struck by a government owned and driven 15 passenger van.

Fatality and Catastrophic Accident Investigations

Summary report per 29 CFR Part 1960.70 for above fatality: 20061214. A civilian employee of the Marine Corps Logistics Base, Albany, GA was struck while in an approved cross walk in very dense fog when he was struck and died from injuries received. While recordable per Marine Corps standards because it occurred on a Marine installation, this mishap was not OSHA reportable as it occurred prior to the employees regularly scheduled shift.

C. Office of Workers' Compensation Programs Costs

	CBY* 2006	CBY* 2007	Change
Total Chargeback	\$17,660,589.00	\$18,348,709.00	+ 4.0 %
Total Continuation of Pay (COP)	499,507.00	\$443,140.00	- 11.0 %
Total Chargeback + COP	\$18,160,096.00	\$18,791,848.00	+ 4.0 %
Chargeback for Cases that occurred in the CBY	\$8,482,704.00	\$7,291,410.00	- 14 %**

*Charge Back Year (CBY)

** Reflects new cases for CBY illustrating the reduction of injuries and associated compensation costs.

Eighty-eight percent of continuation of pay goes for injuries that occurred prior to 2006, some as far back as 1992. Similar situation exists in FY07. Old cases continue to have a significant impact on the Lost Production Day Rate. However with Commanders directly involved in the Federal Employment Compensation Act (FECA) case management, we are experiencing reductions in cases occurring in current CBY. Revised return to work policies and FECA working groups have been established. FECA working groups meet monthly and are chaired by commanding officers.

D. Significant Trends and Major Causes or Sources of Lost Time Disabilities

a. Tracking accidents

FY 2007 Major Trends			Description
Nature (i.e. sprains, contusions, etc.)	% of Total	% of Cost	
Sprains, strains, or tears	46	N/A	Back; neck; shoulder; knee; ankle; wrist
Contusions or bruising	26	N/A	Head; chest; shoulder;
Lacerations	13	N/A	Finger; hand;
Other	9	N/A	Burn, dislocation
Fractures	6	N/A	
Head injuries or concussions	1	N/A	
Cause of Injury (i.e., slips, handling tools, etc.)	% of Total	% of Cost	
Slips, trips or falls	27	N/A	Wet surfaces; slopes;
Lifting or bending	17	N/A	Pulling; lifting; running; moving boxes; handling weights;
Handling equipment or tools	15	N/A	Improper use; knives;
Other	18	N/A	Impact by sport equipment;
Recreation, sports or physical training	23	N/A	Running; pull ups

b. Controlling Trends

A clear majority of injuries were the result of slips, trips and falls. A command-wide awareness of items that may cause slips trips and falls was initiated with encouragement of use of the

Unsafe/Unhealthful Working Condition Reports and increased supervisor inspections of workspaces to include parking lots and other outdoor walking surfaces.

Marine Corps Installations (MCI) WEST

MCI West installations are using a combination of awareness campaigns (sports injuries, POV safety, etc) and safety training (OSH/OSHA, tool & PPE use, risk management/ORM, hazard communication/mitigation, etc.) to make employees and leaders aware of risk. Employees are trained to perform organizational and individual risk management of hazards/hazardous activities. In the rare cases of true industrial hazards, they also put an emphasis on engineering fixes to remove hazards along with employee and leader training.

A review of injuries and illness rates performed at Marine Corps Base Barstow to determine if activities inside or outside facilities contributed to higher rates were inconclusive. The study indicated indoor injuries were only slightly more likely. Both maintenance centers, Albany and Barstow, have large footprints with numerous facilities where depot level maintenance is performed. Injuries and illnesses are generally spread without a pattern throughout the depot with numbers outside the crane way/main production/assembly line slightly higher. Lower rate inside the crane way could be attributed to a larger safety awareness presence e.g. posters, signs, banners etc. and numbers and presence of management and visitors. Of note: Maintenance Center Albany reported that most minor injuries occur within the paint and body shop. Most minor cuts and abrasions are associated with prepping vehicles for paint.

Marine Corps Bases (MCB) Japan

MCB Camp S. D. Butler Installation Safety Office tracks trends closely throughout its workforce. Training programs are developed to address specific mishap trends and prevention/mitigation measures to include supervisory training and web-based training support tools. Risk management/mishap awareness is further disseminated throughout the community using local print, radio, and television media as well as formal presentations during semi-annual Back in the Saddle and Critical Days of Summer operational pause/safety stand downs.

Marine Corps Air Station (MCAS) Iwakuni Safety Center continues to lower its lost workdays by actively working closely with the multi-cultural workforce and using ORM and Job Safety Analyses to further reduce and mitigate mishaps.

MCAS Futenma uses Operational Risk Management training to emphasize hazard awareness principles and risk reduction in both operational and recreational activities. Program areas within the Station are integrated at the small unit/activity utilizing unit collateral duty safety representatives. Weekly safety bulletins are published throughout the command to address specific safety topics to include off duty, recreational activities.

Combined Arms Training Center (CATC) Camp Fuji provides for increased awareness through close supervision during sports activities to mitigate specific trends in this area. Training is also provided that includes supervisor's safety, ORM and operational specific training. Daily and

holiday safety briefs are provided by section Officer-In-Charges, company commanders, and the commanding officers.

MCB Hawaii

Developed trend charts by organization to identify and target areas of concern.

Using “Reports of Unsafe/Unhealthful Workplaces,” urged all hands to report hazardous walking and working surfaces, particularly those in parking lots, sidewalks and building entranceways.

MCRC

Marine Corps Recruiting Command has hired a Command Safety Officer to develop and administer a safety and occupational health program within the command. The Safety Officer will develop and implement safety policies and guidance, provide education and training to each district safety representative on every aspect of safety.

For mishaps throughout the Marine Corps involving recreational activities and physical training, additional emphasis has been placed on using Operational Risk Management (ORM) for identifying the nature and causes of lost time injuries as well as precautions for prevention of mishaps. Personnel are encouraged to seek individual consultations with certified trainers prior to engaging in new or strenuous activities. This information is reinforced via various media (signs, articles and pamphlets) and preventive strategies are discussed with specific affected groups. ORM training is used to address the variety of on and off duty hazards and mitigation strategies to prevent injury. Such focus requires continuous instruction and advice from unit safety reps and leadership via pre-event training, stand-downs, and periodic meetings, etc.

E. Contract Workers and Volunteers

The Marine Corps Logistics Command employed 865 contractors performing a wide range of work including administrative, Information Technology/Anti-Terrorism, maintenance and repair of military vehicles and equipment, etc. Information on injuries is provided to the Center Safety Offices by the Contractor Safety Office. Contractor accidents and injuries are not tracked by the Maintenance Centers in the same manner as the active duty component and civilian Marines.

Injuries included:

Injury Type	Number	Percentage
Strains	48	27
Back Injury	6	2
Contusions	39	21
Spider Bites	8	2
Cuts	30	16
Pinches	17	6
Other	51	26

"Other" includes sore muscles, cramps, scratches, scrapes, pricks, dust/dirt blown in faces, etc.

Marine Corps Base Hawaii reported 14 contractors with no injuries.

Marine Corps Special Operations Command reported 42 contract workers during FY07 with no reported work related injuries or illness.

Marine Corps Community Services FY 2007 Volunteers: 1,010 with no injuries.

II. OSH Initiatives—SHARE, Motor Vehicle and Seat Belt Safety, Recordkeeping, Workplace Violence, and Establishments

A. SHARE—Safety, Health, and Return-to-Employment Initiative

a. SHARE Analysis - The United States Marine Corps met Department of Labor SHARE goals, per <http://www.dol.gov/esa/owcp/dfec/share/getxls.asp?id=0120>

1. Met 3% reduction of total injury and illness case rates. Supervisors were provided refresher training on the need to offer a return to work program with an actual work place and duties in all Product Groups, to all injured employees.
2. Met 3% reduction of lost time injury and illness case rates.
3. Increase the timely filing of injury and illness claims by 5% per year. On-line filing has improved timeliness claims processing. Also, improved communication at local FECA councils (include safety manager, personnel, occupational health and supervisors) improved timely reporting and investigation of injuries.
4. Met the 1% rate of reduction for production days lost via injuries or illnesses.

a. SHARE Programs/Initiatives - The Marine Corps has launched several initiatives in support of SHARE, which includes meeting the DOD mishap reduction goal of 75 percent by FY 2008. Seven commands are in various stages of the OSHA VPP process. The Naval Safety Center also provides specialized safety surveys to field commands upon request. The Marine Corps Center for Lessons Learned (<http://www.mccell.usmc.mil>) maintains a website containing information compiled from mishaps, including those in combat zones, which may be used to improve safety programs and procedures. In addition, senior commands have begun inspecting the programs of subordinate commands, ensuring full implementation of the Marine Corps safety program. Further, tactical safety specialists have deployed to Iraq to reduce operational mishaps in theater.

B. Motor Vehicle / Seat Belt Safety

a. Number of motor vehicle accidents experienced by employees in FY 2007. Three occupational motor vehicle accidents were experienced by employees in 2007 versus six in 2006.

b. Mechanisms in place to track the percentage of seat belt usage by employees.

- Seat belt use mandatory on and off base in both government and private owned and operated vehicles.

- Requirement to use seat belts before car is put in motion is part of check-out sheet. Reminder plaque placed on dash board of all government vehicles.

- Base Provost Marshal's Office/Driver's safety council conducts weekly seat belt checks throughout Base. Violators' names are sent to Commander for action.

c. Efforts taken to improve motor vehicle safety and seat belt usage.

Marine Corps Forces Command and Marine Corps Systems Command with significant traffic related injuries have instituted an aggressive driver improvement program for motor vehicles/motorcycles.

All Marine Corps installations monitor seat belt usage and reports quarterly to the Commanders' Safety Council meeting. Motor vehicle and seat belt safety training are topics included in safety awareness training. Holiday safety briefs include motor vehicle and seat belt safety training and accident driving safety tips. Additionally, hand-held cell phone use is prohibited at all Marine Corps installations.

	FY 2006	FY 2007	Change
Number of motor vehicle accidents experienced by employees	6	3	-3
Number of accidents resulting in personal injury	3	1	-2
OWCP costs of accidents	N/A	N/A	N/A
Vehicle repair costs due to accidents	****	****	****
Amount of liability claims against the agency due to accidents	0	0	0

N/A Not Available

**** Not reported

C. Recordkeeping Requirements

Component	YES	NO	Please describe if you checked "YES."
Agency Wide	X		WESS – Web Enabled Safety System provides an on-line, interactive, electronic means of managing mishap information and consolidating all types of incidents into one consolidated database at the Naval Safety Center.
Web based	X		WESS
Excel based	X		Used to record Marine Corps wide Class A mishaps. Mishap Log – Track total injuries and near misses, lost days, restricted duty days, property and vehicle mishaps, and contractors mishaps.
Access based	X		Used to automate monthly reports of Marine Corps wide Class A mishaps. Local uses are numerous, for example, licensing database tracks employees that operate tactical and GME equipment.
Paper only		X	
Includes no injury and near-miss accidents	X		Mishap Log - Track total injuries and near misses, lost days, restricted duty days, property and vehicle mishaps, and contractor mishaps.
Includes OWCP data	X		The Defense Manpower Data Center Personnel Safety Metrics web site, https://www.dmdc.osd.mil/ltwi/owa/cop
Generates OSHA 300, 300A, 301, other forms	X		WESS

Recordkeeping data is primary tool for identification of any trends and/or patterns for corrective action to prevent recurrence.

D. Workplace Violence

a. Workplace Violence Incidents – None in 2007.

b. Workplace Violence Programs/Initiatives – The civilian leadership development program offers classes to Marines who supervise civilians and to civilian Marines, which provides instruction on dealing with hostile work environments, conflict resolution, difficult work relationships, etc. The base provides a variety of anger management classes through its Family Advocacy Program. This is a series of eight separate classes offered throughout the year. These classes address both on and off duty situations. Annual refresher training is also provided that covers prevention of sexual harassment, EEO, homeland security which includes personnel protection, prevention of terrorists attacks, protection of resources, etc. These programs include classroom instruction and automated instruction online, which meet compliance with OPM guidance for prevention of workplace violence. Based on no incidents of workplace violence being reported in FY 2007, this training is judged satisfactory.

E. Agency Establishments – See Appendix 1

III. Employee Support

A. OSH Training

The installation safety and standardization departments offer training and media on a diversity of OSH subjects. To name a few subjects, the installation safety specialists, supported by industrial hygiene staff, offer classes on asbestos awareness, biological and bloodborne pathogens, confined space safety, crane safety, ergonomics, employee orientation, fall prevention, forklift operation, hazard identification and abatement, lockout/tag out, personal protective equipment including respiratory protection, eye and foot protection, operational risk management, process improvement, traffic safety, trenching and excavation safety, workplace inspections, etc. New supervisor training and annual supervisor safety training are offered as needed. Consistently, training and education has proven the most effective way to reduce mishaps in the workplace as workers and supervisors become more aware of hazard identification and abatement. The safety and standardization departments also participate in health fairs, safety stand-downs, and operational pauses. Weekly safety articles are provided electronically to key personnel throughout the Command to share with subordinates. Marine Corps Forces Command and Marine Corps Air Facility Quantico both launched new computer based training initiatives in FY 2007 to increase the effectiveness and flexibility of the OSH safety training program.

MCB Camp S. D. Butler and MCAS Iwakuni publish quarterly OSH safety training schedules that include course descriptions and requirements that are distributed to department heads, supervisors, and unit safety representatives. Additionally, training requirements are discussed at the quarterly safety council meetings, safety briefs, and other safety/staff meetings. Mandatory training requirements are monitored closely by safety program managers and scheduled as

necessary. Safety offices work closely with unit safety managers in support of specialized safety training as may be required. Recent safety training provided at MCAS Iwakuni successfully contributed to a more informed supervisory work force.

Full-time OSH professionals are required to receive a minimum of eight continuing education units (or equivalent) per year, and the pursuit of professional certifications is encouraged. Training is usually funded locally. Installation Safety personnel have endeavored to increase their effectiveness by maintaining professional knowledge through attendance of safety conferences, expositions and certification training. All Tactical Safety Specialists receive Occupational Safety and Health Technologist certification from Eastern Kentucky University upon graduation from the U. S. Army's 15-week Career Program (CP)-12 courses. Fifty-one new Tactical Safety Specialists graduated from U.S. Army CP-12 in FY 2007.

Marine Corps Special Operations Command Safety Department participates in multiple levels of Navy and Marine Corps Special Operations safety conferences and professional development training seminars to include the USMC Executive Safety Board and Safety Manager's meeting.

Required OSH Training provided for employees at Maintenance Centers on regular/recurring basis. Headquarters sponsored Ground Safety for Marines locally to complete training for leadership and top management. Supervisory training including: "Pro-Active Safety Attitudes", PPE, HAZCOM, Fire Safety, Job Safety Analysis, and Office Safety completed. Ergonomics, Back Safety, Fire Warden, Facility Representative, and workplace safety provided to employees. Safety videos are available from Installation Safety Office library for individual and departmental training. Pamphlets developed for supervisors and employees on procedures to follow for managing on-the-job injuries.

Marine Corps Installations WEST (MCIWEST) and Installations participate in the DOD/Marine Corps Safety professional certification through the U.S. Army's Career Progression-12 Program. In addition all Safety professionals are encouraged to participate in professional Safety & Health Organizations, conferences, and to attain professional certifications (ASSE – ASP & CSP; OSHA certification training – 10/30 hour trainers; OSHT; etc.).

Safety and Health conferences: A number of MCIWEST & Installation Safety Professionals participate in National and State level (California, Arizona) Councils and conferences (National Safety Council; VPPA and national & regional VPPA conferences; ASSE; Pacific Safety Council; and the Safety Council of the Louisiana Capital Area). MCIWEST and Installation Safety Professionals also participate in multiple levels of Navy/Marine Corps Safety conferences and professional development training seminars.

Marine Forces Command initiated and implemented the use of Clarity Net, delivering individual self-pace training to Marines and Civilian Marines at any location. This on-line training, customized with content to meet the specific needs of our workforce, is designed to keep Marines informed about the issues that are essential to them, their safety, and productivity. This training venue has already been successfully utilized by over 150 personnel.

Additionally, Individual Development Plans have been instituted for all OSH Specialists using the NAVEDTRA 10076A, Career Development Plan for Safety (Occupational Safety & Health) Personnel standard.

	Types of Training Provided in FY2007	Number Trained
Top management officials	Mishap Reporting	4
	Industrial Hygiene Report Review	3
	Operational Risk Management	12
	Supervisor Safety Training	10
	Slip, Trip and Fall Prevention	2
	Ergonomics	2
	Executive Staff	86
	OSHA 10 hr General Industry Outreach &/or Refresher Training	41
	Commander's Safety Council/Meetings Training	36
	VPP Programs	45
	Traffic Safety	48
	Substance Abuse	40
	HRO: New Empl Ort. Safety Awareness	6
	Supervisors	Supervisor Safety/VPP training
Mishap reporting and unsafe conditions (hazard recognition)		197
Asbestos & Lead awareness training		65
OSHA 10 hr General Industry Outreach		73
Supervisor HAZCOM & Safety Training or Refresher Training		255
Commander's Safety Council/Meetings Training		36
Traffic Safety		76
Substance Abuse		76
Bloodborne Pathogens		6
Hearing Conservation		9
Supervisor Safety Awareness Training		134
Operational Risk Management		144
Slip, Trip and Fall Prevention		113
Ergonomics		133
HRO: New Empl Ort. Safety Awareness		5
Staff Level Briefings/Meetings		250
HAZCOM		92
Intro to industrial hygiene for safety professionals		31
Machinery and machine guarding standards		20
Safety and health specialists and inspectors		Management principles for safety professionals
	Electrical standards	17
	Construction Safety Standards	1

	Types of Training Provided in FY2007	Number Trained
	Radiation Safety Training	37
	Asbestos safety training	48
	Safety inspections and unsafe conditions (hazard recognition)	25
	PPE training	11
	Confined space training	41
	Administrative Laser Safety Officer	65
	Radiation Safety Officer	23
	Mobile Crane Inspector, Initial/Refresher	18
	Forklift (MHE) Inspector, Initial/Refresher	20
	CP-12 Training course	9
	OSHA/UCSD 501 Train the Trainer course	53
	UCSD OSHA training courses	
	VPP Assessor training	41
	Defensive Driving Instructor course	4
	Arizona Dept of Safety & Health training (ADOSH)	4
	ADOSH	32
	NAVOSHENVTRACEN classes	
	Respiratory Protection Management	56
	Confined Space Safety	61
	Personal Protective Equipment	26
	Ground Safety for Marines	31
	Explosive Safety	56
	Mishap Investigation	198
	Laser Systems Safety	1
	OSHA Scaffolding	1
	OSHA Guide to Industrial Hygiene	1
	Radiological Emergency Planning	1
	HAZMAT Response	2
	OSHA Electrical Standards	1
	Transportation of Radioactive Materials	1
	OSHA Machine Guarding	1
	OSHA Recordkeeping	1
	Professional Development Course,	1
	Load Test Director/Certifying Official	1
	Blueprint Reading	2
	SOCOM Safety Officer Course	1
	OSHA 10 hr General Industry	30
Collateral duty safety and health personnel and committee members	Ground Safety for Marines	261
	Fire Prevention	1
	Electrical standards	17
	Management principles for safety professionals	23
	HAZCOM	45
	Collateral duty safety officer mgr	115
	Quarterly safety councils/cmt	280
	Radiation safety assistant	75
	Initial refresher CDSO safety training (Civilian & Military)	263
	Arizona Dept of Safety & Health training (ADOSH)	37
	OSHA 10 hr general industry outreach	24
	LASER range safety officer	25

B. Field Federal Safety and Health Councils.

a. Involvement –Attendance and participation, by Marine Corps personnel, is authorized by DOD instruction 6055.1. Safety Specialists attend quarterly, state sponsored Federal Safety and Health Council meetings. Marine Corps Systems Command attends and participates in quarterly, Marine Corps Base, Quantico Safety Council meetings, held at the host facility, MCB, Quantico.

The Marine Corps Base Hawaii Safety Deputy Director chairs the Hawaii Federal Safety & Health Council (Hawaii FSHC). Three (3) command personnel are members of the Hawaii FSHC.

Marine Corps Installations EAST and WEST involvement in the Field Federal Safety and Health Councils (FFSHC) as well as State Councils (North Carolina, California & Arizona) is limited but growing. Multiple installations are involved in the Regional and National Voluntary Protection Programs Participants' Association (VPPPA), and are in varying stages of participation in VPP. In addition, all installations are involved in the Marine Corps Safety Council system (feeding up from employee level, through Installations, through multiple higher HQ levels to the Assistant Commandant of the Marine Corps' Executive Safety Board.

b. Field Council Support – Chief of Staff and Safety Manager attend these quarterly meetings and provide data (mishap trends, OSH training, and unique hazard abatement remedies) to the council for discussion. Subordinate command involvement in field Federal safety and health councils is encouraged by MARFORCOM. Participation with field Federal councils varies by location. Commands have implemented Joint Safety Councils, comprised of Safety, Security, Industrial Hygiene, Fire and Medical professionals, and union representatives+.

C. Other Support Activities – Marine Corps Systems Command encourages and has provided attendance representation at all Navy and Marine Corps OSH Professional Development Conferences on a yearly basis. Continued education towards professional certifications at command expense is available and encouraged. Marine Forces Command installations have formed councils such as the Command Safety Council and the Drive Safe Council. These forums are formal opportunities to address salient safety issues and conduct just in time training as required.

All Marine Corps installations sponsor two safety “events” each year, as required by our safety orders. Marine Corps Air Base New River sponsors an annual safety expo, addressing a variety of on and off duty safety issues and utilizing this vehicle to address the 101 critical days of summer. Last Spring, a motorcycle rodeo was conducted that focused on safe motorcycle operation.

Marine Corps Recruiting Command is an active member of the Assistant Commandant of the Marine Corps Executive Safety Board (ESB) whose purpose is to develop reduction strategies for both on and off duty mishaps to enhance both unit and individual readiness. In order to further broaden the Command's awareness of OSH related topics, Marine Corps Recruiting Command will seek to incorporate attendance at Federal Safety and Health Council events.

IV. Accomplishments

A. FY 2007 Accomplishments

- **Evaluations** – All installations are mandated to follow all OSHA governed guidelines, standards, and regulations. As such, Installations are evaluated through internal and external inspections and audits at all levels. Examples include Headquarters USMC Inspector General inspections, USMC Logistics Command Radiological Controls audits/program reviews and command level Functional Area Inspections (FAI). A command OSH self-evaluation, using check-off guidelines from the VPP program, was conducted in May 2007. Deficiencies were noted and were assigned for correction.
 1. Self evaluations using HQMC (SD) Safety program checklists and also Inspector General Safety program checklists (AIRS checklists).
 2. MCIWEST Commanding General Inspection Program (CGIP) evaluations using the Inspector General Safety program checklists (AIRS checklists).
 3. MCIWEST Safety assistance visits/evaluations using HQMC (SD) Safety program checklists and also Inspector General Safety program checklists (AIRS checklists).
 4. HQMC (SD) evaluations using HQMC (SD) Safety program checklists.
 5. Specialty program evaluations by DOD/Navy/Marine Corps proponents and program managers using higher level/regulatory checklists (Industrial Hygiene, Medical Monitoring/Surveillance programs, Radiation Safety, Explosives Safety, etc.).
 6. Marine Corps Base Albany Georgia Safety specialists conducted over 71 spot inspections, average score of 86%. Fleet Support Division Albany FSDA, reduced injuries to 2, scored 97% on Annual Safety Inspection correcting minor deficiency during inspection. FSDA worked 276 days without a lost time mishap 250,000 MH.
- **Return-to-work** – OPM and Navy Medicine guidance provides return to work program policy. FECA councils along with supervisors provide working environments within physical limitations of employees with occupational injuries to get them back to work as soon as possible. The G-1 has worked closely with HRO and the Safety & Standardization Department in evaluating cases and work environments for the return-to-work program as it relates to occupational injuries, illnesses and disabilities. The use of ergonomics has proven invaluable for evaluating work environments in preventing repetitive motion disabilities and for accommodating employees who have already been medically identified with musculoskeletal disorders.

Maintenance Center Barstow committed to reduction of Lost Work Days. Counseling and disciplinary action recommended for trained employees committing unsafe acts in the workplace. FECA Program and Return to Work policy letter signed. Program established to include Navy Medical and HRO communication with local medical professionals explaining return to work program.

- **Performance Standards** – With the implementation of the National Security Personnel System (NSPS), such standards will involve clearly defined measurable objectives designed to support standards that directly link to accomplishment of mission. Performance standards regarding compliance and enforcement of OSH principles have been established for managers, supervisors and employees at all levels of the Department of Defense with varying degrees of compliance.

Additionally, Individual Development Plans have been instituted for all OSH Specialists using the NAVEDTRA 10076A, Career Development Plan for Safety (Occupational Safety & Health) Personnel standard.

- **Recognition** – Employees with superior OSH performance are recognized via local, Marine Corps and Department of Navy-wide recognition programs. Individual commands have a Safety Awards Programs. Personnel and units are recognized for their specific contributions to the installation safety program via commemorative coins, certificates, time-off and monetary rewards. Additional examples include local publications the TIGER, “In the Spotlight” articles, letters of appreciation or special award from the Commander at the various Awards Ceremonies. MCIWEST and Installations utilize local, Marine Corps, Navy and Federal programs to recognize Safety performance at the Installation, unit and individual levels. Multiple MCIWEST Installations have received DOD/Navy/Marine Corps awards and recognition in 2007 for performance in 2006 and are nominated for awards for 2007 performance. All Installations have unit Safety recognition programs providing annual, quarterly and monthly awards. All Installations and units have Safety recognition/Award programs providing annual, quarterly, and monthly awards to individuals (Military and civilian).

B. Achievements of Fiscal Year 2006 Goals – Goals published in 2006 for 2007 and level of achievement:

USMC OSH Strategic Goals and Objectives FY 2007

Goal 1. Foster and enhance the safety culture at all levels through leadership, mentoring and accountability.

Objective 1.1: Leadership establishes commitment through policy and actions which demonstrates safety, mishap prevention and operational risk management are a valued part of Marine Corps culture to enhance readiness.

Objective 1.1a: All levels of leadership understand and implement current policy, orders and directives that govern the safety program.

Objective 1.2: Leadership will utilize available culture workshop and climate survey tools to identify strengths and weaknesses in the organizations culture to maximize the value of mishap prevention strategies.

Objective 1.2a: CMC SD will continue to identify and train safety culture workshop facilitators.

Objective 1.2b: Develop measurements to track, measure and report organizational culture and its contribution to overall readiness.

Objective 1.3: Implement and maintain the Marine Mentoring program (“Steel Sharpens Steel”).

Objective 1.4: Identify and implement specific performance criteria for evaluating individual safety performance on fitness reports and pro/con marks.

Objective 1.5: Document administrative or disciplinary actions for operational and off-duty mishaps involving negligence in order to track at-risk behavior to prevent further incident and hold Marines accountable for their behavior.

Objective 1.6: Institutionalize Operational Risk Management (ORM) as an integral decision-making tool for workplace, operational and off-duty activities.

Goal 2. Reduce Mishaps and Job Related Injuries

Objective 2.1: Identify, fund and implement mishap prevention initiatives to achieve a 75% mishap reduction (from the FY 2002 baseline) by the end of FY 2008 to comply with the Secretary of Defense’s Strategic Planning Guidance.

Objective 2.2: Target all off-duty motor vehicle and recreational mishaps as key areas with the greatest losses of personnel due to mishaps.

Objective 2.3: Record and analyze mishap data in a timely manner; identify and communicate leading mishap indicators. Continually adjust training initiatives and mitigation techniques to target risk areas.

Objective 2.4: Manage military lost work time and civilian injury case management in coordination with Secretary of the Navy and Department of Defense efforts. Focus on identified areas which cause the highest lost work time and most civilian workers compensation case rates.

Objective 2.5: Target tactical vehicle mishaps as a key area of concern for

operational losses that are not due to direct enemy action. Focus on training and operational risk management (ORM) as primary areas for improvement.

Objective 2.6: Reduce human error in aviation mishaps.

Goal 3. Provide the warfighter with the required resources to improve force preservation and deliver the safety message to all Marines

Objective 3.1: Leadership provides resources to perform core safety services.

Objective 3.1a. Fill all safety billets with qualified safety personnel in accordance with current Marine Corps Orders.

Objective 3.1b. Commanders will budget and fund safety billets and programs in accordance with MCO 5100.29A and P5100.8F.

Objective 3.2: “Professionalize” the Safety Program by increasing the number of safety professionals with higher education degrees and certifications throughout existing Marine Corps safety billets.

Objective 3.2a. Safety Division will provide guidance to support career development of technician and journeyman level for all safety professionals.

Objective 3.2b. Continue Tactical Safety Specialist program (GS-7 to 11) for civilian safety specialists.

Objective 3.2c: Support and fund professional career development for safety staff.

Objective 3.3: Develop, monitor and adjust the method to deliver safety to the operating forces from the Marine Corps Expeditionary Forces through the Marine Corps Systems Command to each Battalion/Squadron.

Goal 4: Provide required safety education and training

Objective 4.1: Standardize Organizational Safety Training

Objective 4.1a. Ensure ORM principles, Force Preservation techniques, safety awareness, individual responsibilities, and safety culture are embedded throughout the training continuum for every service member and civilian employee.

Objective 4.1b. Standardize ground and aviation safety training to meet the requirements established by the operating forces.

Objective 4.1c. Ensure documentation of safety training is maintained in personnel records of service members and civilian workforce.

Objective 4.2: Standardize Specialized Safety Training

Objective 4.2a. Establish a training curriculum for safety professionals that promotes both standardization, skill progression and information sharing.

MCAS New River

- * Doubled available OSH staff.

Blount Island

- * Increased safety processes/standards during port operations
- * Insuring contractor compliance during construction projects
- * Reduced lost time mishap statistics
- * Increased safety leadership of explosive and radiation safety programs

MCAS Cherry Point

- * Radiation Protection Program inspected with zero deficiencies noted.
- * Occupational injuries and illnesses kept below the target rate due to increased comprehensive training.
- * New Order published to implement procedures for controlling arc flash hazards.

MCAS Beaufort

- * No discrepancies noted for the Safety Department during the inspection by the IG's Inspection Readiness Team.
- * Air Ground Safety and Radiation Safety Orders revised and implemented.

MCLB Albany

- * Reduced Marine Off-Duty Lost-Time Mishaps by 66%.
- * Reduced reportable POV Mishaps by 50%
- * Published safety Orders on the following topics: Ergonomics, Heat Casualty Prevention, Safety Incentive Awards and ORM

MCB Camp S. D. Butler

- * Aligned Installation Safety Office (ISO) as a Special Staff function reporting to the MCB CG
- * Provided comprehensive core safety-services to a civil-military community (11,518 Navy/Marine Corps personnel, 1,396 federal civilian employees, 2,979 foreign national employees, and 6,793 family members)
- * Supported tenant U.S. Army activities and select U.S. Air Force maintenance flights aboard Kadena Air Force base
- * 100% completion of 2,155 facility inspections
- * Electronic deficiency-tracking database expedited the reporting/tracking process between the safety office and inspected commands.
- * Received formal Department of Defense Explosives Safety Board (DDESB) site approval at 45 facilities aboard Camp Schwab Ammunition Supply Point (ASP) and three explosive ordnance detonation sites located within the MCB Central Training Area

- *Completed a comprehensive review of the Camp Courtney Secretarial Certificate explosive exemption and waiver
- *Addressed Operational Risk Management (ORM) controls through a variety of multi-media sources, including: local print media, Armed Forces Network (radio/TV), and unit-sponsored on-site safety awareness briefs
- *Included ORM in all seasonal safety briefs: Beating the Blues, Holiday Safety, Operational Back in the Saddle (OBITS), and the Critical Days of Summer (CDS)

MCAS Iwakuni

- *Maintained a proactive approach to safety with success in mishap reduction and statistics--only one Class C and no class A or B traffic mishap
- *Obtained Iwakuni Runway Relocation Project (IRRP) Ordnance Compound explosives safety site approvals from the Naval Ordnance Safety and Security Activity and Department of Defense Explosives Safety Board
- *Maintained IRRP funding (approximately US\$50 million) and the two-nation Defense Policy Review Initiative
- *Provided command wide safety stand-downs throughout the year emphasizing traffic and motorcycle safety
- *Provided Driver Improvement Courses (DIC), Remedial Driver Improvement Courses and Motorcycle Safety Foundation courses
- *Supported Marine Aircraft Group 12 (MAG-12) Southern Frontier Deployment
- *Initiated a vehicle checklist and report chain for all rental vehicles supporting the exercise, assisting MAG -12 in achieving a deployment with no rental vehicle mishaps
- *Conducted confined space awareness training for workers to increase employee's ability to identify confined spaces and recognize the potential hazards. Training offered in both English and Japanese
- *Supported "Friendship Day," substantially contributing to a mishap free environment for over 250,000 Japanese Nationals and base personnel that annually attend this event.

MCIWEST and Installations

- *Met their FY 06 goals for mishap/rate reductions
- *Expanded Safety program expansion (within resource limits)

MCB Japan

- *Instituted initiatives Core Safety Service program in support of FY06 goals

MCB Hawaii

- *Initiated VPP kick off 5 December 2007.

V. Resources –

MCIWEST

Multiple new and existing program areas were provided with additional funding at all or multiple installations: Safety professional development training (U.S. Army Career Progression-12, OSHA certifications, 10/30 Hour Train the Trainer course); Safety training materials for OSHA 10/30 hour training; resources for VVP efforts; building/adding to Safety libraries; Facility Management Assistant “inspection” software and licenses; etc.). In addition moderate progress was made in goals to gain additional resources and add Safety staff at Installation Safety offices (partial success) and a Safety Director was added to the HQ MCIWEST staff.

MCBJ

MCBJ acquired nearly \$100k worth of new safety equipment in support of core service program requirements. New equipment included updated mishap investigation kits for Tactical Safety Specialists, updated confined space monitoring devices, and state of the art heat stress monitoring systems. MCAS Futenma identified the need to assess Ergonomic program requirements during FY-08/09 once funding becomes available.

MCBH

The base purchased motorcycles to assist with its motorcycle training program. Additionally, numerous traffic calming devices (mobile speed cart, pole mounted radar monitoring speed signs, solar powered school warning signs) were purchased and installed throughout the installation at critical areas.

MARSOC

Acquired additional funds for the following: Safety Manager (GS13) and a Contract Safety Specialist, two mishap investigation kits, motorcycle safety training (coach course), and funding for formal training and conferences.