



Taking Trips With TRiPS (The Travel Risk Planning System)

What's the issue?

- Far too many traffic wrecks involving Sailors could have been prevented by better planning and better decisions. While you might think your attitudes about driving are your own business, the fact remains that if you wind up smeared all over the highway, your shipmates still have to carry out the mission ... it's just a lot harder without you.
- Traffic wrecks are the largest killer of our people. You're safer at work — even if your job is blowing things up or working on the flight deck — than you are on the roads.

What's the solution?

- TRiPS is an on-line, automated risk-assessment tool. You use it before going on liberty or leave when you'll be driving outside command travel limits. The system helps you recognize — and avoid — common hazards everyone faces on the highway: fatigue, not buckling up, speed, and distractions.
- A typical TRiPS session takes less than 10 minutes. You input information about your travel plans and driving habits. TRiPS spits out your overall risk assessment and offers suggestions to reduce that risk.
- Frontline supervisors get a copy of the assessment so they can do some one-on-one counseling.
- TRiPS will ask you questions such as “Are you planning to wear your seatbelt” or “Will you drink alcohol within eight hours of beginning your trip?” Does this mean we think you're dumb enough to

give an answer that's going to get you in trouble with the boss? No. We just want you to stop and think before you get behind the wheel.

What Can You Do?

- First-line leaders and peer groups are key to preventing accidents. Set the example by using TRiPS.
- Incentivize TRiPS. If you're a supervisor, consider allowing TRiPS users to leave work a few hours early so they can drive in daylight hours, when accidents are statistically less likely to occur.
- Access TRiPS via Navy Knowledge On-Line (NKO) at <https://www.nko.navy.mil>.

Discussion Items and Open Questions

1. Since the Navy began using TRiPS, about 100,000 assessments have been completed with zero fatalities, far below the Navy's average. Why do you think this is the case?
2. Many junior or mid-level leaders think they are powerless to affect the off-duty behavior of the Sailors who work for them. Do you agree? Should leaders worry about off-duty risk management?
3. Does your command hold Sailors accountable for their conduct outside the gate? What does it mean to be “accountable”?

Supervisors: Use this page to guide safety discussions with your personnel