



DEPARTMENT OF THE ARMY
HEADQUARTERS, 1st INFANTRY DIVISION (M)
UNIT 26222
APO AE 09036

**REPLY
ATTENTION**

AETV-BG-SY

8 June 2002

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Minutes of the 2nd Qtr., FY 02, 1ID Command Safety Council, 29 May 2002

1. The 1ID Command Safety Council meeting was convened at 1315 on 29 May 2002.
2. Members attending or represented at the meeting are listed at enclosure.
3. **Introduction and Administrative Remarks:** Mr. Walker opened the 2nd Qtr. Command Safety Council by welcoming council members and introducing Mr. Bob Braun, the USAREUR Safety Director, and Mr. Dave Scott, USAREUR, HAZMAT Specialist. Then Mr. Walker quickly called attention to key safety accident data for the quarter and this year. He said that to date, 1ID accounts for 43% of total USAREUR On-duty Class A accidents (3 out of 7). He added that the severity of our Class C On-duty accidents continue to lead us in the direction of another fatality or disabling injury to one or more of our soldiers. Mr. Walker emphasized that 64% of all On-duty accidents are training related, and that 50% of total On and the Off-duty recordable accidents are also training related.

Mr. Walker regrettably informed the council that 1ID's POV Class A accident experience remains unchanged as compared to same period in FY 01. He added that despite our continued safety emphasis on POV Accidents Prevention, POV Class C accidents continue to escalate both **in quantity and in severity**.

4. **Awards Presentation for Outstanding Achievements in Safety:** MG Craddock personally presented Safety Achievement Awards to four deserving soldiers assigned to HHT 1-4 CAV.

5. **Commanding General's Opening Remarks:**

a. MG Craddock began by re-emphasizing the significance of our lead role in accident statistic, and asserted that, in his experience, a closer scrutiny of the details regarding these accidents reveal that most are avoidable. He continued with an outline for a program of attitudinal leadership:

- 1) Leaders must carefully communicate to their soldiers that no soldier should be the cause and/or victim of an accident. Each soldier must be made to know that someone cares about them.

2) Those soldiers not influenced by this directly communicated attitude from leadership are at least of two types: the type of soldier that thinks himself immune from any accident forever; and the type that is more influenced by peer pressures than by effective leadership.

3) Leaders will identify and/or direct their sergeants to identify these types of personal negative attitudes as they may be expressed in actions, duty performance, or past, known accidents.

4) Sergeant-level leadership will single out any soldier with these negative attitude types, and then communicate that there is someone who cares that they take care not to endanger or hurt themselves or others needlessly or carelessly. If the need arises, be prepared to let the problem-soldier know directly and personally that he is a problem.

5) Letters and reports on safety and accidents are for the Division's subordinate commanders. It is only our local leaders, their sergeants, and the positive peer pressure they create that can both identify and then reach the individual problem-soldier.

6) If the need arises, our leadership should be prepared to order and enforce extreme measures for those whom they have identified as accident-prone or accident-probable because of a past record and/or because of their attitude. An extreme example could be the restriction of POV use off base.

b. MG Craddock concluded his opening remarks with both reflections and questions focused on evaluating our present driver licensing policy:

1) Who approves a soldier's taking a driving test or even starting driver training?

2) What are the procedures in USAREUR for those coming here without a civilian, Stateside, driver's license?

c. MG Craddock added that earlier it was SOP for a soldier to apply to his or her commander for the right to start the process to get a license. We have let that past procedure disappear; yet we find ourselves currently encouraging or requiring commanders to fill much the same role with POV driving restrictions, but now further downstream...AFTER an incident or series of incidents. He concluded by stating that everyone may not automatically have the right to an unlimited POV driver's license.

6. Risk Reduction Program: MAJ Lynn provided the commanders with a brief presentation on 2nd Qtr. Risk Reduction Program information and statistics. She informed the council on current Risk Reduction Trends which were broken down into the following five categories: Crimes against persons; crimes against property; traffic accidents; alcohol offenses, and drug offenses. She concentrated her discussion on

those categories that identified a shift in trend as compared to the previous quarter. She stated that there was no significant trend shift in the crimes against persons or property category; the numbers remain unchanged from the previous quarter. However, for larceny level crimes, MAJ Lynn said that the primary perpetrators were soldiers in the ranks of SPC against property that belonged to other soldiers or Local Nationals (50/50). She said a closer look at the types of property stolen revealed that there is no trend in any particular type. MAJ Lynn added that the types and amounts of stolen property include miscellaneous items such as cell phones, clothing items – not obtained during shoplifting - knives, plants, gasoline, and dollar amounts under \$100.00. Total property crimes committed: 60 total larcenies: 22 (12 private property, 5 Gov't property; and 7 NAF property. In the traffic accident category, she informed the council that there was no significant shift in trend from the previous quarter. Reports revealed, however, that the primary causes were attributed to: excessive speed (secondary roads); SPC and below – but affected all ranks; off post, and privately owned vehicles. Alcohol was not a factor in any of these accidents. Trends in the alcohol offenses category were basically unchanged from the previous quarter. However she noted one exception - the inclusion of Friday as an offense day. In the 1st Qtr. report, trends revealed that most alcohol related offenses took place on Saturday and Sunday. MAJ Lynn said that the reappearance of Friday as an offense day reaffirms the trend that the Division has experienced for the past eight months – most of the alcohol offenses continue to occur over the weekend. She also noted that there is an increase in Thursday night incidents. One council member pointed out that these occurrences might have a correlation with SGT's Time Training. MG Craddock stated that none of our vehicle accidents are attributed to driving under the influence of alcohol (DUI). He said that the German Police are apprehending most of our DUI soldiers before an accident occurs. LTC (P) Murray asked MAJ Lynn if there was a correlation between the severity of a DUI punishment and its capacity to deter or prevent potential accidents. MAJ Lynn stated that she knew of no studies but that she would take action to access the data, if available. In the drug offense category, MAJ Lynn informed the council that there was no shift or identifiable trends to report. She noted that the 2nd Qtr of FY 02 marked the third quarter in a row that the Division has experienced low numbers in drug offenses. MAJ Lynn pointed out that the downward trend in offenses was proportional to the number of packages submitted as reflected in the risk reduction program information. She added that as we continue to redefine what normal looks like, she recommended that the Division test at the same levels (99 samples per Qtr.) that were being done during the 3d Qtr of FY 01. MAJ Lynn concluded by highlighting that in prior quarters we recorded 6400 random drug tests. This quarter we have conducted 9,500 tests.

7. USAREUR RED Team Safety Up-date: Mr. Robert Braun, USAREUR Safety Director, provided a brief summary of current RED Team Initiatives. He informed the council that compared with FY 01; we are experiencing somewhat fewer accidents but that the severity of personal injury and property damage are escalating to a new level. He said for the long-term planning and policy formation, USAREUR is continuing full speed to develop and implement Red Team initiatives to reduce the number and severity of accidents in our theater. Mr. Braun stated that the Red Team is a group formed by the USAREUR CG to target our main safety problems and to give them

priorities. He added that one of the Red Team's directions is to develop and refine profiling of accident-probable soldiers. Essentially this is one of the methods to be used as an early warning indicator. This requires the collation of much diverse data, which is either not presently being collated or is not being collated quickly enough. He also addressed the USAREUR Safety Media Campaign. He said that the project is very robust and carefully worked out with differing weekly and monthly themes. The weekly themes are supportive of the theme of any given month. Mr. Braun said another one of the initiatives is to develop and instill safety thinking and risk management techniques for both On and Off-duty activities. Overall, he continued, the Red Team is working out a "Targeting Synchronization Matrix" which will: 1) coordinate safety challenges as targets; 2) provide guidance and priorities, and 3) continue the refinement of our targeting list. Mr. Braun also addressed vehicle licensing and driving in Germany. He said that while Germany does not require soldiers to have a stateside, civilian license to drive off post, USAREUR has closed the window on converting a military license to a POV license. Mr. Braun also informed the council that initiatives are underway to develop accident avoidance training that will be mandatory for drivers in the high-risk and age group categories. They are improving the Driver Orientation Classes as well. In the area of motorcycle licensing, the Safety Director said that the only soldiers that are licensed and authorized to ride a motorcycle in USAREUR are those soldiers that can show proof that they were Motorcycle Safety Foundation trained and licensed in the United States prior to their arrival in Germany. In conclusion, Mr. Braun stated that the other Armed Services are also experiencing an increase in POV accidents.

8. HAZMAT Training: Mr. Walker addressed the following open items regarding HAZMAT Training from the 1st Qtr. Command Safety Council:

a. Issue: Are PLL clerks and mechanics required to be trained, and if so is there an established written requirement.

b. Issue: What standard is used to ensure that the appropriate soldiers are trained in handling and transporting HAZMAT in Europe?

Discussion: If you assign an individual to perform a function involving HAZMAT, the individual must either be trained to perform the function, or be supervised by a responsible trained individual. It applies to aircraft maintenance as well as loading a truck. It applies to routine goods as well as hazardous materials. As far as dangerous goods are concerned, it's a basic tenet of US law (49 CFR 172.704). It's also a part of host nation law and part of the international regulations. Any individual participating in the transport process must be trained to a degree commensurate with his duties and responsibilities.

Training is required in 3 areas. General safety awareness (HAZCOM type training); function specific training (procedures and parameters for the specific job, such as choosing the proper packaging); and specific safety training (specific risks and abatement procedures for the materials being handled -- again, specialized HAZCOM training).

UR 55-4 Section 1, paragraph 4, provides the training requirement. UR 55-4 Section 1, paragraph 5 helps to answer who is required to be trained. Instead of talking about a PLL clerk or mechanic, it talks about functions related to dangerous goods transportation. Regardless of your MOS, job description, or management role, if you perform or manage one of those functions, then you must be trained. Use the list of requirements, as a checklist to determine what individual function specific training is required. For example, a PLL clerk may be assigned a role of a consignor. If the duty is documentation, then they must be trained to know what documents are required, how to complete a dangerous goods transport document, how to obtain accident information sheets, and any other document related functions within their specific scope of responsibility.

9. HAZMAT Transportation Safety: Mr. Dave Scott began his remarks by stating that HAZMAT is required for everyone to some degree from handling and hauling to storing hazardous material. He stated that HAZMAT Training is stipulated according to the soldier's function and role, and not according to the soldiers MOS. Mr. Scott highlighted the importance of adhering to European Manuals of Transportation (ADR) and associated HAZMAT regulations. He stated that anyone hauling hazardous material must have an ADR card. The only exception to this rule is that you can transport small arms ammunition (1.4) without being an ADR cardholder. Mr. Scott also discussed the chain of responsibility for handling, loading, hauling and storing HAZMAT. He said that the primary responsibility is with whoever signs off on the actual transportation of hazardous material. COL Bellini asked for information on an available web site to obtain Material Safety Data Sheets (MSDS). The following web site can be used to access MSDS Data Sheet for most hazardous materials: <http://hazard.com/msds/>

During the Command Safety Council, conflicting CATC HAZ 11 vehicle licensing prerequisites were discussed. Additional questions were raised concerning license requirements for military hazardous cargo vehicle operation. MG Craddock asked that USAREUR Safety, as proponent, resolve the apparent disconnect.

Statement: Vilseck CATC HAZ 11 Course student prerequisite is a military license. No stateside POV license is required to transport hazardous cargo in USAREUR.

DISCUSSION: During the 29 MAY 02 11D Safety Council; conflicting CATC HAZ 11 vehicle licensing prerequisites were discussed. Additional questions were raised concerning license requirements for military hazardous cargo vehicle operation. MG Craddock asked that USAREUR Safety, as proponent, to resolve the apparent disconnect regarding HAZ11 prerequisites on the CATC website were changed inadvertently without full coordination to require a POV license requirement. CATC has corrected the issues as we discussed and their website has been changed as well to reflect the requirement of only a military vehicle license.

Current Prerequisites:

Must meet prerequisites on Unit Commander's Checklist for Student Preparation (AE Form 350-205A-R from USAREUR Pam 350-205).

Students must bring their OF 346 or DA Form 348 or DA Form 5984-E.

Must have 1-year retainability after course completion.

No POV/stateside license is required to transport hazardous cargo in USAREUR.

AR 600-55, (para 2-3a(2) vs. 2-3c) states that OCONUS, we apply our own requirements. Neither the new UR 190-1 nor the USAREUR Supplement 1 to AR 600-55 adds an additional POV license requirement. A valid OF 346 with an ADR Certificate (HAZ 11) is sufficient.

The broader military licensing confusion is due to individual interpretations of the new USAREUR 190-1, the new USAREUR policies, and the old AR 600-55, as discussed during the council meeting. This issue is being worked and has been recommended for a June Safety RED TEAM discussion.

RECOMMENDATION: Continue to train and dispatch hazardous cargo drivers in accordance with established direction.

10. Ground Guide Accident Briefing: COL Bellini briefed the council on a ground guiding accident that occurred in one of his units. He stated that a soldier was pinned between two vehicles while attempting to ground guide another vehicle. COL Bellini added that the accident would not have happened if the soldiers would have been properly supervised and that the front and rear ground guides had maintained eye contact during the operation. COL Bellini concluded by offering his presentation to other commanders as a training tool for use while conducting ground guide training.

11. Army, USAREUR and 1ID Class A Ground Accident Statistics: Mr. Walker provided a breakdown comparison of Class A accidents that have occurred across the Army, USAREUR and 1ID for the period of 1 Oct 01 - 21 May 02 as compared to the same period in FY 01. The statistical data was broken down into five Class A Accident Categories:

Army and 1ID Ground Class A Accidents (On and Off-duty)

Army and 1ID Ground Class A Accidents (On-duty)

Army and 1ID Off-Duty Privately Owned Vehicles (POV) Class A Accidents

Army and 1ID Ground Class A Accidents Rates (On and Off-duty)

Army and 1ID Accidental Army Military/Civilian Fatalities (Ground Accidents).

USAREUR and 1ID Accident Data.

a. Mr. Walker stated that in the On and Off-duty Accident Category, Army Class A on-duty accidents remain unchanged as compared to the same period in FY 01.

Conversely, however, Total Army Class A Off-duty accidents have increased from the previous year by 15%, with 10 more accidents this period than in the same period last year. Total Army Class A accidents have increased by 11%, an increase of 10 accidents over the same period in FY 01. 1ID On-duty Class A accidents have

increased by two so far this year as compared to the same period in FY 01, an increase of 200%. These figures include the On-duty accident that occurred on 7 May 02 and the On-duty POV accident that occurred on 21 May 02. Total Ground Class A Off-duty accidents are unchanged from the same period in FY 01. Total ground Class A accidents and the associated three year average has doubled compared to the same period in FY01.

b. Army accident data in the On-duty category reflects a 100% increase in AMV Class A Accidents from the previous year, an increase of 5 additional accidents. However Total Army On-duty Class A ground accidents remain unchanged from FY01. 1ID On-duty AMV Class A, AMV and fatal injury categories reveal a significant increase.

c. In the Army's Off-duty POV Accident Category, the total numbers of Class A accidents; their associated rates; the number of military fatalities, and fatality rates have all increased, compared to the previous year. However, the three-year averages are in the minus. 1ID statistical data in the Off-duty POV Category reflects that all FY 01 vs. FY02 comparisons remain unchanged from the same period in FY 01. With the exception of the 20% fatality rate increase in the FY 02 Vs 3 Yr. Average category, all other 3 yr. comparisons are in the minus.

d. Army Class A On-duty accident rates remain unchanged. Conversely, however, Army Off-duty and Total Ground Class A accidents rates have increased by 14% and 11% respectively across the board in all categories except in the three-year average percentage comparison category; there they reflect a 1% decrease. 1ID Ground Class A Accident rates reflect that the total On-duty Class A Accident rate has tripled so far this year compared to the same time period in FY 01. While Off-duty Class A accident rates remain unchanged. The total Ground Class A accident rate has doubled so far this year as compared to FY 01.

e. The total number of Army fatalities that have occurred so far this FY in both On and Off-duty categories is 103: 22 On-duty; 81 Off-duty. Accidents in the On-duty category are down from the same period in FY 01. Off-duty fatalities, however, are up by 12, a 17% increase from the same period in FY 01. Total Army fatalities are also up by 9, an increase of 10% from the previous year. Three-year averages reveal an increase in all categories. The total number of 1ID fatalities that have occurred so far this year is 4: two separate AMV accidents and one POV On-duty accident that took the lives of three German civilian and two soldiers. There were two POV Off-duty soldier fatalities that resulted from the same accident. This category remains unchanged from the previous year. All other categories reveal increases from the previous year.

f. USAREUR cumulative Class A Ground accidents in the On and Off-duty category reflect a 40% increase in the On-duty accident category. Off-duty accidents remain unchanged from the same period in FY01. Total ground Class A accidents have increased by 18% and 44% in the FY 02 vs. 3-year average. 1ID Class A Ground accidents in the On and Off-duty category show an increases. With the exception of the

Ground Off-duty category FY02 vs. FY 01 comparison and the three-year average, all other categories have increased from the same period in FY 01.

g. In the USAREUR Class A Ground On-duty accident category, AMV accidents have doubled from the same period in FY01. Army Combat Vehicle accidents have also increased by one. Total Ground On-duty accidents have increase by 40%, with seven total accidents. In the 1ID Class A Ground On-duty accidents and fatalities category, Army Motor Vehicle accidents have increased by two. The numbers of soldier fatalities has increased by one from the previous year. Total On-duty accidents have increased by two, as compared to the same period in FY 01.

h. USAREUR POV Class A accidents, rates and resulting fatalities have increased in all categories as compared to the same period during the previous year (130%). 1ID cumulative Class A POV accidents, rates, and fatalities remain unchanged in all categories except in the 3 yr average Class A POV Accident rate category; there it reflects a 25% decrease for the same period in FY 01.

12. 1ID Cumulative Accident Data: Mr. Walker informed the council that FY 02 cumulative reportable and recordable POV and AMV accidents continue to climb in number and severity. He said that so far this year there have been 12 significant POV accidents and 21 significant AMV accidents. Primary causes are attributed to **inexperience**, speed, inattention, fatigue, carelessness and driver training. Mr. Walker added that judging from the present data, we are extremely fortunate that we have not experienced more fatal accidents in the training area, and on German highways and autobahns. In the fire category, the Division has experienced five fires so far this FY. Two of those fires were attributed to electrical faults; one involved a child playing with matches; one unattended cooking, and one involved heating wax. In FY 01 60% of reported fires were attributed to unattended cooking; 30% were attributed to unattended candles, and 10% were attributed to cigarettes and heaters. Mr. Walker concluded by addressing the rise in Class C and D recordable accidents throughout the Division. So far in FY 02 we have experienced 69 total accidents. Total Class A, B, C, and D accidents have reached 73 as of 21 May 02. The total dollar loss to the army as a result of these accidents is in excess of 975K.

13. Policy confusion on General Officer Briefing on Class A Ground Accidents: Mr. Walker discussed the confusion with V Corps Policy Memo # 6 and GO briefing requirements. Mr. Walker stated that he has asked V Corps Safety to review the policy for changes to reduce confusion and to bring it in line with Army accident reporting policy. Gen Craddock tasked Mr. Walker to put the V Corps request in writing and that he would address the issue at the next V Corps Safety council.

14. Division Safety Stand-Down Training: Mr. Walker offered commanders an opportunity to discuss their primary safety training focus in conducting their unit safety stand-down; their methods of accomplishing safety training, and any lessons learned to **prevent the next accident**. Mr. Walker also re-emphasized the importance of the training and where to find the training material. www.1id.army.mil/safety/home.htm

The COS directed each commander to provide 3 ups and 3 down regarding their Safety Stand-down training focus, method of accomplishing the training and lessons learned to prevent the next accident.

15. MG Craddock's Closing Remarks: MG Craddock closed the meeting by informing the council that there are no status quo statistics from quarter to quarter or year to year. He added that when we presently have no change in accident statistics from an earlier period; that is bad news. MG Craddock stated that we must reverse our numbers and trends or the tragic, but preventable, accidents will continue. He said that what we have to do is figure out the dynamics involved and then take control, preferably without limiting liberties. He added that our soldiers are not immortal, nor should they think they are. They must be held accountable for their actions. Then the CG focused attention on the usefulness of Risk Prevention Programs. He stated that he would use the Risk Reduction for Readiness Program information when he conducts unit inspections. MG Craddock concluded by stating that high stress equates to high accident rates. He said that we must target exceptionally high stress units and continue taking positive action to head off the potential for all serious or fatal accidents in the BRO.

1Encl
Attendees


DONALD E. WALKER
Safety Manager/Recorder

Distribution:
1- each council member
1- V Corps Safety
1- USAREUR Safety
1- 1st Armor Division

Enclosure

1st Infantry Division Command Safety Council Attendance

MEMBERS ATTENDING:

Commanding General- MG Craddock

ADC-M- BG Combest

ADC-S- BG Lute, Kosovo

Chief of Staff- COL Vangjel

G3- LTC Murray

G4- LTC Akin

1ID Safety Director- Mr. Walker

2nd BDE- LTC Everson

3d BDE Commander- COL Henry

Engineer BDE Commander- MAJ Loftus

4th BDE Safety Officer- CW5 Lautzenheiser

DISCOM Commander- COL Bellini

DIVARTY XO- MAJ (P)Merkel

DIVARTY CSM- CSM Donohue

4/3 ADA Commander- MAJ Gonzalez

101 MI ,XO – MAJ Birch

1-4 CAV Commander- LTC McMaster

121 SIG Commander- LTC Lister

1st MP CO.- CPT Gabavics

Staff Judge Advocate- LTC Miller

Div HHC Commander- CPT Hayes

Division Chemical Officer- LTC Pittman

Division Surgeon- LTC Wempe

Division Provost Marshal- MAJ Lynn