



IMCOM-ATLANTIC REGION

FORT CAMPBELL, KENTUCKY



CDSO SAFETY

COMMITTEE MEETING

2ND QUARTER FY12

17 APR 12



CDSO SAFETY COMMITTEE

MEETING Q2 FY12



AGENDA

- | | |
|---|-----------------------|
| <input type="checkbox"/> Opening Remarks | Mr. Munson |
| <input type="checkbox"/> Accident Statistics | Mike Johnson |
| <input type="checkbox"/> Army Accident Causation Model | George Arzente |
| <input type="checkbox"/> LOCK-OUT/TAG-OUT | George Wyatt |
| <input type="checkbox"/> Administrative Announcements | Mike Johnson |
| <input type="checkbox"/> Open Discussion | Group |
| <input type="checkbox"/> Closing Remarks | Mr. Munson |



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MEETING Q2 FY12



ACCIDENT STATISTICS



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STATISTICS

USAG FT CAMPBELL GOAL: 20% Accident reduction from FY11

TRENDS ROLL-UP

WHAT: CATEGORY

WHY: ROOT CAUSE

WHERE: LOCATION

REDUCTION EFFORTS

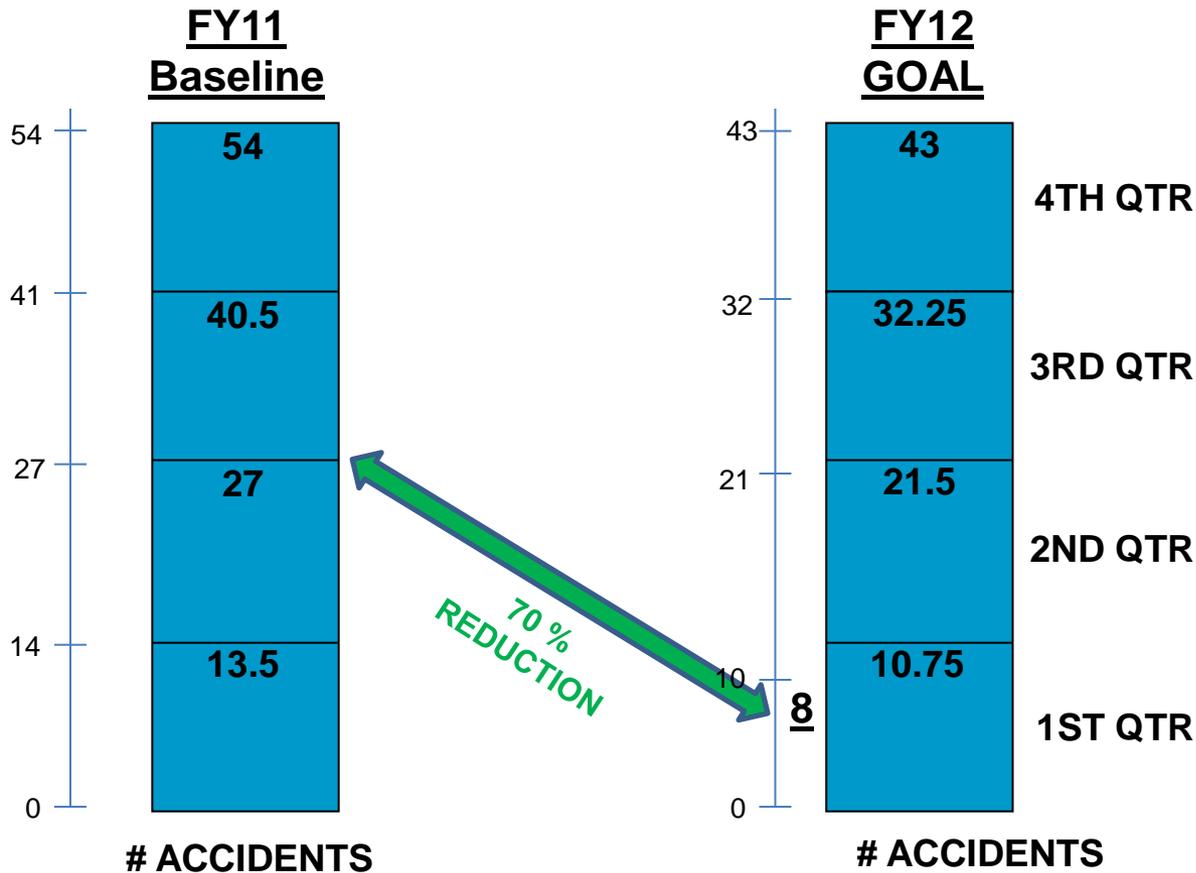
COUNTERMEASURES



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AF AND NAF ACCIDENT REDUCTION



FY12 SOHAP Goal (20% Reduction)
2Q FY12 USAG (70% Reduction)

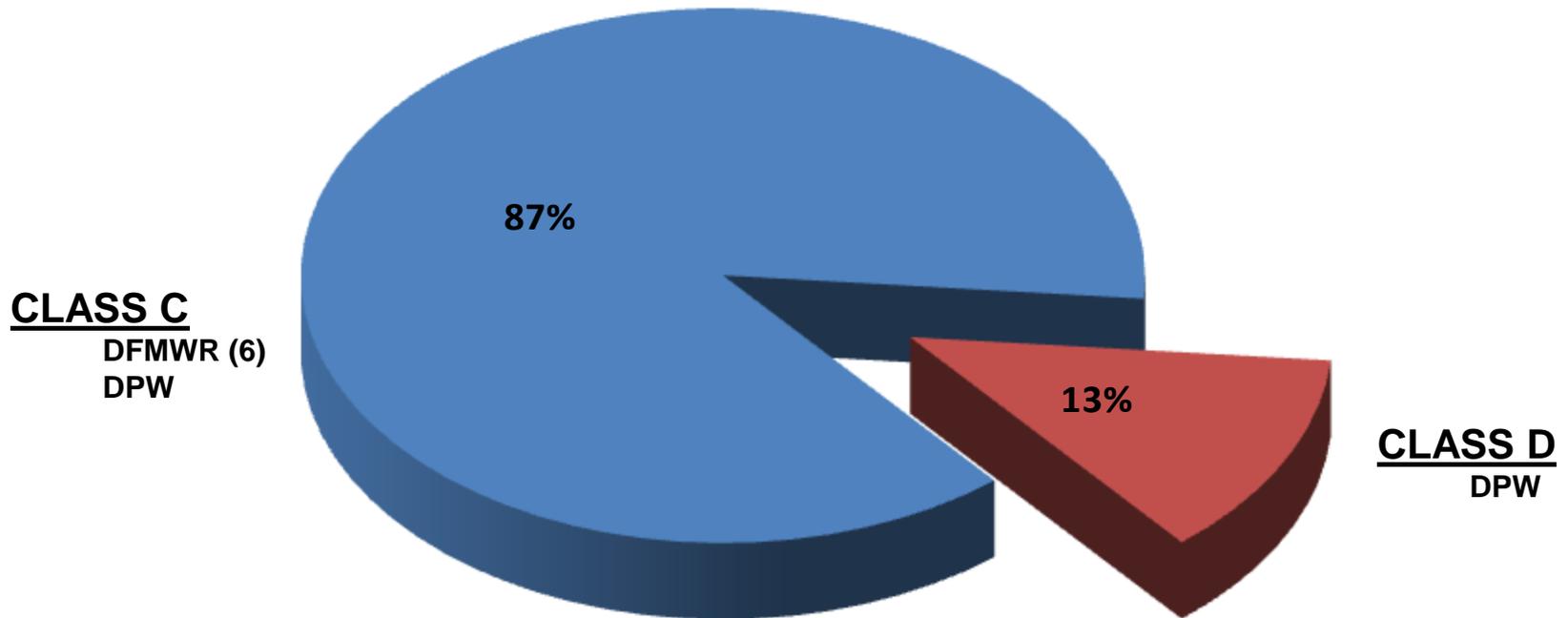


ACCIDENTS FY12 **ROLLUP**



Recordable Accidents (R)

ACCIDENTS: 8



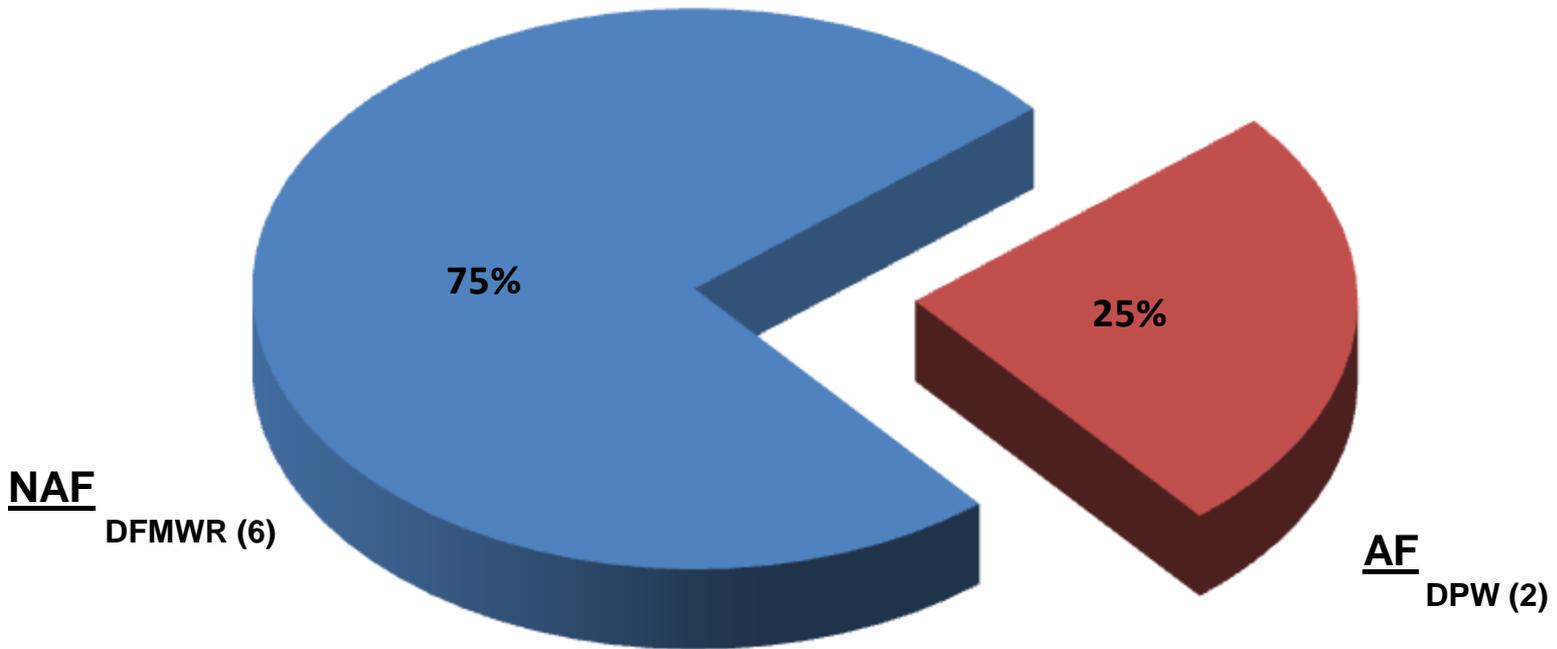


ACCIDENTS FY12 **ROLLUP**



Recordable Accidents (R)

ACCIDENTS: 8



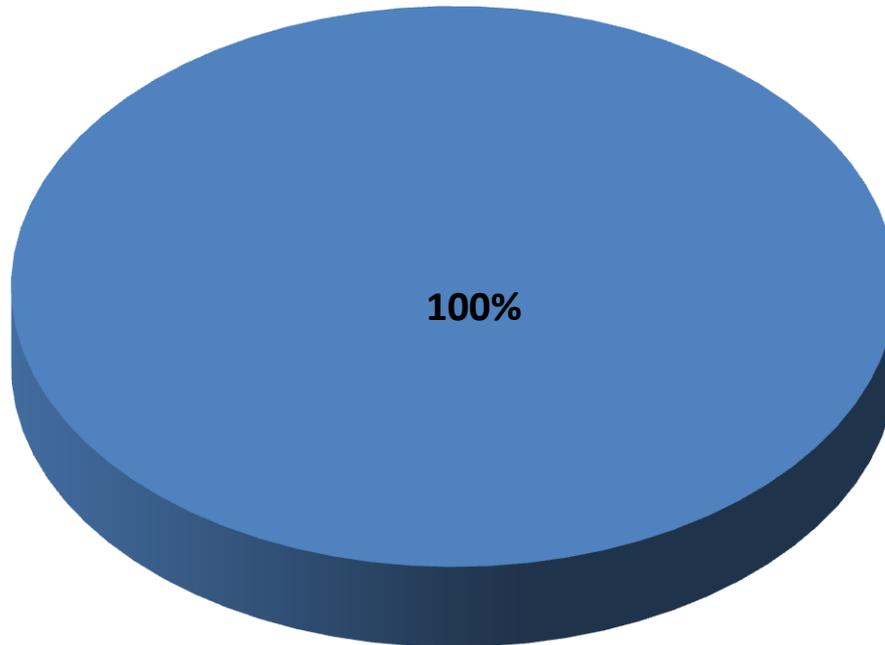


ACCIDENTS FY12 ROLLUP



Recordable Accidents (R)

ACCIDENT TYPES:



INJURY

DFMWR (6)
DPW (2)

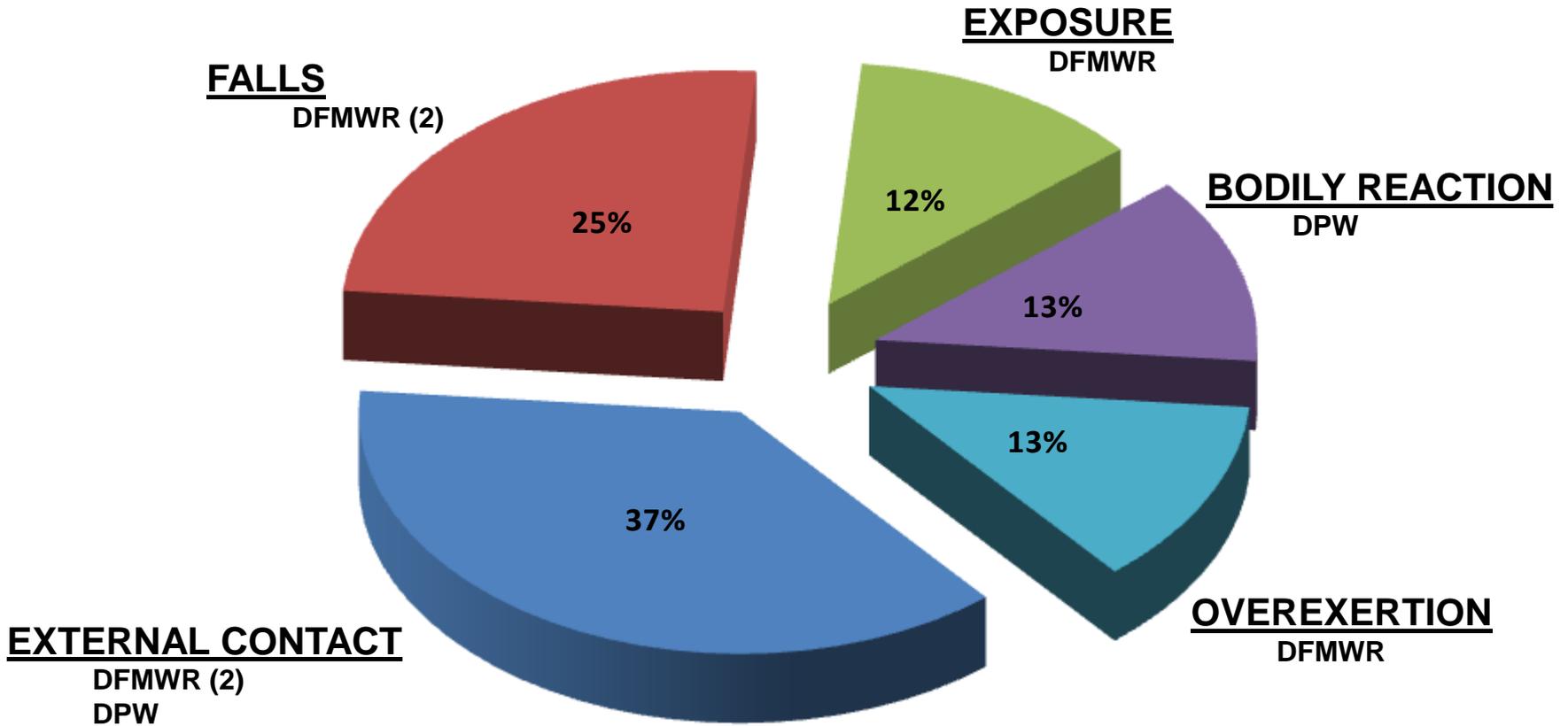


ACCIDENTS FY12 **ROLLUP**



Recordable Accidents (R)

CATEGORY : 8





ACCIDENTS FY12 ROLLUP

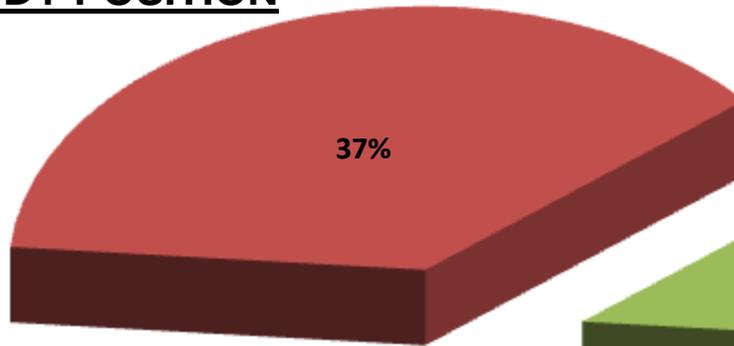


Recordable Accidents (R)

ROOT CAUSE : 8

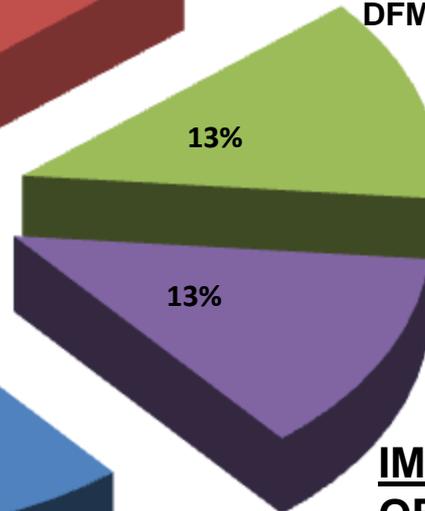
IMPROPER BODY POSITION

DPW (2)
DFMWR



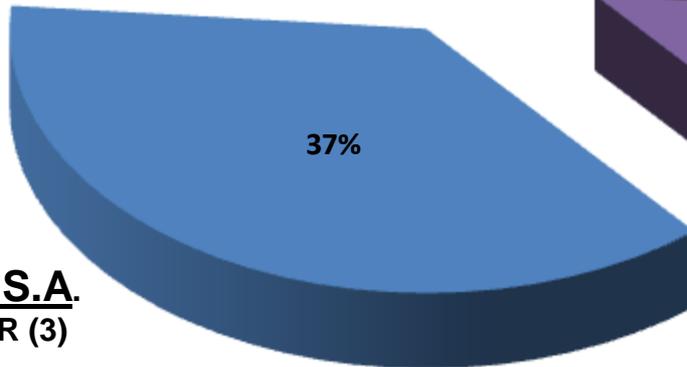
IMPROPER APPLICATION OF SAFETY PROCEDURES

DFMWR



LACK OF S.A.

DFMWR (3)



IMPROPER USE OF EQUIPMENT

DFMWR

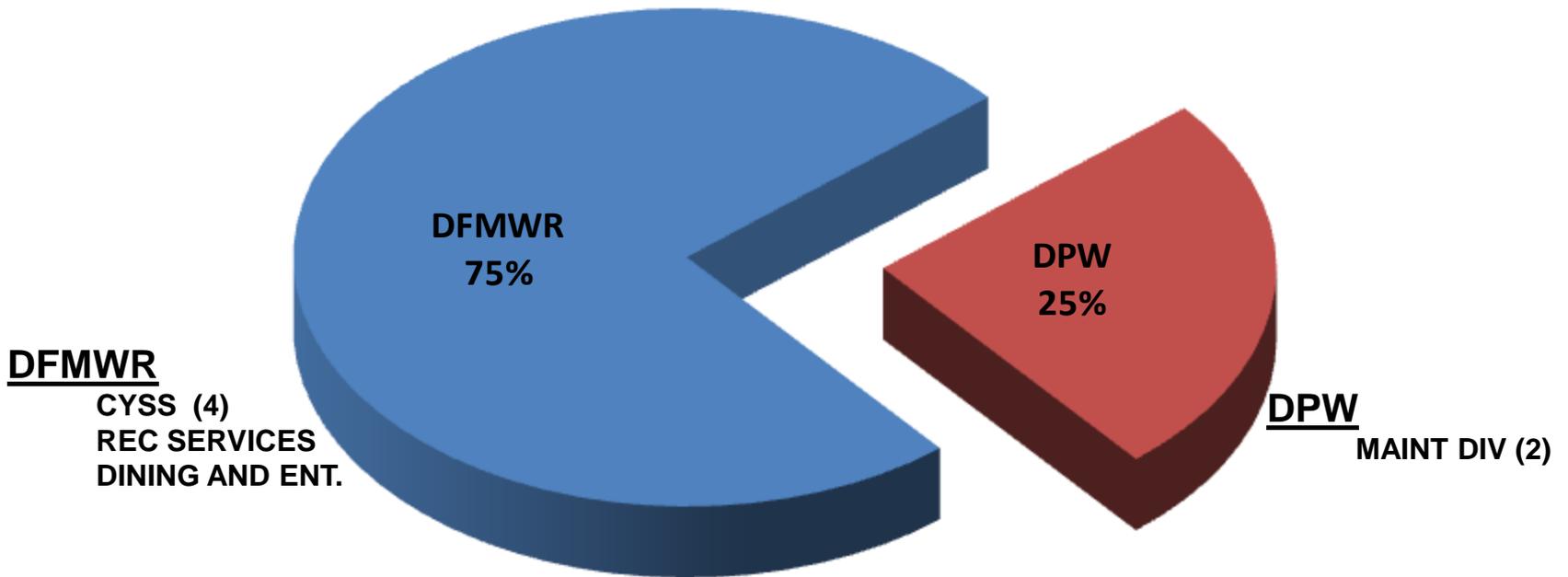


ACCIDENTS FY12 **ROLLUP**



Recordable Accidents (R)

LOCATION : 8



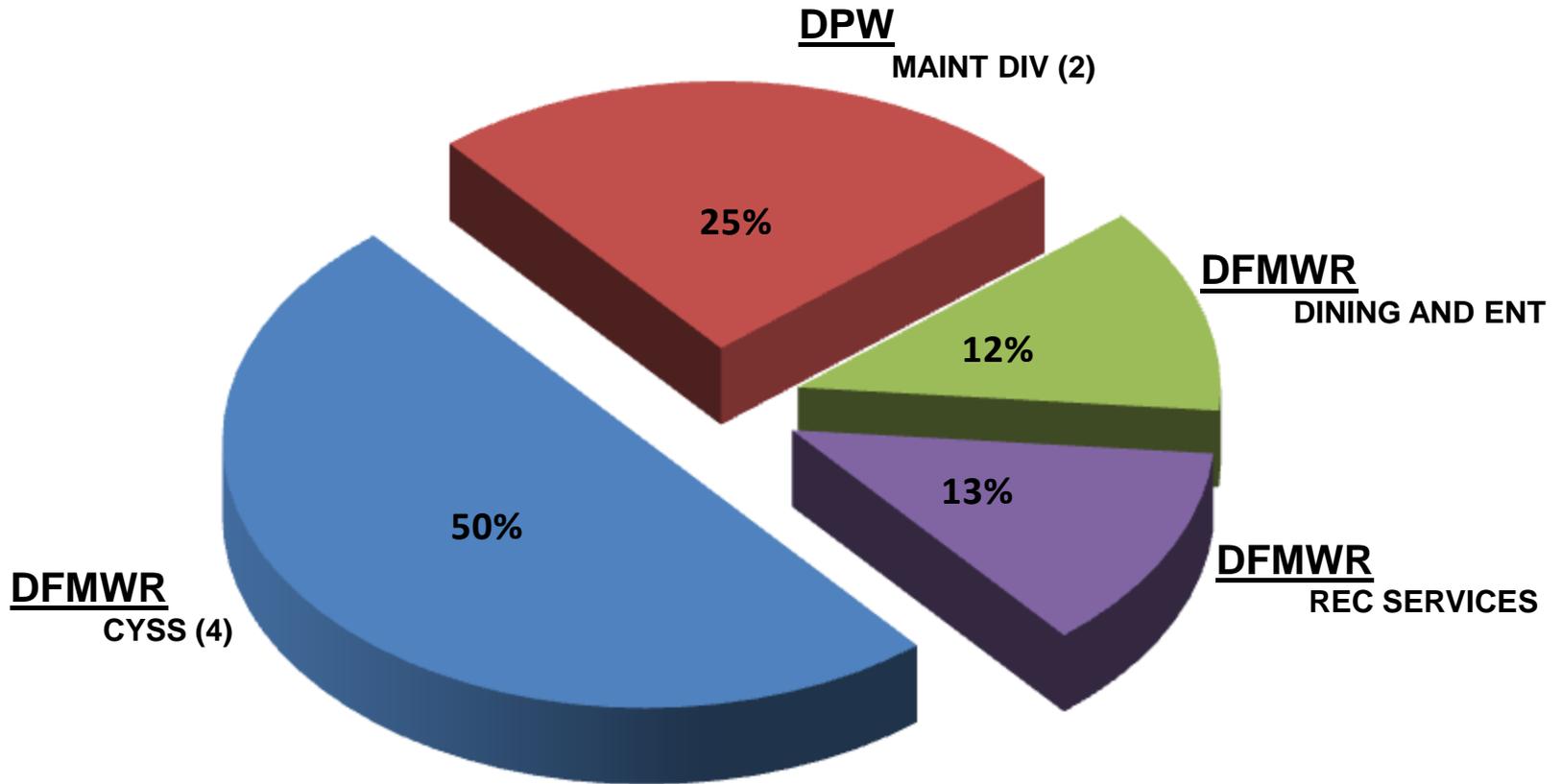


ACCIDENTS FY12 ROLLUP



Recordable Accidents (R)

SUB-LOCATION : 8





FY12 ACCIDENT TRENDS

ANALYSIS

ROLLUP



WHAT: CATEGORY

- External Contact - 37%
- Fall - 25%

WHY: ROOT CAUSE

- Lack Of Situational Awareness - 37%
- Improper Body Position - 37%

WHERE: LOCATION

- DFMWR - 75%
 - CYSS - 50%
- DPW - 25%
 - MAINT DIVISION - 25%



TREND COUNTERMEASURES



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PURPOSE: To eliminate or reduce trends from recurring; primarily by training focused on the trend categories, root causes and locations. Other countermeasure techniques include: disseminating acc stats thru leadership chain to employees, Safety GRAMS and use of Daily Safety Topics.

CONTERMEASURES for the FY12 trend locations:

DFMWR (CYSS):

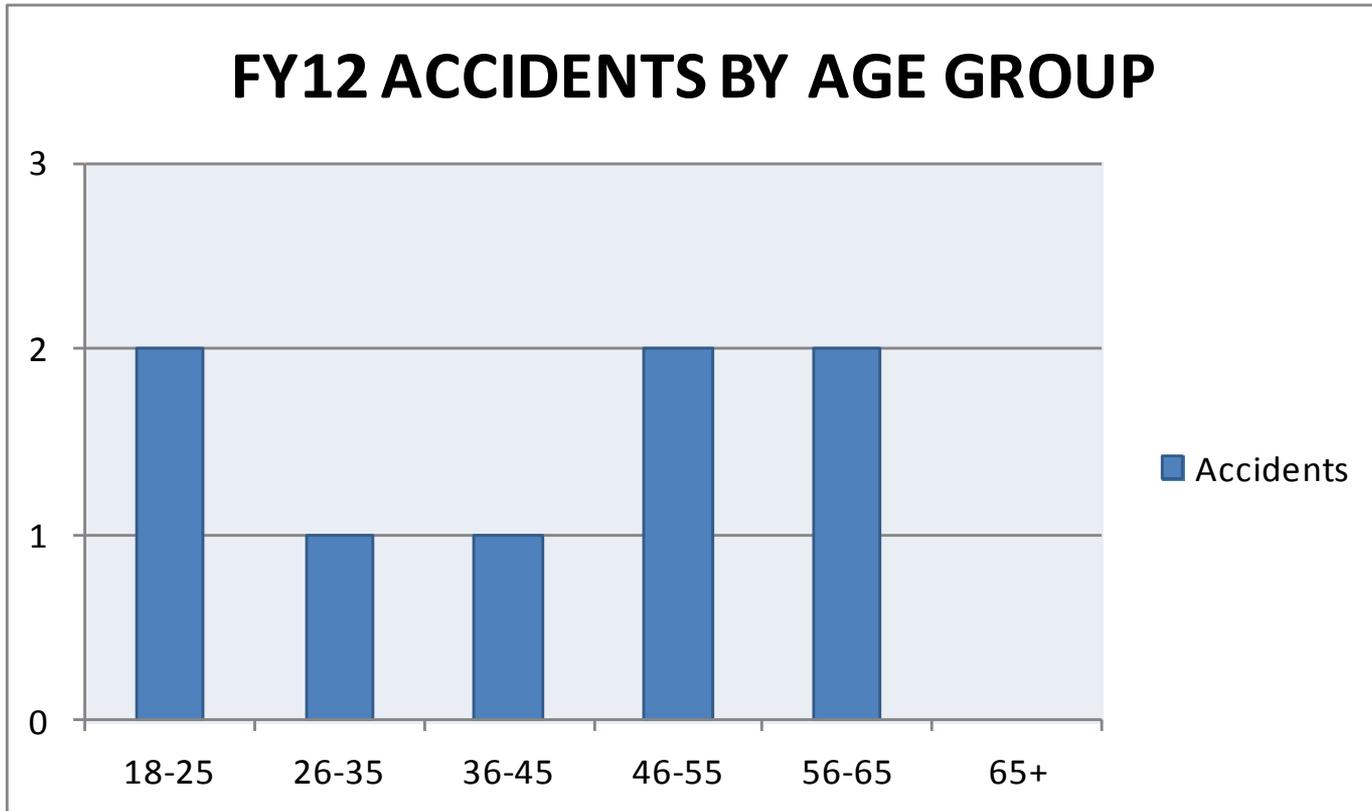
- The current training efforts focus on Lifting Techniques, Back Injury Prevention, Slips, Trips and Falls, and Situational Awareness.
- Training is conducted during the New Employee Orientation, the CYSS Collateral Duty Safety Course (3 per year) and any training requested by the CYSS managers.

DPW (Maint. Div):

- Targeted “External Contact” and “Improper Use of PPE” trends and conducted a PPE assessment.
- Targeted the “Situational Awareness” trend with a “Safety Awareness.” video.



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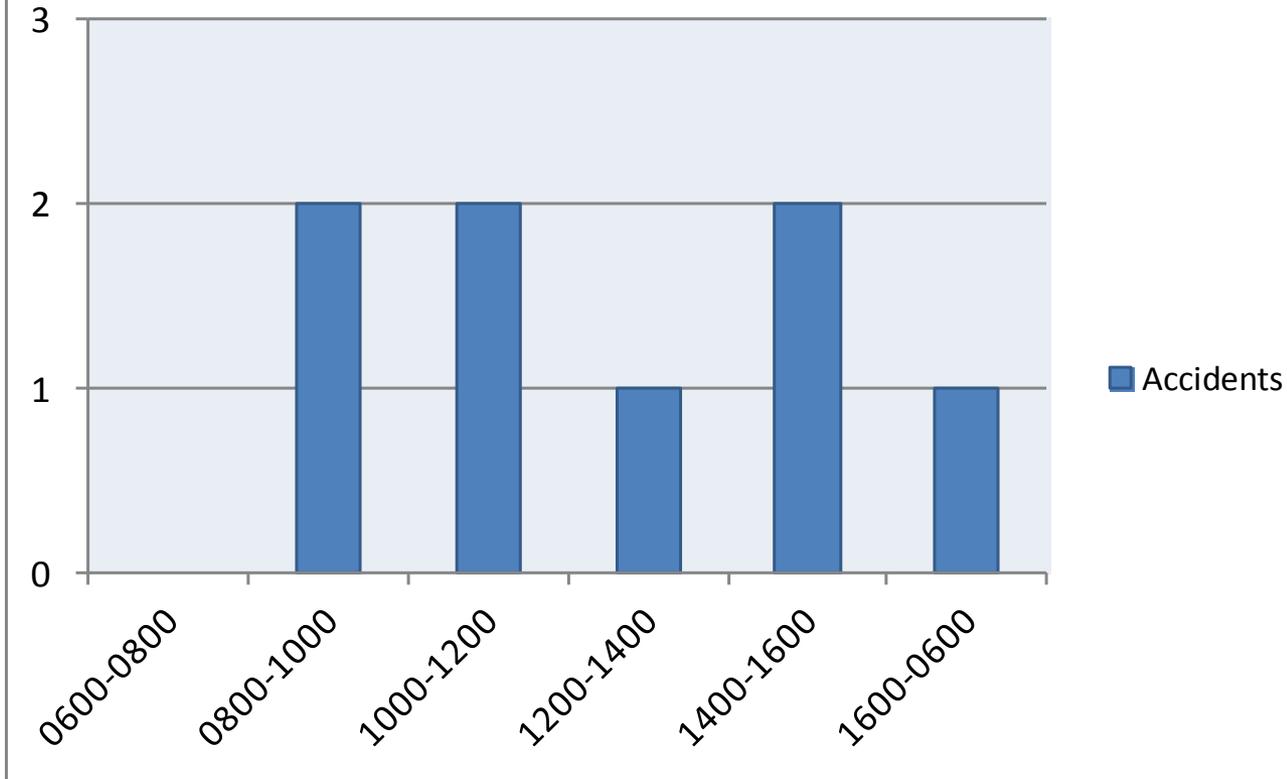




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FY12 ACCIDENTS BY TIME OF ACCIDENT

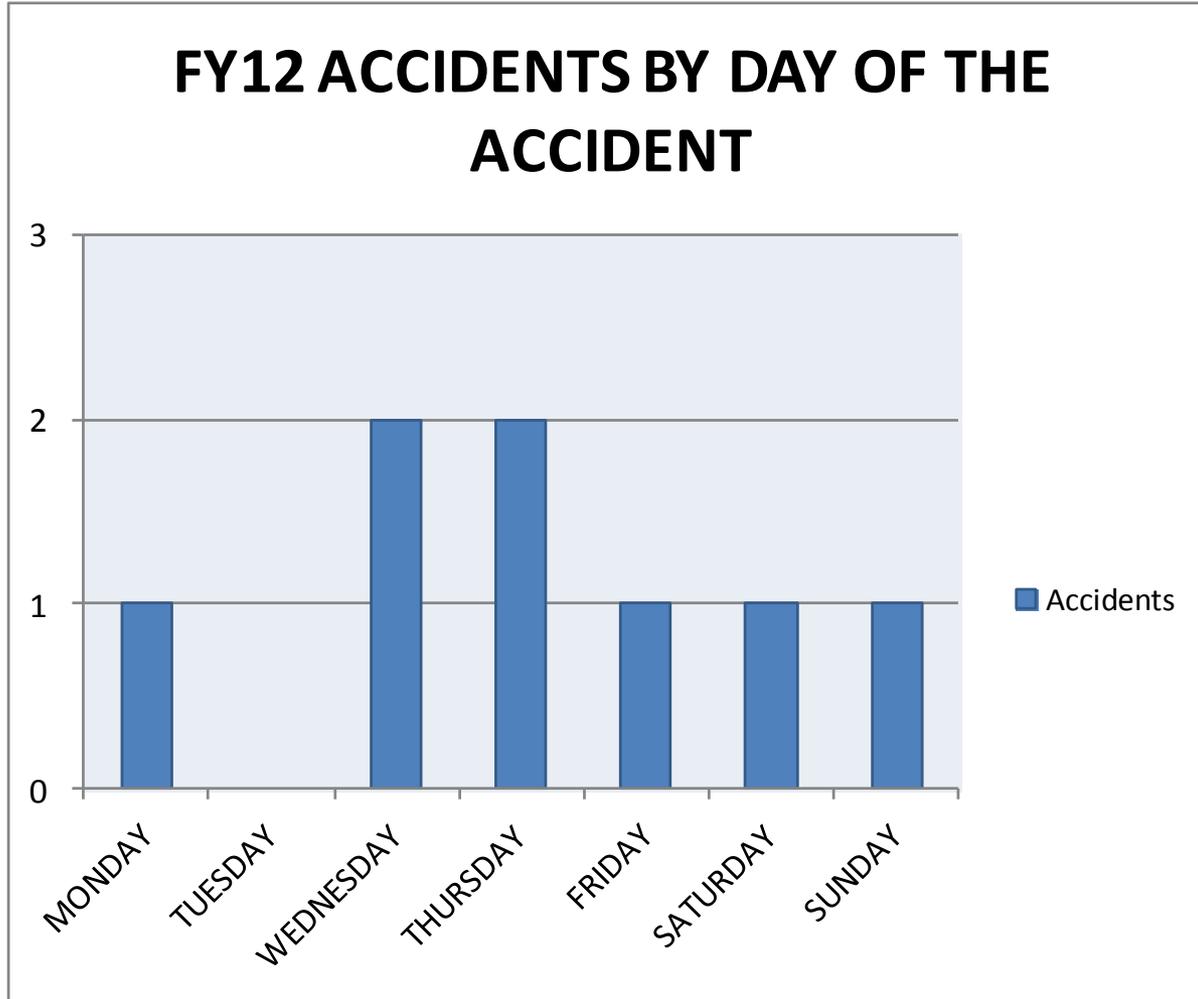




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FY12 ACCIDENTS BY DAY OF THE ACCIDENT





FY12 ACCIDENT TRENDS ANALYSIS



ROLLUP

AGE

- 46-65 year olds - 50%
- 18-25 year olds - 25%

TIME

- 0800-1200 - 50%
- 1400-1600 - 25%

DAY

- WED & THUR - 50%



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ACCIDENT CAUSATION

Why Do We Have Accidents?

CAUSATION HISTORY



- **Early man – Accidents were the result of bad spirits.**



- **Civilized man - Injured person was at fault due to stupidity.**





CAUSATION HISTORY



- **Industrial revolution – carelessness caused accidents.**
 - **Natural side effect of production.**
 - **Cost of doing business.**
 - **Human nature – people will always be careless.**





CAUSATION HISTORY



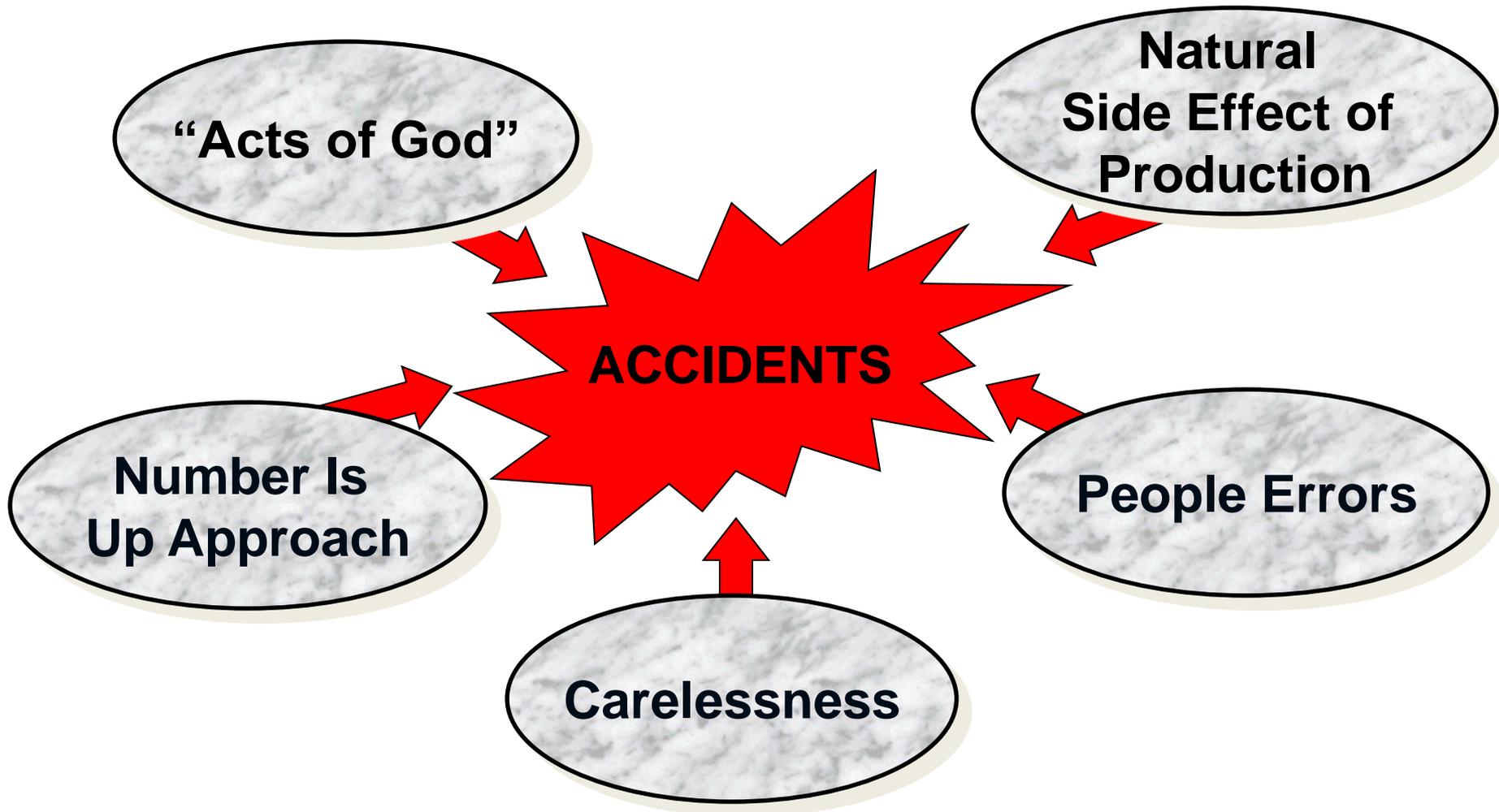
- **The court system**
 - Upheld the view of individual responsibility
 - Injured worker had to sue
 - Employer had to be found completely to blame
- **Public opinion**
 - Rose against rose against the "worker alone-is-to-blame" theory.
 - Courts became more responsive to workers' claims.
 - By 1908 State legislatures implemented an employer's liability law.





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INDUSTRIAL REVOLUTION



Employers Rationale for Accidents

- **Scientific Approach**



H.W. Heinrich's model to accident causation has been the basic modern approach in accident prevention and has been used mostly by safety societies and professional people since its publication in 1932. *This was the first scientific approach.*****

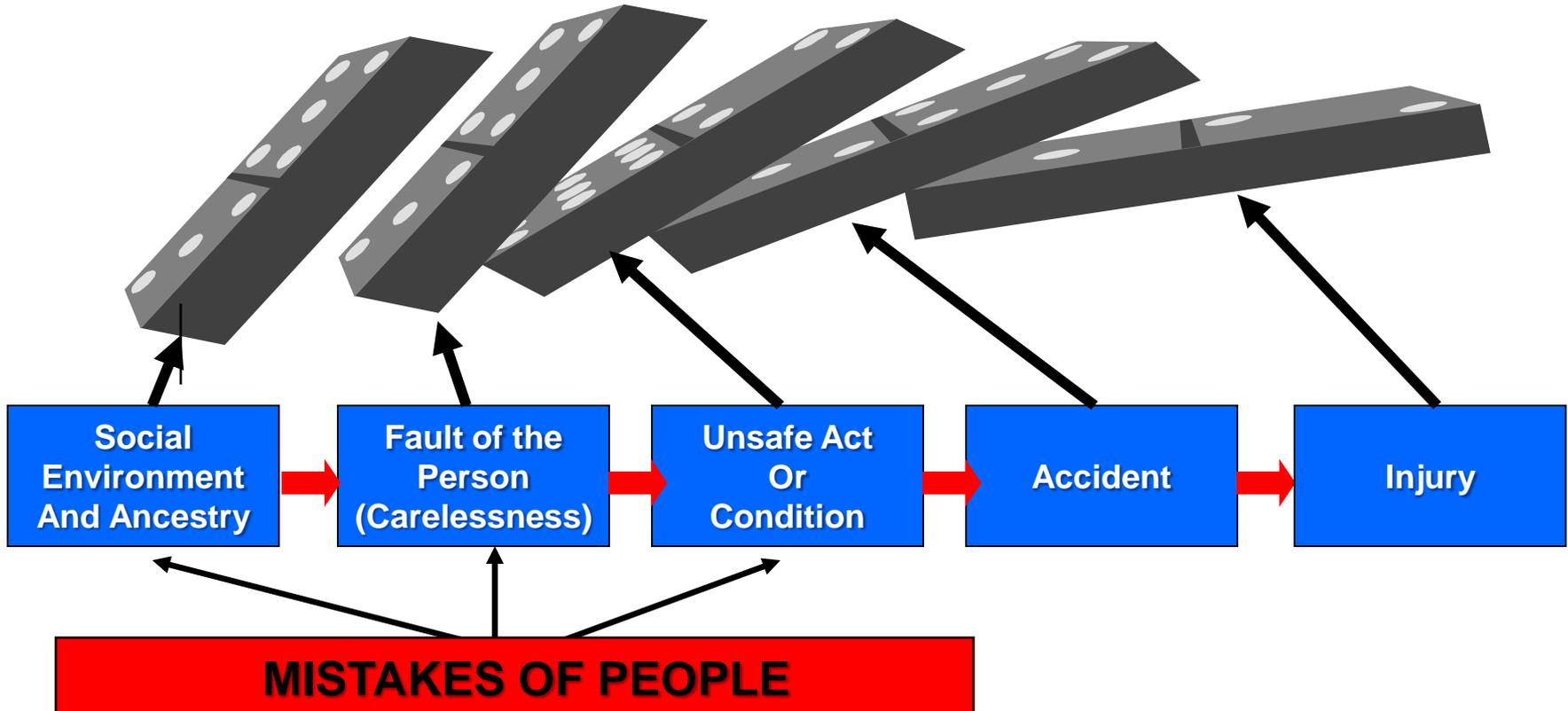




HEINRICH'S ACCIDENT CAUSATION MODEL



1932 - First Scientific Approach To Accident Prevention – H.W. Heinrich
“Industrial Accident Prevention”

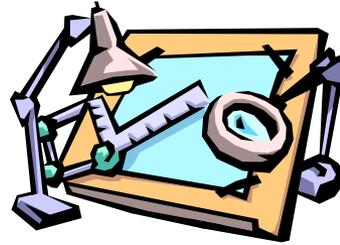




THREE "E'S" OF ACCIDENT PREVENTION



- **Engineering**



- **Education**



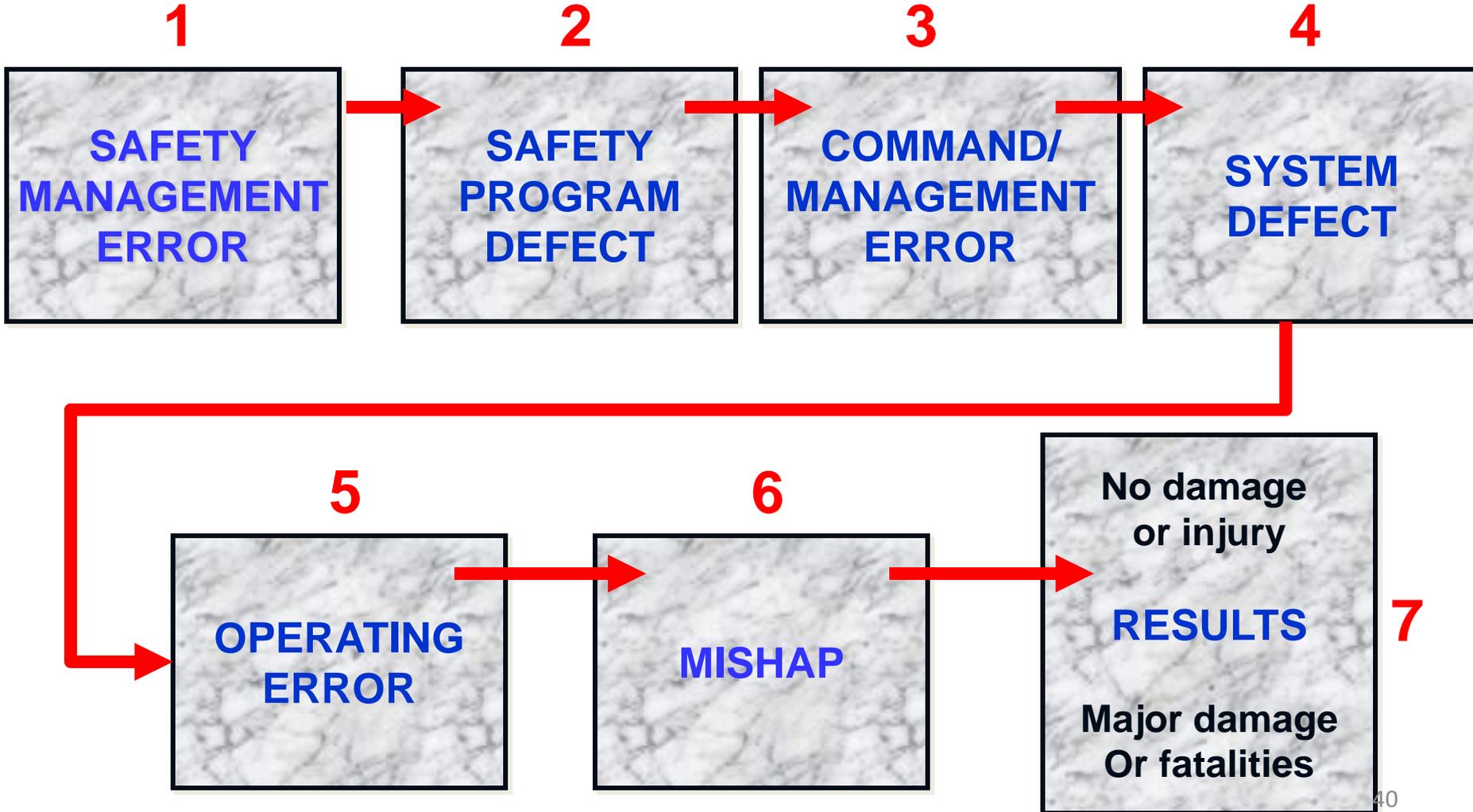
- **Enforcement**





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MODERN CAUSATION MODEL





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ACCIDENT CAUSATION



Video: Science of Cause and Avoidance of Accidents
Digital 2000 (1041E) Run Time: 16:00



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QUESTIONS?



IMCOM-ATLANTIC REGION

FORT CAMPBELL, KENTUCKY



THE CONTROL OF HAZARDOUS ENERGY

**TITLE 29, CODE OF FEDERAL REGULATIONS,
SUBPART J, 1910.147**

**“Lockout / Tagout”
Orientation**



THE CONTROL OF HAZARDOUS ENERGY



LOCKOUT / TAGOUT

"Lockout/Tagout (LOTO)" refers to **specific practices and procedures to safeguard employees from the unexpected energization or startup of machinery and equipment, or the release of hazardous energy during service or maintenance activities.**

Approximately 3 million workers service equipment and face the greatest risk of injury if lockout/tagout is not properly implemented. Compliance with the lockout/tagout standard (29 CFR 1910.147) prevents an estimated 120 fatalities and 50,000 injuries each year. Workers injured on the job from exposure to hazardous energy lose an average of 24 workdays for recuperation. In a study conducted by the United Auto Workers (UAW), 20% of the fatalities (83 of 414) that occurred among their members between 1973 and 1995 were attributed to inadequate hazardous energy control procedures specifically, lockout/tagout procedures.

LOTO is addressed in specific standards for the general industry, marine terminals, longshoring, and the construction industry.



THE CONTROL OF HAZARDOUS ENERGY



LOCKOUT / TAGOUT

OSHA's Most Cited Violations of 2011

1. Fall Protection (29 CFR 1926.501)
2. Scaffolding (29 CFR 1926.451)
3. Hazard Communication (29 CFR 1910.1200) 6538 violations
4. Respiratory Protection (1910.134)
- 5. Control of Hazardous Energy – Lockout/Tagout (1910.147) 3632**
6. Electrical – Wiring Methods (29 CFR 1910.305)
7. Powered Industrial Trucks (29 CFR 1910.178)
8. Ladders (1926.1053)
9. Electrical – General (29 CFR 1910.303) 2863 violations
10. Machine Guarding – General Requirement (29 CFR 1910.212)



THE CONTROL OF HAZARDOUS ENERGY



LOCKOUT / TAGOUT

**Video: Lockout/Tagout; Control of Hazardous Energy
National Safety Compliance (KD08-107)
Run Time: 14:40**



THE CONTROL OF HAZARDOUS ENERGY



LOCKOUT / TAGOUT

Summary

1. Written Program
 - a. Energy Control Procedures
 - (1) Scope, Purpose, Authorization, Rules, Techniques, Definitions, etc.
 - b. Employee Training (Specific Requirements)
 - c. Employee Retraining
 - d. Periodic Inspections
 - (1) Program and Hardware
2. Materials and Hardware
3. Supervisory and Employee Responsibilities
4. Need Help? Contact your ISO Safety Oversight Representative



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QUESTIONS?



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ADMINISTRATIVE ANNOUNCEMENTS

- SUMMER SAFETY CAMPAIGN: 1 MAY 12 – 30 SEP 12
- SOHAC: 3 MAY 12
- 3RD Qtr CDSO Re-Cert: 17 MAY 12
- MOTORCYCLE SAFETY DAY: 24 MAY 12
- JUNE SAFETY MONTH: 4-21 JUN 12



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OPEN DISCUSSION



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CLOSING REMARKS