

DEPARTMENT OF THE ARMY
HEADQUARTERS, 101ST AIRBORNE DIVISION (AASLT) AND FORT CAMPBELL
2700 Indiana Avenue
Fort Campbell, Kentucky 42223-5656
5 February 2010

(Expires 5 February 2011)

101st Airborne Division (AASLT) Safety and Occupational Health Action Plan FY 2010

Contents (listed by paragraph and page number)

Chapter 1

Introduction, page 3

Forward • 1-1, page 3

Safety Goals and Objectives • 1-2, page 3

Army Safety & Occupational Health Strategic Goals • 1-3, page 3

US Army Forces Command (FORSCOM) Safety and Occupational Health Strategic Plan • 1-4, page 3

101st Airborne Division (Air Assault) Goals • 1-5, page 3

Chapter 2

Military Requirements, page 3

Strategy • 2-1, page 3

Purpose • 2-2, page 3

Review of Safety and Occupational Health Action Plans • 2-3, page 4

Program Evaluation • 2-4, page 4

Program Elements • 2-5, page 4

Off Duty Accident Prevention • 2-6, page 4

Motorcycle Accident Prevention • 2-7, page 4

Motorcycle Rider Identification and Counseling • 2-8, page 4

Motorcycle Operator Training Courses • 2-9, page 4

Training for Motorcycle Riders (Reintegration) • 2-10, page 4

Motorcycle Mentorship Programs and Events • 2-11, page 5

Privately Owned Vehicle Accident Prevention • 2-12, page 5

Sedan, Pick-Up Truck, and Sport Utility Accident Prevention • 2-13, page 5

Briefings and Counseling by First-Line Leaders • 2-14, page 5

Pedestrian Safety Briefings and Counseling by First-Line Leaders • 2-15, page 5

Drowning Safety Briefings and Counseling by First-Line Leaders • 2-16, page 5

Privately Owned Weapons (POW) Safety Training and Briefings with Counseling by First-Line Ldr • 2-17, page 5

Off Limits Areas Notification • 2-18, page 6

Accident Reporting • 2-19, page 6

Fatality Accident Investigations and After Action Reviews • 2-20, page 6

Commander's Risk Reduction Tools & Training Requirements • 2-21, page 6

Accident Avoidance Course • 2-22, page 6

Appointment of Additional Duty Safety Personnel • 2-23, page 6

Additional Duty Safety Course (ADSC) • 2-24, page 6

Division and Aviation Safety and Occupational Health Advisory Council • 2-25, page 6

Safety Training • 2-26, page 7

Safety Climate and Culture • 2-27, page 7

Strategy • 2-28, page 7

Composite Risk Management Training • 2-29, page 7

Risk Management Tools and Individual/Soldier Counseling • 2-30, page 7

Effective Management of Program Execution • 2-31, page 7

Strategy • 2-32, page 7

Army Readiness Assessment Program (ARAP) • 2-33, page 8

Army Traffic Safety Training Program (ATSTP) • 2-34, *page 8*
Commander's Safety Course (CSC) • 2-35, *page 8*
Travel Risk Planning System (TRiPS) • 2-36, *page 8*
Remedial Driver's Training Program • 2-37, *page 8*
Accident Reduction • 2-38, *page 8*
Assessment Based on Accident Trends • 2-39, *page 8*
Inspection Programs of Facilities • 2-40, *page 9*
Supervisor Emphasis on Safety and Occupational Health • 2-41, *page 9*
Safety Program Effectiveness • 2-42, *page 9*
Proponent • 2-43, *page 9*

Appendix List

Appendix A. Army Traffic Safety Training Program (ATSTP), *page 10*

Appendix B. Off-Duty Establishments, *page 11*

Chapter 1

Introduction

1-1. Foreword - Safety & Occupational Health Action Plan

a. Fiscal Year 2010 Safety and Occupational Health Objectives were released 7 August 2009. FORSCOM published their supporting guidance in the Forces Command Fiscal Year 2010 Safety Objectives and Implementation Instruction memo dated 25 November 2009. The FY08 goal was a 40% reduction of accidents compared to FY06. The Army goal is to reduce off duty accidental loss from FY07 results by 20 percent in FY09. For FY09, the Army on-duty goal is to sustain the over 40 percent reduction from FY06 while shifting focus to off-duty reductions. As of June 14, 2009, the Army has had 19 percent fewer fatalities off-duty and has not only sustained but further reduced on-duty accidental fatalities by 12 percent. Clearly, what you are doing is working and we want to continue the momentum. The Army safety culture is changing to become more proactive as a result of the positive climate change at the organizational level.

b. The Strategic Plan expands the requirement for a safety and occupational health action plan from the Division level down to BCT/BDE level. Safety objectives and initiatives outlined in this document should be the basis for development of division units Safety and Occupational Health Action Plans. Preventing accidents and injuries and reducing associated losses must be the focus of every leader, supervisor and Soldier. Commanders will evaluate their programs to ensure the climate of the organization is addressed in both depth and breadth. The Army goal is to change the safety culture to be proactive and predictive. Army Readiness Assessment Program (ARAP) or Individual and Leader Accident Risk Assessments will be used to assess the climate/culture and to develop plans to target those areas where you have gaps.

c. This document is a living document and will be refined and further developed in collaboration between safety, medical, personnel communities and endorsed by senior leaders and management, to incorporate these objectives throughout the Division. It contains both mandatory and recommended events that should assist with increasing safety awareness and reducing accidents. The mandatory events must be included in every Safety and Occupational Health Action Plan.

1-2. Safety Goals and/or Objectives.

Safety goals and objectives for the Division evolve from numerous sources. The following subparagraphs capture goals and objectives established at the strategic through Division levels. This action plan has been designed to focus on accomplishing all goals. To be successful, objectives and initiatives have been formulated which will provide effective and efficient movement towards meeting or exceeding established goals. Refined guidance will be incorporated into Summer and Winter Safety Campaign Plans. FORSCOM goals are included to provide guidance to rear detachment leaders of the units deployed in support of Operations Iraqi and Enduring Freedom.

1-3. Army Safety & Occupational Health Strategic Goals

GOAL 1: Off-Duty Loss Reduction.

GOAL 2: On-Duty Loss Reduction.

GOAL 3: Civilian Injury Reduction

GOAL 4: Accident Reporting.

1-4. US Army Forces Command (FORSCOM) Safety and Occupational Health Strategic Plan

Objectives

OBJECTIVE 1: Off-Duty Loss Reduction

OBJECTIVE 2: On-Duty Loss Reduction

OBJECTIVE 3: Civilian Injury Reduction

1-5. 101ST Airborne Division (Air Assault) Goals

GOAL 1: Off-Duty Loss Reduction through focus on key areas; POV, Motorcycle, and personnel injury fatalities.

GOAL 2: On-Duty Loss Reduction by leaders at all levels identifies, assess, and control risks as they arise. Ensure adequate budgetary provision to meet safety and occupational health needs.

GOAL 3: Civilian Injury Reduction by ensuring leaders and supervisors at all levels have been made responsible and accountable.

GOAL 4: Accident Reporting ensuring the reporting mechanisms for safety and occupational matters are working.

Chapter 2

Military Requirements

2-1. STRATEGY

In FY09 guidance, you were asked to reduce off-duty accidental fatalities by 20 percent while sustaining our substantial gains in on-duty reductions made during FY07. As of June 14, 2009, the Army has had 19 percent fewer fatalities off-duty and has not only sustained but further reduced on-duty accidental fatalities by 12 percent. Clearly, what we are doing is working and we want to continue the momentum. Off duty accidents continue to be our biggest challenge. Even though overall numbers are down, we continue to see 75 percent of Soldier fatalities occurring while off-duty and away from direct leadership. Over the last two fiscal years, E1-E4's, age 18-24 were involved in 65-70% of fatal sedan accidents which account for the majority of those losses. Leaders, in the grade E5 and above who ride motorcycles, continue to be high risk and over the last two years averaged nearly 70% of the fatal motorcycle accidents. In the majority of cases, the Leader was over 25 years old. The most hazardous on-duty activity our members face is clearly driving or riding in a vehicle. Motor vehicle and combat vehicle accidents consistently account for half of Army on-duty accidents. Our civilian workforce is stepping up and doing incredible work both in and out of the combat theaters. The high cost in terms of lost time and mission readiness due to civilian injury is a significant challenge which we must meet to reduce expenditures and increase productivity. Rather than direct an arbitrary percentage reduction, this year we ask you to concentrate your efforts on the high loss categories while maintaining our substantial gains in accident reduction over the previous few years. Most off duty related fatalities occur while driving a vehicle, motorcycle or all terrain vehicles (ATV) followed by drowning, pedestrian, and privately owned weapons related incidents. Military commanders must refine their Safety & Occupational Health Action Plans IOT meet the objective and include FORSCOM goals outlined in paragraph 1-4 and Division Goals outlined in paragraph 1-5 of this document. Commanders will identify their on and off duty accidental loss areas which will set the focus by which progress can be determined. Initiatives are outlined in subparagraphs which can be tailored to meet your needs through executable tools, programs, or processes. The Division Safety Office is the primary resource for additional guidance but it cannot be the primary stakeholder of the commander's safety program. Safety is a command function that requires engaged leadership at all levels. Whenever possible, we should focus our efforts on our junior Officer and Non-Commissioned Officer Leadership. These are our leaders who have the first opportunity to have the greatest impact on our Soldier's behavior.

2-2. Purpose

To establish a climate and culture where safety and occupational health are enablers of Army readiness and quality of life, especially in the areas of enhanced readiness, retention, and resource conservation. Commanders must focus on building a safety culture where the collective values, attitudes, knowledge, and behavior regarding safety are defined and exhibited. This plan is structured to transform the safety culture from compliance driven into a culture where safety is instinctive and intuitive to missions and operations. Equally important is managing risk to preserve readiness through accident prevention and changing to a proactive and predictive culture. This subchapter outlines mandatory requirements which must be met in order to fulfill strategic performance objectives. The content of this

subchapter should be the basis of Brigade, and equivalent unit, Safety and Occupational Health Action Plans but can be augmented by the commander to meet unit specific safety goals and requirements.

2-3. Review of Safety and Occupational Health Action Plans

Commanders will review existing plans and Standard Operating Procedures (SOPs) to ensure they conform to requirements of the FY10 Division Safety and Occupational Health Action Plan.

2-4. Program Evaluation

Command and Organizational Inspection Programs will use the objectives contained within this plan to review the overall safety and occupational health program to determine if the organization is in conformance with policies, procedures and guidelines necessary for planning, organizing and controlling implementation of the Safety and Occupational Health Action Plan.

2-5. Program Elements

For your command, identify your top accidental loss areas. This provides the focus and sets the base by which you will assess your progress. Tailor the following initiatives to meet your command's needs in order to achieve your goals in reducing on-duty accidents. Initiatives are targeted at risky off-duty activities with an increased emphasis on sedans and high risk Soldiers.

2-6. Off Duty Accident Prevention

Off-duty activities are the leading cause of accidents and fatalities among FORSCOM Soldiers; led by Privately Owned Vehicle (POV) accidents. The following are accident prevention focus areas for Fiscal Year 2010.

2-7. Motorcycle Accident Prevention

We must continue to identify and counsel all known and potential new riders and ensure that all riders are enrolled in appropriate courses. Continuing education is critically important in order to enhance skills development with motorcycles and ATVs. Soldiers will be provided time to attend the Experienced and Sports Bike Courses available IAW Appendix A. Significant reductions in fatal accidents were achieved in FY09; however, factors influencing an increase include: increased ridership, inexperience, alcohol and speed. Fort Campbell experienced 1 motorcycle fatality, 0 ATV fatalities in FY09. To continue this trend, the implementation and application of the following engagement, training, and tools will occur.

2-8. Motorcycle Rider Identification and Counseling

Identification and counseling of motorcycle riders is critical to sustaining a successful motorcycle accident prevention program. Commanders must ensure that procedures are in place to identify and counsel all motorcycle riders at the time of assignment to the unit. Additionally, every leader in FORSCOM is required to identify and conduct face-to-face counseling with motorcycle riders, verify license, insurance and Basic Riders Course (BRC) training completion. All riders not in possession of a Motorcycle Safety Foundation Card will attend BRC prior to riding (Appendix A).

2-9. Motorcycle Operator Training Courses

Motorcycle safety training for both beginner and experienced riders is provided via contract by the Installation Management Command (IMCOM). Motorcycle riders are required to complete the Motorcycle Safety Foundation Course available free of charge for all Soldiers and DOD employees. Permanent Post registration will not be authorized until the course is successfully completed (refer to CAM REG 190-5, Motor Vehicle Traffic Regulation and CAM REG 385-7, POV Accident Prevention Program for additional information). Two courses are available, Basic Riders Course (BRC) or Experienced Riders Course (ERC). Schedule courses IAW Appendix A.

2-10. Training for Motorcycle Riders (Reintegration)

Deployed motorcycle riders who possess a Motorcycle Safety Foundation (MSF) card will likely experience skills degradation. To ensure MSF qualified riders have retained their skills, a capabilities or skill assessment combined with refresher training has been mandated upon return. The Motorcycle Refresher Training (MRT) Course will be scheduled during Day 1 of reintegration and completed during Day 2 of the seven day re-integration process but NLT Day 7. Personnel failing to safely negotiate the MRT or those not in possession of a MSF card will be referred to the Basic Riders Course which is scheduled IAW Appendix A.

2-11. Motorcycle Mentorship Programs and Events

Motorcycle accident prevention is most successful where leader motorcycle operators are actively engaged and participating in promoting motorcycle safety. Motorcycle Mentorship Programs and structured motorcycle rides create a supportive environment in which our less experienced riders are afforded an opportunity to benefit from the knowledge and skills of our more seasoned riders. Commanders will establish Motorcycle Mentorship Programs (Rider Clubs) within their commands to provide opportunities for your riding population and to remain engaged with your riders. The club can be established at a battalion level in order to spearhead BCT/BDE efforts.

2-12. Privately Owned Vehicle Accident Prevention

The main focus area on POV accident prevention for FY10 is inexperienced drivers and especially drivers with no driving history. First Line Leaders must continue to identify, brief and counsel these Soldiers. They must be trained to the appropriate level by qualified instructors and also mentored throughout the year to ensure bad habits are not developed. Leader engagement remains the most effective tool in combating POV accidents. A face to face review of weekend plans, especially for extended off-duty periods, has proven to be beneficial in reducing accidents. If time and automation permits, the Travel Risk Planning System (TRiPS) www.crc.army.mil will be used as the primary counseling tool based on the proven results in reducing accidents. Commanders and leaders will verify license and insurance status of their POV-operating Soldiers. First line leaders will counsel Soldiers prior to their departure for leave, pass or TDY travel involving a POV. Counseling will be performed IAW CG policy Letter #13, Affecting Readiness through Safety, Training and Leadership

2-13. Sedan, Pick-Up Truck, and Sport Utility Accident Prevention

POV accident prevention for FY10 will be sedans however there will be continued focus on pick-up truck and sport utility vehicle (SUV) accident prevention. The unique handling characteristics of these vehicles pose increased risk to the inexperienced or unwary operator. The following mitigation measures will be implemented.

2-14. Briefings and counseling by First-Line Leaders

Leaders will ensure Soldiers are equipped with the knowledge for effective management of risk. To that end, leaders will take appropriate actions (e.g., briefings, training, and counseling) to enhance Soldier awareness relating to the increased risk and unique handling characteristics of pick-up trucks and SUVs. Also look at ways to develop new and innovative strategies to deal with at risk Soldiers, during their off duty hours with emphasis on addressing off duty risky behavior. Ensure newly arrived Soldiers are properly counseled and integrated into the unit during periods of block leave, change of commands, leadership changes due to PCS, ETS, retirement and during the reduced manning of rear detachment operations. Counseling will be performed IAW CG policy Letter #13, Affecting Readiness through Safety, Training and Leadership.

2-15. Pedestrian safety briefings and counseling by First-Line Leaders

Leaders will ensure Soldiers are equipped with the knowledge for effective management of risk. To that end, leaders will take appropriate actions (e.g., briefings, training, and counseling) to enhance Soldier situational awareness as required for walking on or near busy roadways and intersections during daylight periods, periods of limited visibility and periods of increased traffic volume. Counseling will be performed IAW CG policy Letter #13, Affecting Readiness through Safety, Training and Leadership.

2-16. Drowning safety briefings and counseling by First-Line Leaders

Leaders will ensure Soldiers are aware of risks that may occur during water sports and activities (boating, fishing, jet skiing) as well as the effects of drinking and swimming. Leaders will take appropriate actions (e.g., briefings, training, and counseling) to enhance Soldier situational awareness. Counseling will be performed IAW CG policy Letter #13, Affecting Readiness through Safety, Training and Leadership.

2-17. Privately Owned Weapons (POW) safety training and briefings with counseling by First-Line Leaders

Leaders will ensure Soldiers privately owned weapons are properly registered and secured while on the installation. Leaders will ensure Soldiers are equipped with the knowledge for the proper handling, storage and security of POWs both on and off post. To that end, leaders will take appropriate actions to ensure Soldiers residing in the billets have a means to secure their POW in the unit arms room. Counseling will be performed IAW CG policy Letter #13, Affecting Readiness through Safety, Training and Leadership.

2-18. Off Limits areas notification

Leaders will ensure that current Off Limits Areas are posted in the unit areas and all unit members are aware of these areas.

2-19. Accident reporting

All accidents, injuries or incidents resulting in lost time or equipment damage will be reported to the Division Safety Office (References: CG Policy Letters 15, Fort Campbell Policy on Accident Notification and Reporting and CG Policy Letter 16, Fort Campbell Policy on Serious Incident Reporting). All accidents will be investigated, reported, and analyzed IAW Army Regulation 385-10, chapter 3.

2-20. Fatality accident investigations and After Action Reviews (AAR)

Despite our efforts to identify and minimize risk, Soldiers are still dying from preventable accidents. These accidents are tragic losses to our command and require that we fully examine and analyze the facts and circumstances surrounding each loss to identify where and how we can do better in protecting those lives entrusted to our care. We will do this through accident investigations and after-action reviews. Commanders will ensure that every accident resulting in a fatality, occurring both on and off duty, is investigated and thoroughly analyzed by the chain of command using the Fatality After Action Review (FAAR) process, IAW CAM REG 385-7, POV Accident Prevention Program. Units are responsible for developing the fatality AAR slides IAW CAM REG 385-7; coordinate with the Division Command Staff, 798-3637, for scheduling the out brief with the Division command group.

2-21. Commander's Risk Reduction Tools & Training Requirements

The following tools will be reviewed and implemented based on the strategy the commander deems appropriate to reduce accidents within the organization. Training requirements are included and noted where reportable to Higher Headquarters.

2-22. Accident Avoidance Course

On-line course (<https://crc.learn.army.mil>) required by Army personnel, including DA Civilians and Reserve Components, that operate Army owned, leased or rented vehicles. The course is also available at Army Knowledge Online and at the CRC Learning Management System at <https://crc.army.mil>. All Master Drivers must incorporate this course into their Drivers program.

2-23. Appointment of Additional Duty Safety Personnel

Company size, and larger organizations, must have a safety officer/NCO appointed IAW Army Regulation 385-10, The Army Safety Program, Chapter 2, paragraph 2-7.

2-24. Additional Duty Safety Course (ADSC)

The On-Line course is required for all additional duty safety personnel. The on-line course is a pre-requisite for enrollment to the Fort Campbell Additional Duty Safety Course which provides installation specific safety information. This course is also part of the FORSCOM NCO Loss Prevention Leadership Program which requires all NCOs in platoon sergeant positions to complete the ADSC within 60 days of assuming their leadership position. Course is available at <https://crc.learn.army.mil>.

2-25. Division and Aviation Safety and Occupational Health Advisory Councils

Councils are the forum to build a proper safety culture and climate. Councils will meet at least semi-annually. Councils ensure leader accountability and focus on key metrics so that limited resources can be used on trends/problem areas. The council will enhance readiness by reviewing safety performance, lessons learned and using composite risk management to identify and eliminate or control risk. The Division Safety Advisory Council focuses on senior mission issues and is chaired by the commander with brigade and separate battalion commander's participating as well. Intent of the council is to review accident trend analysis and lessons learned along with interchange of information related to accident prevention. The Division also conducts an Aviation Safety and Standardization council chaired by the commander. Attendees include Division and Brigade level commanders, aviation safety officers, UAS warrants, and other Division staff members as required. During deployments, this requirement (Division Safety and Aviation Safety Councils) will be met through dissemination and discussion of applicable information at bi-monthly command and staffs held by the Division's Rear Detachment Commander.

2-26. Safety training

All leaders will ensure that Soldiers and Civilian employees participate in on-line training directed by various sources as outlined in Summer and Winter campaign plans. Mandatory training requirements will be reported IAW the current campaign plan.

2-27. Safety Climate and Culture

Brigade level action plans will describe the actions your command will use to foster engaged leaders. The command climate you establish must clearly show that preventable loss is unacceptable. Each commander will write and distribute a Safety Philosophy letter.

2-28. Strategy

We want to establish a command climate where preventable loss is unacceptable. This requires use of Composite Risk Management (CRM) and risk assessment tools along with updating and changing SOPs, Policy Letters or other measures to mitigate risk. This implies that all Soldiers and Civilian employees must understand the concept of CRM as it pertains to their specific operations and missions, on and off duty. Military leaders will implement Composite Risk Management IAW CAM REG 385-5, Range Operations, FM 5-19, Composite Risk Management and campaign plans.

2-29. Composite Risk Management Training

The use and integration of the CRM process into all unit tasks is integral in achieving the desired accident and fatality reduction goals. The step – Identify Hazards – when conducted by the Soldiers performing those tasks will make them aware of the greatest threats to them and mission accomplishment. The step – Supervise and Evaluate – will provide leaders with firsthand knowledge of the effectiveness of the integrated mitigation measures. To obtain full understanding through the Division, the on-line course will be completed by all Soldiers (regardless of rank) and Civilian employees (<https://crc.army.mil> or <https://crc.learn.army.mil>) within 30 days of assignment. Commanders will incorporate refresher training into NCO and Leader training events. Completion certificates will be maintained in the Soldier/Civilian training files. Commanders will establish procedures so that newly assigned personnel who have not completed the course are identified and enrolled. Composite Risk Management must be incorporated for every mission or operation conducted on Fort Campbell and training exercises/deployments.

2-30. Risk Management Tools and Individual/Soldier Counseling

First-line leaders will use the Human Factors Readiness Risk Assessment Checklist contained in CG Policy Letter #13, Affecting Readiness through Safety, Training and Leadership IOT identify high risk personnel and take measures to intervene as appropriate (counseling, training, health referrals, etc.). The Travel Risk Planning System (TRiPS) is also a tool that can be used to access risk and identify controls for POV/Private Owned Motorcycle (POM) travel. Use of this tool is required for any Soldier less than 26 years of age or identified as “high risk” when traveling via POV/POM outside their local area. This tool establishes a dialog between first-line Leaders and Soldiers to ensure the trip is sufficiently planned and Soldiers are counseled on vehicle safety prior to departure. TRiPS is required for use by all Soldiers and recommended for DA Civilian employees for risk mitigation prior to departure on pass, leave, TDY or any road trip over 100 miles. This on-line tool is available at (<https://crc.army.mil>) and provides a printable record which will provide the first line supervisor an opportunity to discuss mitigation of risks associated with their subordinates driving plans. When automation support is not timely or available, first line leaders will ensure written counseling occurs.

2-31. Effective management of program execution

Effective measurement and assessment is an essential foundational element in the Division safety program. Last year, we asked you to capture the best practices in your commands and to be prepared to report these best practices at the end of the fiscal year. This year, we ask you to publish those best practices you have identified through various command and safety channels. The Division Safety Office and USACRC will assist you in capturing and publishing those great programs across the Army.

2-32. Strategy

Incorporate or complete all requirements listed below in all military organizations to expand knowledge and awareness. Increase awareness through media sources. Enhance facility safety through an aggressive inspection program. Mitigate violations and deficiencies which could cause an accident. Commanders with responsibilities for Civilian employees will ensure they understand the Federal Employment Compensation Agency and Office of

Worker's Compensation Program requirements; additional information can be obtained from the Civilian Personnel Advisory Center (CPAC) or the Director of Safety.

2-33. Army Readiness Assessment Program (ARAP)

All battalion commanders are required to enroll in ARAP (<https://crc.army.mil>) NLT 90 days after assuming command. Soldiers and Civilian employees of the organization will take the 12 minute, 63 question survey in order to provide the commander with a readiness status of his/her unit. High scores on the survey are correlated to units with outstanding safety performance and low loss experience. The ARAP process will be administered annually to check unit progress against initial results. ARAP status reports will be consolidated at the Brigade level and reported to the Division Safety Office (DSO) for compilation and forward to FORSCOM. Reports will be submitted NLT the 10th working day of the month following the end of each quarter IAW Division OPOD 133-08

2-34. Army Traffic Safety Training Program (ATSTP)

This program (DA contract) was developed and implemented to focus on Soldiers under the age of 26 who operate motor vehicles and/or motorcycles. A Local Hazards Course is conducted at the Kalsu Replacement Detachment as part of in-processing. A 2 ½ hours Intermediate Driver Course is required for all Soldiers under the age of 26. Commanders are required to schedule training to capture high risk drivers assigned to the unit. See Appendix A for class dates, times and locations.

2-35. Commander's Safety Course (CSC)

All company commanders are required to take the on-line course (<https://crc.learn.army.mil>) prior to assuming command. BDE/BN CDRs will complete the course before attending the Fort Leavenworth Pre-command course. Company Commander completion reports will be consolidated at the Battalion/Brigade level and reported to the Division Safety Office (DSO) for compilation and forwarding to FORSCOM. Reports will be submitted to the DSO, NLT the 10th working day of the month following the end of each quarter. Senior NCOs (MSG and above) must complete the course as part of the FORSCOM NCO Loss Prevention Leadership Program (LPLP). Senior NCOs must take the course within 60 days of assignment. They will provide their certificate of completion to the next CSM in the NCO support channel and a copy will be added to their training records.

2-36. Travel Risk Planning System (TRiPS)

Used by all Soldiers and Civilian employees (for TDY) as a trip planner for risk mitigation prior to departure on pass, leave or TDY. The on-line tool (<https://crc.army.mil>) provides a printable document which will be reviewed by the first line supervisor with the purpose of mitigating initial risk to a lower residual risk.

2-37. Remedial Driver's Training Program

The installation has implemented a Remedial Driver's Training Program (OPOD 083-08) that provides a classroom environment to train and verify that high risk Soldiers and Soldiers with suspended licenses meet CAM REG 190-5 remedial driver's training requirements for license reinstatement. This is a program developed to assist commanders in the implementation of their units' remedial driver's training program and is conducted IAW CAM REG 190-5, Motor Vehicle Traffic Regulation and CAM REG 385-7, POV Accident Prevention. CG Policy Letter #13 will be used to identify high risk Soldiers along with daily review of Police Blotter reports, specifically 1805 entries. Alcohol infractions will be dealt with as outlined in CAM REG 190-5. The commander's POV Toolbox can be used to develop the remedial driver's training program. The toolbox includes the 6 Point POV Program, POV inspection checklist, trip planning, accident trend analysis tools, accident review guide, and commander options for unsafe drivers. (<https://crc.army.mil>).

2-38. Accident reduction

The FY10 goal is to reduce off- duty accidents based against FY09 statistics. Additionally, the FY09 on-duty goal is to sustain the 40 percent reduction in on-duty accidents which was based on FY06 statistics. Each command has a different personnel mix and loss experience. Set your sustainment goals based on home station accident numbers. Your BCT Safety Managers will assist in establishing a sustainment goal. Specify the metrics you will use to determine success and include these numbers in your plan.

2-39. Assessment based on accident trends

Commanders will conduct an assessment of FY09 accident, injury and illness data. Motor Vehicle accidents are the number one accidental killer of Soldiers. Leading factors behind these accidents are: lack of basic driving skills,

speeding, driving while fatigued, not using seatbelts, distractions (cell phones, texting), alcohol and driving, and leadership failure to enforce standards. Aviation accidents are generally due to aircrew coordination failure, inadequate mission planning, and inadequate risk management. The leading categories of ground accidents are weapons and explosives handling, vehicle rollovers, falls and injuries during sports and physical training.

2-40. Inspection programs of facilities

All facilities are to be inspected for Occupational Safety and Health Agency standards annually. Commanders will use their Additional Duty Safety Officers (ADSO) or assigned Aviation Safety Officers to inspect all low risk facilities. Low risk facilities are those not requiring personal protective equipment (PPE) for normal operations such as administrative buildings, barracks, or offices. The ADSO will coordinate with the BCT Safety Manager or Division Safety Office (270) 798-7009, for inspection of Medium and High Risk facilities.

2-41. Supervisor emphasis on Safety and Occupational Health

Individual performance evaluations for all military personnel will include safety performance. All rated officers, noncommissioned officers and rating officials will incorporate safety into their evaluation support forms, developmental support forms, and NCOER counseling checklist/records. Senior leaders will pass their support forms down two levels to ensure understanding of their goals.

2-42. Safety program effectiveness

The effectiveness of any safety program is based on four foundational elements. **FIRST**, Engaged Leadership carries the responsibility and accountability for enforcement of established standards. **SECOND**, Soldier Awareness provides a force trained to knowledgeable of standards. **THIRD**, a Continuous Risk Assessment process which is not event driven but follows the concept of composite risk management. **FOURTH**, Disciplined Adherence to Standards which require every Soldier to do what is right in every situation regardless of the audience.

2-43. Proponent

The proponent of this circular is the Senior Safety Director ATTN: AFZB-ISO

FOR THE COMMANDER:


JOHN P. JOHNSON
Colonel, GS
Chief of Staff

DISTRIBUTION:
Intranet

Appendix A
Army Traffic Safety Training Program

ARMY TRAFFIC SAFETY TRAINING PROGRAM (ATSTP)

Fort Campbell offers the following training as part of the ATSTP

- The 2.5 hour Intermediate Drivers Training is available on the first Thursday of each month from 0900-1130 or from 1300-1630 at the Fort Campbell Education Center Auditorium, bldg 202 room 151, Max 175. This training is for all Soldiers less than 26 years of age.
- The 1 hour Advanced Driver Training is available on Wednesdays and will be conducted in room 1205 of the Fort Campbell Education Center from 0900-1000 and 1300-1400. Classroom space is limited to 36 individuals. This training is for all Soldiers less than 26 years of age and is required to be completed 12 to 18 months after completion of the intermediate Drivers Training.
- The 1 hour Supervisor Drivers Training course for all newly assigned supervisors, available every Friday from 0900-1000 and 1300-1400 in room 1205 of the Fort Campbell Education Center. Classroom space limited to 36 individuals. This training is for all newly assigned supervisors of Soldiers less than 26 years of age and civilian first-line supervisors of employees that operate government owned or leased vehicles.
- Basic motorcycle training is a two day course starting on Monday and Thursdays from 0715-1630 in room 1205 Fort Campbell Education Center. Schedule training on line through the Army IMCOM Registration System (AIRS) <https://airs.lmi.org/> Contact 956-0871 if you encounter a problem scheduling.
- Experienced motorcycle training is offered on Wednesday from 0715-1630 in room 12055 Fort Campbell Education Center. Schedule training on line through the Army IMCOM Registration System (AIRS) <https://airs.lmi.org/> Contact 956-0871 if you encounter a problem scheduling.
- Sports Bike Course will be offered approximately 90-120 days after return from deployment. More guidance will follow as the course is developed.

Appendix B
Off-Limits Establishments

1. IAW, IMSE-CAM-ES Memorandum dated, 14 December 2009, Subject: Off-Limits Establishments

a. Establishments.

OAK Grove, Kentucky

- Kingsdale Trailer Park, Bank Road, Christian County, Kentucky
- Case's Mobile Home Park, 615 Stateline Road
- Brayboy Mobile Home Park, 554 Thompsonville Lane
- Carter's Mobile Home Park, 9331 Pembroke Oak Grove Road
- Adult Toy Box & Tobacco Super Store (Toy Box & Stuff) 15708-D Ft. Campbell Blvd.

Hopkinsville, Kentucky

- Performance Transmission, 602 S. Virginia Street (Also known as: American Transmission Center, Gateway Transmission, Budget, Budget Automobile, Budget Transmission Center, All Pro Transmission Center, American Transmission Center, American Discount Transmission, Gateway, Clarksville Transmission Center, Cottman Transmission, Tranzmaster Transmission, AAMCO and ACG Transmission), or any future automotive repair shop owned and/or operated by Joe or Josh Chisenhall.

Clarksville, Tennessee

- Darnell Mobile Home Park, 290 Darnell St.
- Dr. J. Bruce Wilson (off-limits only for renting of apartments), 127 Tandy Drive
- Church Court Apartments, 207 Church Court
- Club Sallee (Club Shakur, Club Focus), 1348 College Street
- Lester's Automotive, Lester Barnes, 2301 Green Acres Drive
- Burkhart Mobile Home Park, 500 Providence Boulevard
- Campbell Heights/Berry's Mobile Home Park, 2907 Darrow road
- Live Oaks Village Mobile Home Park, 708 Providence Boulevard (New Providence Mobile Home Park/Shady Rest Mobile Home Park)
- Ringgold Creek (only off-limits for swimming), Fort Campbell Boulevard / 41A

b. Areas

1. All rock quarries, both active and abandoned, within Kentucky and Tennessee are off-limits for all purposes. The only exceptions to this prohibition are
 - a. The Cerulean Spring Quarry, Cadiz, Kentucky, may be used for scuba diving only during operating hours.
 - b. The Joe Swing Recreation Area, Fort Campbell, Kentucky, off-limits for all recreational water sports.

- c. Martha's Quarry, located east of Lebanon, Tennessee may be only used by certified divers and dive students accompanied by a certified instructor. Due to the high cliffs, non-diving recreational use is not permitted.
 - d. Cowan Quarry, located south of Cowan, Tennessee, and may be only used by certified divers and dive students accompanied by a certified instructor. Due to the high cliffs, non-diving recreational use is not permitted.
 - e. Hopkinsville Diving Quarry, located off exit 9, adjacent Pennyrile Parkway, and 680. Non-diving recreational use is not permitted.
2. Let Freedom Reign, or any solicitation business operated by Bob Gaskin.

2. Military personnel observed in off-limits establishments are in violation of a lawful general order and are subject to apprehension for violation of Article 92, UCMJ.
3. This off-limits list supersedes the Off-Limits Establishments memorandum dated 1 May 2008.
4. Off-Limits Establishments are prohibited from advertising on the Installation.
5. Point of contact for this action is the Director of Emergency Services at (270) 798-6281.