FY20 FATALITIES as of 19 March 2020	Aviation	Ground On-Duty	Car	Motorcycle	Other	TOTAL
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www.safety.marines.mil *Numbers in fatality categories are subject to change based on final disposition of investigation.* Vol. 20 - Ed. 1

COMBATTING THE BLUE THREAT

Inside This Edition

Tactical Vehicles: Valuable Assets with Safe Operation

From the Director...

Teufel Hunden,

Slow down, and buckle up! We can cut our tactical vehicle mishap rate IN HALF – by slowing down and buckling up. Many of you steely-eyed killers drive your tactical vehicles like they are camouflage versions of your granddaddy's Oldsmobile. Bad call! Our tactical vehicles are weapons systems, and they add incredible capability to our combat power. All that cargo capacity, firepower, armor, and off-road capability does not add up to a vehicle that is at home on a hardball going seventy miles per hour. Nor do they come into their own raging along steep embankments or in the vicinity of soft shoulders or steep drop-offs. The Commandant was thoughtful enough to buy restraint systems for these vehicles. If you are using the restraint systems during an accident you are restrained. When the vehicle comes to a full stop, potentially upside down, you can then disengage the restraint system, exit the vehicle, and change your underwear. If you are not wearing the restraint system, you are probably headed to the hospital if you aren't dead. SLOW DOWN! BUCKLE UP!"

S/F,
Trainwreck

Small Changes Make a Big Difference

Near-miss reporting is critical to our ability to avoid the Class A and B mishaps that take our Marines' lives and cost the American tax payer millions each year. Reporting a simple accident, like rear-ending another vehicle, could save lives, maintenance hours, and valuable assets. Don't keep quiet and hope no one notices. The same factors that contributed to your accident will contribute to someone else's—with potentially greater consequences. Use the HAZREP and WESS systems to REPORT Class C and D mishaps as well as all NEAR MISSES! ***If no one knows it happened, steps can't be taken to prevent it from happening again.***

When operating a vehicle within its limits and following SOPs and TTPs, you will not get in trouble for reporting a traffic accident or mishap. No matter how minor, incident reports are vital to ensure the operational safety of the vehicle, validate SOPs and TTPs, and **help prevent future mishaps**. Provide clear guidance and direction to your Marines to REPORT ALL mishaps and near-miss events.

DID YOU KNOW? Previous Blue Threat editions can be found at: **www.safety.marines.mil.** You can also contact us with questions or suggested topics by emailing **BlueThreat@usmc.mil.**

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Recent Class A Mishaps

- **AVIATION**

  NONE

- **GROUND ON-DUTY**

  10 Mar 2020: CENTCOM AOR – One Marine died and two were injured during an MTVR rollover.

  20 Oct 2019: MCMWTC Bridgeport, CA – A PFC died in a M1151 HWWMV rollover.

- **OFF-DUTY (CAR)**

  14 Mar 2020: Fallbrook, CA – A PFC died in a single vehicle mishap after the vehicle swerved off the freeway down a 100-foot slope.

  31 Jan 2020: North Charleston, SC – After being involved in an automobile mishap, a Pvt was transported to a Medical Center, where he died from his injuries.

  14 Jan 2020: Carlsbad, CA – A LCpl was involved in a crash on a northbound interstate in Carlsbad. He was declared deceased at the scene; the collision was caused by another vehicle traveling the opposite direction while attempting to evade police.

  29 Dec 2019: Irving, TX – A LCpl died from injuries as a passenger in a single-vehicle crash.

  28 Oct 2019: Murrieta, CA – A SSgt was involved in a fatal multi-vehicle accident.

  20 Oct 2019: Twentynine Palms, CA – A PFC riding as a passenger was killed in a multi-vehicle accident, and the driver, a PFC from the same unit, was seriously injured.

  10 Oct 2019: Plum Branch, SC – A LCpl and a Cpl were killed in a single vehicle car accident after crashing into a tree.

- **OFF-DUTY (MOTORCYCLE)**

  22 Feb 2020: San Diego, CA – A Sgt was involved in a single vehicle accident and was pronounced deceased on scene by the San Diego County Fire Department.

  12 Jan 2020: Wichita, KS – A Pvt was struck by a vehicle when stopped on the side of the road tending to the motorcycle. 31 Oct 2019: Burbank, CA – A Cpl died in a motorcycle accident after being struck by two vehicles.

  09 Oct 2019: Escondido, CA – A Sgt suffered severe injuries in a motorcycle accident; SNM was taken to the hospital where he died from his injuries six days later.

  05 Oct 2019: Jacksonville, NC – A SSgt died in a motorcycle accident after driving over a raised curb and striking a post.

- **OFF-DUTY (OTHER)**

  08 Mar 2020: Camp Pendleton, CA – A PFC died from an accidental drowning.

  02 Mar 2020: Camp Johnson, NC – A PFC was discovered unresponsive in their barracks room.

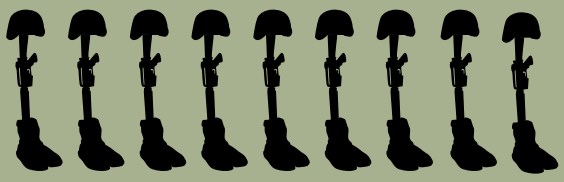
  26 Jan 2020: Oceanside, CA – While walking alongside the highway, a Sgt was struck and killed by a vehicle.

  11 Oct 2019: Beaufort, SC – A Cpl was killed after being struck by a vehicle when she stopped to help another motorist.

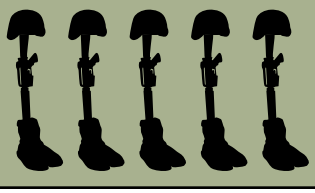
FY20 Class A Mishaps

2 GROUND MISHAPS
resulted in the **death of two Marines**

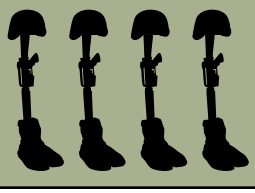
8 CAR MISHAPS
resulted in the **death of eight Marines**



5 MOTORCYCLE MISHAPS
resulted in the **death of five Marines**



4 OTHER MISHAPS
resulted in the **death of four Marines**



Tactical Vehicle Mishaps & Rollovers

In order to mitigate a risk, you must first be aware of it. There are two types of rollover mishaps that have been found to occur most often: rollovers caused by an improper maneuver (ROM), and rollovers caused by a fall (ROF).

1. A ROM indicates an operator-induced rollover mishap, which includes falling asleep at the wheel, overcorrecting, and failing to follow SOPs. The most prevalent causal factor is **EXCESSIVE SPEED**. By simply **SLOWING DOWN** and adhering to posted speed limits, we can significantly reduce the number of tactical vehicle mishaps!

2. A ROF indicates a rollover mishap caused by an unknown or unaccounted for change in either the road or driving conditions that results in the vehicle falling over a cliff or into a depression. **This most frequently occurs when units fail to conduct thorough route recons and route studies, and when driving too fast on surfaces unfamiliar to them!**

While rollovers constitute a serious risk, they are not the only mishaps to watch out for when behind the wheel. Traffic accident (TA) mishaps occur all too frequently and can cause just as much damage to both vehicles and bodies as rollovers. Don't think disaster can't happen in peacetime. Follow the rules of the road, wear your seatbelts and PPE, and participate in rollover training. It could save your life!

DID YOU KNOW? **Of the 57 tactical vehicle mishaps that have occurred over the last five years, 30 of them were caused by either driving too fast or the driver being unprepared for changes in road conditions.**

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Do I Have to Wear That?

The use of seatbelts and restraint systems in tactical vehicles is mandatory. Under DRIVESAFE, the senior occupant of any vehicle is responsible for ensuring that all passengers are wearing the specified restraint system before operating the vehicle. If the senior occupant cannot be determined, this responsibility falls on the driver.

Drivers: Don't move the vehicle until all occupants are belted in and armored-up when required.

Leaders: Enforce this simple rule.

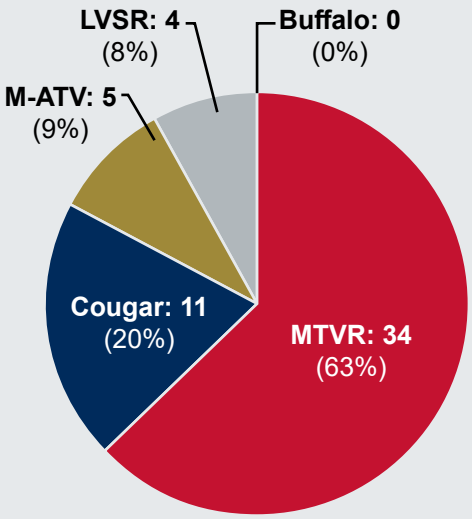
When it comes to Personal Protective Equipment (PPE), including Modular Tactical Vests and helmets, requirements vary. It's up to each installation commander to establish local written policy on the wearing of PPE while riding in or operating any tactical vehicle. That said, a good rule of thumb to follow is, "In the back, wear helmet and flak" and, ***"When on dirt, don't flirt with safety. Everyone wears a helmet and flak."***

What do your local SOPs and orders direct?

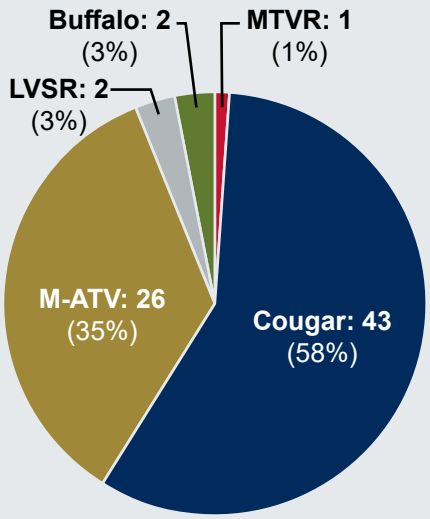
Marine Corps ROM, ROF, and TA Mishaps by Vehicle

(Jun 2004 – Apr 2019)

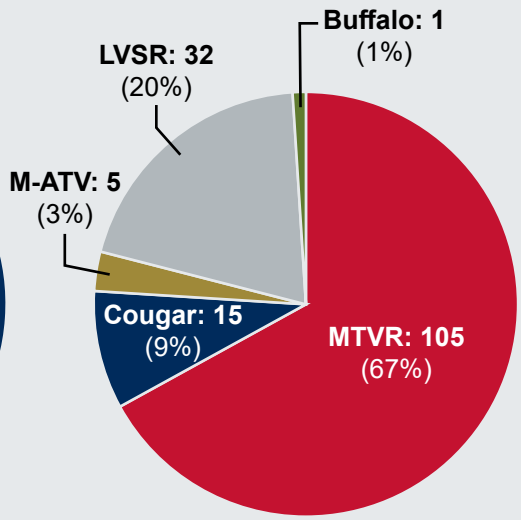
ROM Mishaps



ROF Mishaps



TA Mishaps



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Drive Alert, Stay Unhurt!

When operating tactical vehicles, Marines must be sufficiently rested and alert. Driving without adequate sleep puts the driver, passengers, and others at risk, while negatively impacting the mission. A study from the University of New South Wales found that being awake for 17 to 19 hours straight impairs performance similar to having a blood alcohol concentration (BAC) of 0.05%. For comparison, most states recognize a 0.08% BAC as driving under the influence (DUI).

In other words: ***driving drowsy can be just as dangerous as driving drunk***. To reduce the potential for traffic mishaps caused by operator fatigue, the Marine Corps Traffic Safety Program – or DRIVESAFE – requires commanders to establish and enforce specific duty hour limits for Marine Corps vehicle operators.

DRIVESAFE Duty Hour Limits

Duty hour limits during normal operations include the following minimum requirements:

8 HRS of CONSECUTIVE REST

Drivers will be provided with at least eight consecutive hours of off-duty rest during any 24-hour period.

RECORD DRIVING TIME

Establish a means of recording driving time for designated drivers who operate Government motor vehicles on a regular basis.

NO MORE THAN 10 HRS

An operator will not drive more than 10 hours in a duty period, including rest and meal breaks. Mission essential billets requiring shifts longer than 10 hours will develop specific written procedures to minimize risk.

HAZARDOUS MATERIALS

When transporting Hazardous Materials (HAZMAT) or explosives, two qualified/ certified drivers will be assigned to the vehicle if the trip requires more than eight hours of travel.

15 MINUTE BREAKS

In addition to regular meal breaks, drivers will take rest breaks of at least 15 minutes every two hours of driving or every 100 miles, whichever occurs first.

Commanders shall establish maximum driving times and mileage limits for Marines on orders, leave, and/or liberty. These mileage limits must not exceed allowable limits suggested when using the Travel Risk Planning System (TRiPS)

https://trips.safety.army.mil/marines/TRiPS-Assessment

What's Wrong with This Picture?

Safety Hazards

1 Unused Seatbelt

- **WRONG:** Not wearing the provided seatbelt.
- **RIGHT:** Seatbelt use is MANDATORY in all tactical vehicles at all times.

2 Body Outside Vehicle

- **WRONG:** Riding with foot outside the vehicle.
- **RIGHT:** Keep arms and legs inside a moving vehicle at ALL times.

Operating the vehicle within its limits and observing mandated safety requirements will mitigate the potential for a rollover and minimize injuries if a rollover occurs

BOTTOM LINE:
The Key to Preventing Tactical Vehicle Mishaps is Unwavering Leadership and Supervision!

The vast majority of tactical vehicle mishaps are preventable! The key is for leaders **AT ALL LEVELS**, from the Corporal to Colonel, to ruthlessly and unapologetically enforce the lessons learned, SOPs, orders, and safety regulations that apply to all tactical vehicles.

Movement orders, convoy briefs, pre-movement inspections, emergency action drills, and thorough post-convoy action reports (with formal near-miss reporting) must be ingrained in all drivers and crews! When leaders ensure that this happens every time without question or exception, we save lives, unit morale, and resources! All of which are vital to maintaining the critical edge required to succeed on any battlefield, in any clime and place.

Aviation Safety Awareness Program

The Normalization of Excellence

The Aviation Safety Awareness Program (ASAP) is a web-based program of record that allows Marine Corps Aviation personnel to identify and report errors, hazards, or safety issues related to their daily operations.

Every report has identifying information removed to ensure anonymity, which allows personnel to speak candidly without fear of reprisal.

Who Can Use

ASAP is used by Marine Aviation and aviation support units. Each unit has a unique username/password for ASAP reporting. Contact your unit's ASAP officer or ASO for details.

When To Report

It's required to submit a report for each flight and once per maintenance shift. Any issue observed by anyone at any time can and should be reported.

FOR MARINES

- Quick and easy – submit reports from your mobile device (no CAC required)
- Provide honest reporting anonymously
- Your concerns are guaranteed to be reviewed

FOR O-5 COMMANDERS

- Gauge your command's safety climate
- Identify hazards and issues proactively
- Compile hard data to support and validate corrective actions
- Customize features to suit individual squadron's needs

HQMC / MARFORS / MEFS / MAWS / MAGS

Review de-identified, cumulative data from across the force to better understand required areas of focus

- Maintenance procedures and tools
- Stations/facilities
- Aircraft /equipment
- Policy
- Funding

Call to Action

CMC Safety Division is researching a Ground equivalent of ASAP. We are looking for two forward-thinking, ground commanders interested in participating in a six-month test of a Ground Safety Awareness Program. Email **BlueThreat@usmc.mil** for further information.

Data drives decisions, and the more we know, the more we can identify problem trends and root causes, and apply effective corrective actions.

School Circle

What Right Looks Like

Are you a great leader in a great unit? How often do you talk about what right looks like? How often do you intentionally identify areas where you and your team could improve? This section is designed as a list of topics that leaders at every level can use as a starting point for discussing how to reinforce strengths and address weaknesses with their unit. Good units have good communication, which fosters both trust and the individual's integrity to do the right thing without supervision.

Pervasive by-the-book culture	Respect for people and equipment
Knows when to say no, and does	Risks managed at all levels/events
Strong teamwork/pride of ownership	High morales/sense of purpose
Open and frank communications	Strong command leadership
Ability to learn from mistakes	Unit indoc lays foundation
Every command member empowered to act decisively to avoid a mishap	Clear expectations/accountability
CO/XO attend safety meetings	Culture of honesty and integrity
Excellence receives recognition	Effective safety info distribution
Self-assessment and improvement	Commitment to formalized training
Reinforces the basics	Long-range planning
Takes warning signs seriously	Command goals, not personal goals

Excerpt from CNAF msg071000Z JAN 3