

## High Potential Mishaps (HIPOM)

**High Potential, On-Duty Mishap (HIPOM).** Unlike some reportable mishaps such as off-duty/recreational mishaps or twisted ankle during PT, a HIPOM is an on-duty mishap which had the potential to result in a more severe loss (e.g., fatality, permanent total disability, permanent partial disability, severe illness, loss of asset, significantly degraded unit readiness or significantly degraded mission capability). These type of mishaps meet the DoD and DON criteria of Class C or D injury or damage as well as first-aid injury.

The difference between a near miss or minor mishap and a catastrophic mishap might only be sheer luck within a second in time, millimeters in distance, or the quick thinking and reaction of alert personnel. However, the hazardous conditions surrounding the event deserve leadership's scrutiny to ensure the hazard(s) is/are controlled or eliminated to prevent the probability of a reoccurrence.

Units experiencing any mishap must comply with investigation and reporting requirements detailed in DoDI 6055.07 and OPNAVINST 5102.1D/MCO 5102.1B. The purpose of labeling an event as a HIPOM is to ensure that safety personnel (i.e. Unit Safety Officers and/or civilian Safety and Occupational Health Specialists) analyze all active and latent conditions as they would during a formal Safety/Mishap Investigation Board (SIB/MIB) to ensure all causal factors are identified. In order to reduce hazards and alert the fleet to hazardous conditions or behaviors, the mishap investigation report must include a detailed analysis with effective recommendations for corrective actions to the chain of command.

Chapter 6 of OPNAVINST 5102.1D/MCO 5102.1B currently states the high potential mishaps of ordnance impacting off range outside the surface danger zone, live fire training mishaps resulting in an injury, and explosives related mishaps shall each require a formal Safety/Mishap Investigation Board (SIB/MIB).

Chapter 3, Chapter 4 ,and Glossary 1 of OPNAVINST 5102.1D/MCO 5102.1B outlines all mishaps, near-mishaps and hazards which require reporting to the Naval Safety Center via the authoritative web-based mishap data collection system. Although some lower level classifications of injuries, damage or near-mishaps do not deserve detailed scrutiny, the following mishap types are considered HIPOMs and demand a more thorough investigation by Unit Safety Officers and/or civilian Safety and Occupational Health Specialists:

Mishap Type	Minimum Injury Classification	Minimum Property Damage Classification	Mishap Investigation Type
Explosives related	1st aid and above	Class D or above	SIB / MIB
Live Fire training with injury	1st aid and above	N/A	SIB / MIB
Ordnance impacting off range ( <i>outside the established SDZ</i> )	1st aid and above	Any (Does not need to meet a minimum cost threshold)	SIB / MIB
GMV or GVO rollover or crash	1st aid, Class D, C or B	\$5,000 or greater	Unit/Command
Water borne training or operations ( <i>I.e. survival training, screenings, diving, etc.</i> )	Decompression illness, Loss of consciousness, 1st aid, Class D or C	N/A	Unit/Command
Confined Space operations	Loss of consciousness, 1st aid, Class D or C	N/A	Unit/Command
Fall from height of four (4) feet or greater while working on an aircraft, a ground vehicle, a ladder, scaffold, aloft, etc.	1st aid, Class D or C	N/A	Unit/Command
Parachuting where there is suspected malfunction of equipment or human error	1st aid, Class D or C	Any (Does not need to meet a minimum cost threshold)	Unit/Command
Any Helicopter Rope Suspension Technique ( <i>I.e. Special Patrol Insertion/Extraction, Jacob's Ladder operations, rappelling, fast rope, etc.</i> )	1st aid, Class D or C	Any (Does not need to meet a minimum cost threshold)	Unit/Command

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Mishap Type	Minimum Injury Classification	Minimum Property Damage Classification	Mishap Investigation Type
Operations involving transportation of personnel or equipment by tactical or commercial equipment ( <i>LCAC, AAV, boat, aircraft, submersible, bus, etc.</i> )	1st aid, Class D or C	\$5,000 or greater	Unit/Command
Command sanctioned physical training event where multiple personnel receive medical treatment above first-aid ( <i>i.e. conditioning hikes, unit PT with multiple heat casualties, etc.</i> )	1st aid, Class D or C	N/A	Unit/Command
Struck by moving GMV or GVO during field training events, shipboard operations, waterborne operations, or garrison ground operations.	Near miss, 1st aid, Class D or C	N/A	Unit/Command
Pinched by moving GMV or GVO during field training events, shipboard operations, waterborne operations, garrison ground operations.	Near miss, 1st aid, Class D or C	N/A	Unit/Command
Struck by equipment during maintenance activities or normal work activities.	Near miss, 1st aid, Class D or C	N/A	Unit/Command
Pinched by equipment during maintenance or normal work activities.	Near miss, 1st aid, Class D or C	N/A	Unit/Command
Exposure to inadvertent release of toxic substances ( <i>E.g. chemicals, biologicals, fire suppression agents, etc.</i> )	Near-miss, 1st aid, Class D or C	N/A	Unit/Command
Electrical related injuries during work. ( <i>E.g. Arc flash, shock, etc.</i> )	Near-miss, 1st aid, Class D or C	N/A	Unit/Command
Electrical related injuries to guests, family members, visitors, etc., resulting from DON equipment or inside a DON facility.	Near-miss, 1st aid, Class D or C	N/A	Unit/Command
Electrical related damage or fire to DON equipment or inside a DON facility. ( <i>E.g. melting or burning of electrical components such as wires, cords, outlets, etc.</i> )	N/A	Any (Does not need to meet a minimum cost threshold)	Unit/Command
Fire on or in a Naval vessel, a DON facility, range, tactical equipment, non-tactical equipment, etc.	1st aid, Class D or C	Class D or C	Unit/Command
Fire during refueling operations of vehicle systems	Near-miss, 1st aid, Class D or C	\$5,000 or greater	Unit/Command
Fire during maintenance operations vehicle systems	Near-miss, 1st aid, Class D or C	\$5,000 or greater	Unit/Command

Note: Some HIPOMs may have a causal factor related to an unsafe equipment design or function. If the unit safety officer's safety/mishap investigation determines there is a hazard with any component of military owned equipment, a HAZREP must be submitted IMMEDIATELY in accordance with Chapters 3 and 4 of OPNAVINST 5102.1D/MCO 5102.1B.

Additionally, Marine Corps Commanders shall immediately contact Marine Corps Systems Command (MCSC) via email regarding any hazard with either tactical vehicle systems or weapons systems IAW MCO 5100.34A