



LOUISIANA NATIONAL GUARD

PROTECT WHAT MATTERSSM

SAFETY SECTION BRIEFING



SAFETY

Is a COMMANDER's program and reflects the overall safety culture within the unit.



References

- AR 385-10, “The Army Safety Program”, dtd 24 Feb 2017
- AR 385-63, “Range Safety”, dtd 30 January 2012
- AR 600-55, “The Army Driver and Operator Standardization Program”, dtd 17 Sept 2019
- The Army Safety Management Information System 2.0 (ASMIS 2.0) <https://mishap.safety.army.mil/home>
- ATP 5-19 w/ CHG 1, “Risk Management”, dtd 8 Sept 2014
- DA PAM 385-1 “Small Unit Safety Officer/NCO Guide”, dtd 23 May 2013
- DA PAM 385-10 “The Army Safety Program” , dtd 23 May 2008
- DA PAM 385-24, “Army Radiation Safety Program”, dtd 30 Nov 2015
- DA PAM 385-30, “Risk Management”, dtd 2 Dec 2014
- DA PAM 385-40, “Army Accident Investigation and Reporting”, dtd 18 Mar 2015
- DA PAM 385-63, “Range Safety”, dtd 16 April 2014
- DA PAM 385-64, “Ammunition & Explosives Safety Standards”, dtd 24 May 2011
- NGLA Reg 385-10, “ Louisiana Army National Guard Safety and Occupational Health Program Standard Operating Procedures” dtd 15 Jan 2022
- National Guard Regulation (NGR) 385-24 “The Army National Guard Radiation Safety Program” dtd 02 May 2011
- National Guard Supplement 1 to AR 385-10, “The Army Safety Program”, dtd 12 February 2015



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Commander & 1SG Responsibilities

- Completion of Leaders Safety & Occupational Health; Commanders Safety Course (1 time requirement for both commander & 1SG)
- Safety Philosophy Letter (Briefed to all SM's and posted on safety board)
- Appoint on orders a Unit Safety Officer
- Appoint on orders a Radiations Safety Officer (if the unit has any radiological equipment)
- Establishing a written Pre - Accident Plan outlining duties / responsibilities in the event of an accident, and rehearse it annually
- For all accident reporting & investigations
- Ensuring that all annual safety training is completed
- Completion & review of the DD Form 2977, NOV 2020 Deliberate Risk Assessment Worksheet
- Risk mitigation measures should be incorporated into all missions
- Commanders must ensure they assume the appropriate level of risk



Commanders & 1SG Responsibilities

Motorcycle Safety Program:

- Will ensure that all SM's who are motorcycle riders are briefed and sign the Commanders Motorcycle Riders agreement.
- Take all required safety courses as outline in AR 385-10 in order to be able to ride on post or LAARNG properties.

On Duty Safety:

- Ensure all SM's are briefed the unit safety SOP.
- Promote a safety culture at all times.
- Ensure all SM's use all PPE

Off Duty Safety

- Seasonal Safety
- Hunting
- Boating
- Water Sports
- Traveling





Training

- Unit Safety Officer: Additional Duty Safety Officer (ADSO) Course on line / residences course Ground Safety Officer Course
- All unit members: Risk Management – Basic Course (1 time training requirement)
- Defensive driving: Annually brief all SM on Defensive Driving Techniques
- Ground Guide: Annually review U.S. Army video on ground guiding techniques
- Motorcycle Safety: Ensure that all motorcycle riders have completed Basic Riders Course I & II
- Personal Protective Equipment Training





Army Safety Management Information System 2.0 (ASMIS 2.0)

SYSTEM NOTICE: NEW to MNMR!! National Guard and Reserve can now add additional personas to their profile. All users must verify their profile upon login, but only National Guard and Reserve users should add additional personas.

Use a Chrome or Edge web browser for the Mishap & Near Miss Reporting application. Do Not use Internet Explorer (IE) - it is NOT compatible with the application.

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PROGRAMS ▾



LOGIN



U.S. ARMY COMBAT READINESS CENTER

Mishap & Near Miss Reporting

The Next Generation of Mishap and Near Miss Reporting is here!



Should I Report?

Determine whether an event is a mishap or near miss



Near Miss

Report an event that was not a mishap but could have been



Manage Reports

(Login Required)

Create, manage, or review reports within your purview



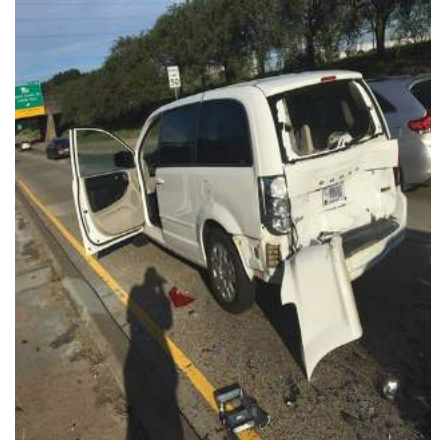
Accident Classification

- **Class A:** Property Damage of 2.5 million or more; Army aircraft / UAS is destroyed, missing or abandoned; Injuries resulting in a fatality or permanent total disability.
- **Class B:** Property damage of 600K but less than 2.5 million; Injuries resulting in permanent partial disability; or when 3 or more personnel are hospitalized.
- **Class C:** Property damage of 60K but less than 600K; a nonfatal injuries that cause less than 1 or moor day always from work or training beyond the day or shift on which it occurred a disability at any time.
- **Class D:** Property damage is 25K but less than 60K; a nonfatal injury or illness resulting in restricted work, transfer to another job, medical treatment greater than first aid, needle stick injuries and cuts from sharps that are contaminated from another person's blood or other potentially infectious material, medical removal under medical surveillance requirements of an OSHA standard, occupational hearing loss, or a work-related tuberculosis case.
- **Class E Ground / Aviation:** Property damage is 5K but less than 25K.
- **Class F Aviation:** Recordable incidents are confined to aircraft turbine engine damage because of unavoidable internal or external foreign object damage, where that is the only damage (does not include installed aircraft auxiliary power units).
- **Class R:** is unique to ARNG is for accidents that don't meet the 5K dollar amount, they are tracked at State and NGB level are not reportable to the Combat Readiness Center (Safety Center) at Ft Rucker



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Accident Scene Photos





Accident Trends

2018:

<u>Class A</u>	<u>Class B</u>	<u>Class C</u>	<u>Class D</u>	<u>Class F</u>	<u>Class E</u>	<u>Class R</u>	<u>Total</u>	<u>Injured</u>	<u>Days lost</u>	<u>Damages</u>
0	0	4	5	0	13	34	<u>56</u>	<u>1</u>	<u>136</u>	<u>\$760,293.08</u>

2019:

<u>Class A</u>	<u>Class B</u>	<u>Class C</u>	<u>Class D</u>	<u>Class F</u>	<u>Class E</u>	<u>Class R</u>	<u>Total</u>	<u>Injured</u>	<u>Days lost</u>	<u>Damages</u>
0	0	8	2	0	16	18	<u>44</u>	<u>12</u>	<u>68</u>	<u>\$670,262.26</u>

2020:

<u>Class A</u>	<u>Class B</u>	<u>Class C</u>	<u>Class D</u>	<u>Class F</u>	<u>Class E</u>	<u>Class R</u>	<u>Total</u>	<u>Injured</u>	<u>Days lost</u>	<u>Damages</u>
0	1	13	5	0	16	54	<u>95</u>	<u>11</u>	<u>852</u>	<u>\$562,759.19</u>

2021:

<u>Class A</u>	<u>Class B</u>	<u>Class C</u>	<u>Class D</u>	<u>Class F</u>	<u>Class E</u>	<u>Class R</u>	<u>Total</u>	<u>Injured</u>	<u>Days lost</u>	<u>Damages</u>
0	0	47	23	1	29	67	<u>178</u>	<u>46</u>	<u>986</u>	<u>\$901,813.79</u>

2022:

<u>Class A</u>	<u>Class B</u>	<u>Class C</u>	<u>Class D</u>	<u>Class F</u>	<u>Class E</u>	<u>Class R</u>	<u>Total</u>	<u>Injured</u>	<u>Days lost</u>	<u>Damages</u>
0	1	7	15	0	7	5	<u>90</u>	<u>41</u>	<u>499</u>	<u>\$116,644.78</u>



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Useful Safety Tools

Mission / Work Location Daily Risk Assessment Card

Mission / Work Location Daily Risk Assessment Card			
Mission or Task / Hazard	Initial Risk Level	Control Measures	Revised Risk Level
1. Driving: Overconfident / inexperienced drivers Weather, road & traffic conditions and unfamiliar with routes. More civilian drivers on the roadways. Lack of use of properly trained Ground Guides.	M	Ensure that all drivers are qualified to operate equipment they are assigned to. DRIVERS SHOULD DRIVE DEFENSIVELY AND NOT ALL TRAFFIC LAWS. Wear seat belts and all PPE while driving. Ensure that drivers understand what routes they will be taking. Use of headphones and cellular phones are prohibited while driving. Ensure all personnel are trained how to be ground guides, and know when they are needed.	L
2. Warehouse / Commodities Operation: Loading / Offloading trucks Congested traffic operations with mixed types of vehicles Pallet jacks, backhoes Excavator work	M	Ensure all personnel are aware of their surroundings with high volume of personnel and equipment in the area. Ensure SMs are on jobs when working around loading docks/vehicle loads. NEVER WORK FROM UNDER LOADS THAT ARE NOT PROPERLY SUPPORTED OR STABILIZED. Ensure all SM are aware of potential pinch points and how to avoid them. Brief SM on proper lifting techniques. Ensure that SM are drinking water.	L
3			
4			
Instruction on how to use Daily Risk Assessment Card The OIC / NCOIC for each mission or work location will assess all hazards associated for the days mission or task. They will identify each hazard under the Mission or Task / Hazard Column. They will then assign the hazard an Initial Risk Level. Control Measures: Once the OIC / NCOIC has identified the associated hazards for the mission or task and assigned it an Initial Risk level they will then develop Control Measures to reduce the risk levels. They will assign the mission or task a Revised Risk Level, and ensure that all control measures are being implemented. Prepared By:			

Work Site Safety Shift Check List

POD / WORK SITE SAFETY SHIFT CHECK LIST			
POD OIC / NCOIC	POD OIC / NCOIC Phone Number	SAFETY REP for the POD	POD SAFETY Phone Number
Number of Personnel Assigned:		All Personnel Received Pre-shift Safety Briefing	
Number of Personnel Trained to operated on forklifts:		Mission / Work Site Daily Risk Assessment Card	
Number of Forklifts and type Army / Rental:		Brief SM's on the risk for each Mission / Work Site	
Type of Forklift (Brand and lifting capabilities):		Inclement Weather Plan Briefing to SM's:	
MEDEVAC Plan		Ensure SM's have all required PPE / Signage	
Is there a MEDIC on site or Local EMS: YES / NO		Road Guard Vest:	
MEDIC Name and Phone Number:		Speed limit / Slow Pedestrian Posted	
Contact local 911		Gloves:	
Address of POD / WORK SITE:		Eye Protection	
		Ear Protection	
		Chain Saw Chaps	
POD / Work Site Speedlimits and ground guide positions			
TOC Contact Information:		Speed Limits:	
PHONE:		Ensure speed limit for all traffic maintained to 5 miles hours.	
Information on accident:		Ensure all movement of AMV and forklifts speeds are no faster than the a person walking.	
Name of SM's Involved:		Ground Guides:	
Time of accident:		Ground guides will be posted at the 11 O'clock position 10 meters in front of the vehicle while guiding vehicles in congested areas.	
What Happened:		Ground guides will not be positioned between vehicles, equipment, or objects.	
Number of Injuries:		Ground guide will assure that the driver can see them at all times.	
Medical Facility:		Ground guides will wear FT belts or road guard vest, and use a light source during night operations.	

Post Accident Story Boards

Incident Narrative

What Was Supposed to Happen

Two Soldiers (SMs) from the 16th ACSB, SP from the DPS warehouse in Baton Rouge at 0735 on 14R03200 in a 915 Truck as a part of a 4 vehicle convey ISO of COVID-19 Operations

What Happened

SEE INCIDENT STORY BOARD

Mitigation Measures

Ensure thorough safety briefs and considerations that Soldiers will utilize ground guides when exiting any gated parking area, all gates should be open fully to allow for plenty of space for movement.

Incident Story Board

On 14R03200, SPC Vehicle (3404) and SPC (3404) (3404) were exiting the DPS freight gate on East Airport Road. The Military Police were relieved of their duty and replaced with a GRS Officer due to the WP site. The GRS Officer only opened the left side of the gate for the drivers and proceeded to cover them through the gate. As the trailer was passing through the gate, the SMs on the other's rear side of the trailer made contact with the gate and caused substantial damage to the gate. The SMs were not injured. The root cause of the incident was in part due to only one side of the gate being opened and allowing ground guide present during the incident.

Legend: Direction of travel, Impact location

MM77 Trailer (Green)

Accident Pictures

Impact area and damage to the gate

Area of impact, no damage to the vehicle

Ground Guide Cards

Clear the Road

GROUND GUIDE PROCEDURES

DRIVER

1. Clear the way.
2. Sound your horn before you start to move.
3. Back immediately, never trust the same you checked to stay the same.
4. Back slowly.
5. As you back, check both side mirrors.
6. Do not ever back further than necessary.
7. Always back to the driver's side.
8. Use a ground guide.
9. Always park on the left side of the vehicle to forward.

Clear the Road

GROUND GUIDE HAND AND ARM SIGNALS

Stop Ahead, Stop Behind, Stop at Gate, Move to Forward, Turn Left, Turn Right, Turn Off Engine

