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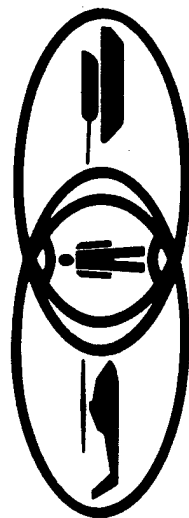
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U.S. ARMY SAFETY CENTER

US Army Safety FY86 Progress Report

FY86 Safety Progress Report

SafeArmy 1990 Annual Accident Reduction Goals

- **3% Reduction-Ground Accidents**
- **5% Reduction-Aviation Accidents**
- **3% Reduction-Civilian Injury Claims**

- Report on Army safety performance for FY 86 measured against SafeArmy 1990 accident reduction goals.

Improvement Over FY85

- Conservation of lives and equipment
- Dollar savings
- Increased productivity

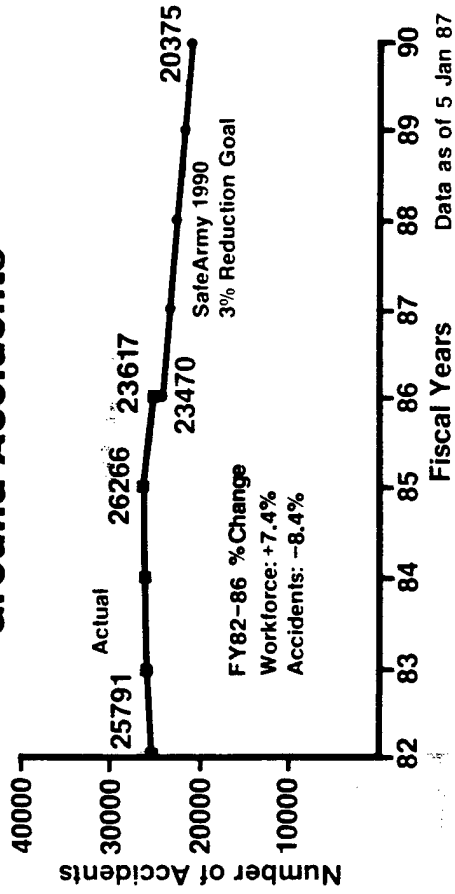
- Highlight FY 86 improvements over FY 85 in terms of resource conservation.

FY86 Safety Progress Report

- ▶ • **Ground Accidents**
- **Aviation Accidents**
- **Civilian Injury Claims**
- **Summary**



Armywide Ground Accidents



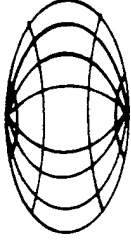
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Fewer Accidents
Than FY85

- . SA 90 goal required 10.6% reduction in ground accidents.
- . Achieved a 10.1% reduction.
- . Missed goal by only 147 accidents.

Four Major Sources of Ground Accidents

- Personnel Injuries
- Army Motor Vehicles
- Privately Owned Vehicles
- Combat Vehicles

. Four types of accidents account for about 95% of the total number of Army ground accidents each year.



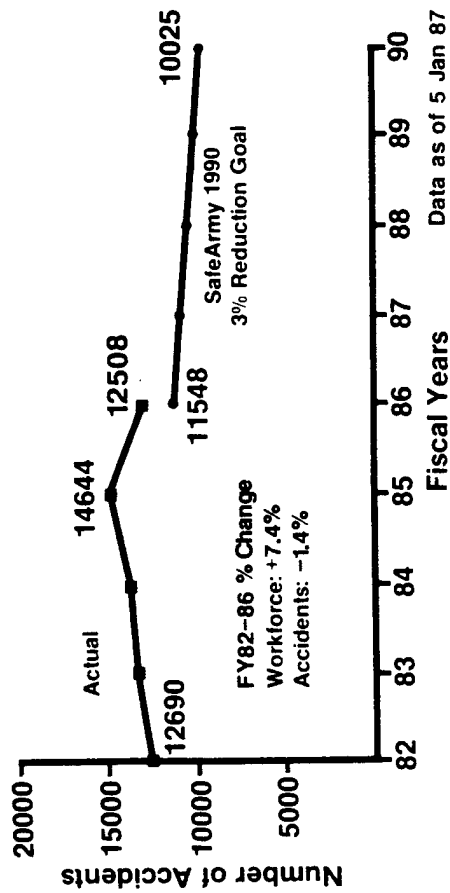
Improvement Over FY85

- . 15% reduction in personnel injuries
- . 6% reduction in Army motor vehicle accidents
- . 10% reduction in private motor vehicle accidents
- . 1% reduction in combat vehicle accidents

. Reductions in all four categories in FY 86.

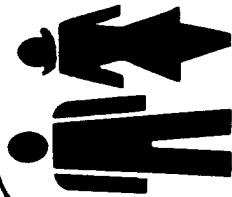
. Brief gains in each of these categories separately.

Armywide Personnel Injury Accidents



- Needed 21% reduction in personnel injury accidents to meet SA 90 goal.
- Reduced accidents by 15%, reversing 4-year upward trend in this, our largest single category of accidents.

NOTE: Largest gains were made in reducing injuries in maintenance, service, and repair and materials handling activities, the two activities accounting for the largest number of personnel injuries.

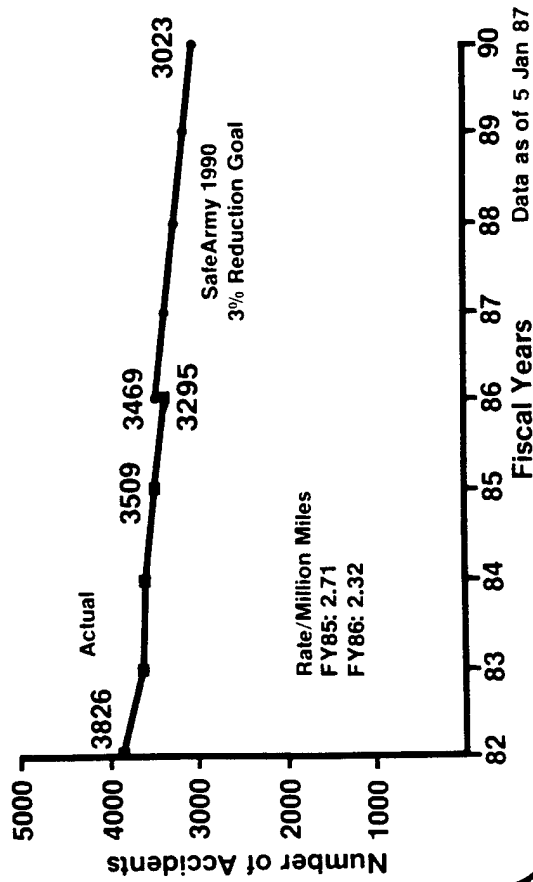


Improvement Over FY85

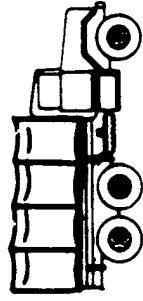
- 15% reduction in accidents
- 15% fewer fatalities
- 32% reduction in disabling injuries
- 14% reduction in lost work days
- \$6.6 million reduction in injury cost

- Payoff from reduction of personnel injury accidents is shown here.

Armywide Army Motor Vehicle Accidents



- . Goal called for reduction of about 1% in Army motor vehicle accidents.
- . AMV accidents were reduced by 6%.

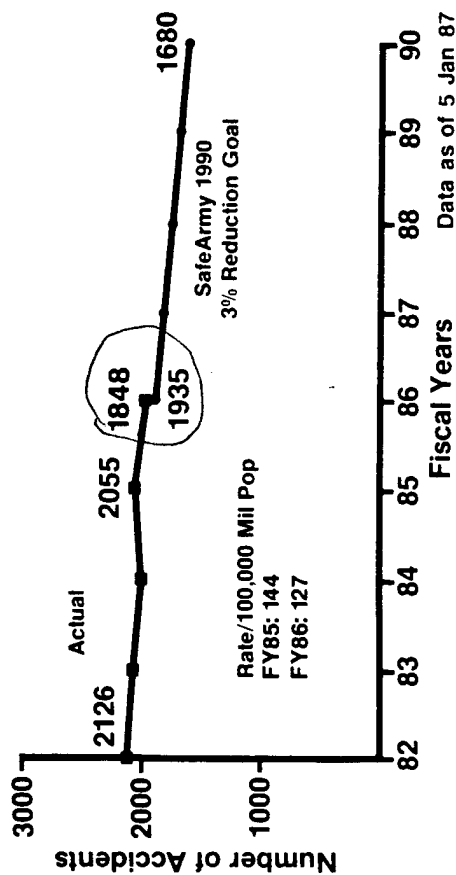


Improvement Over FY85

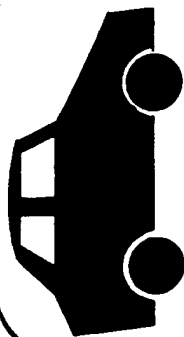
- . 6% reduction in accidents
- . 2.32 accident rate for FY 86 compared to 2.71 for FY 85
- . \$592,000 reduction in property damage cost

- . 6% reduction in accidents produced corresponding reduction in accident rate and property damage cost.
- . Lowest AMV accident rate in __ years.

Armywide Privately Owned Vehicle Accidents



- Goal called for 6% reduction in private motor vehicle accidents.
- Achieved 10% reduction.
- Number of private motor vehicle accidents in 86 was lowest number since FY 80.

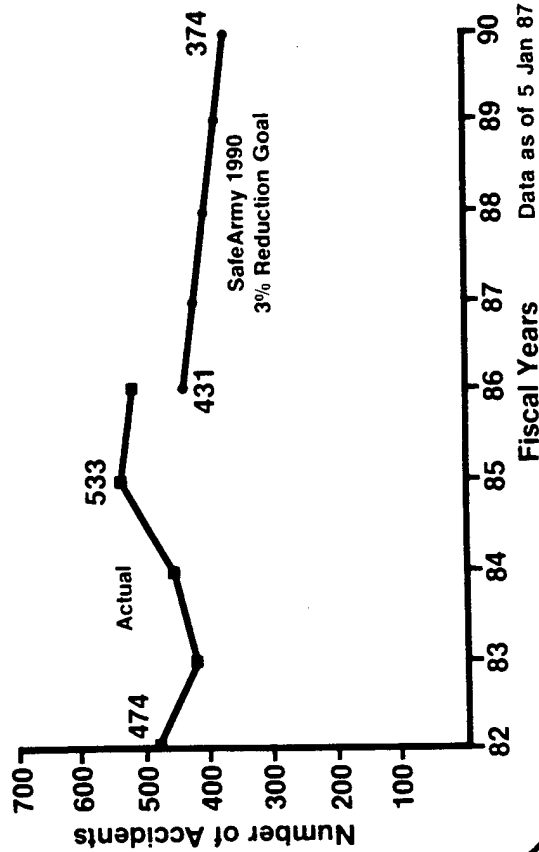


Improvement Over FY85

- 10% reduction in accidents
- 10 fewer fatalities
- 20% reduction in alcohol related accidents
- Increased seatbelt usage

- Accident records which report seatbelt usage indicate usage is up.
- AR 385-55 requiring use of seatbelts is at the printer.
- Summer is normally peak period for accidents. Achieved 28% reduction in accidents during the 101 days of summer in FY 86 over 85.

Armywide Combat Vehicle Accidents



. Goal called for 19% reduction in combat vehicle accidents.

. While goal was not met, combat vehicle accidents were reduced by 5%, reversing upward trend which began in fiscal 83.

. At mid year, it appeared upward trend which began in 83 would continue.



Improvement Over FY85

- . 5% reduction in accidents
- . 4 fewer fatalities
- . \$4.5 million reduction in accident costs

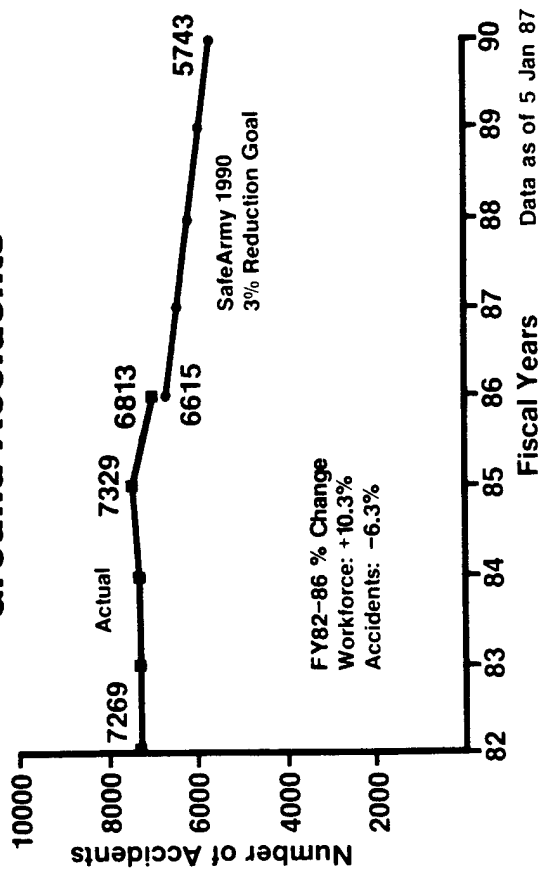
. Of the \$4.5 million decrease in cost, \$4 million was the result of safety gains in M1 tank operations in 86 over 85.

**Selected MACOM
Safety Performance
Measured Against
3% Ground Accident
Reduction Goal**



: Five MACOMs account for about 85% of total Army accidents each year. The safety performance of each of these MACOMs is critical to meeting total Army goals.

FORSCOM Ground Accidents



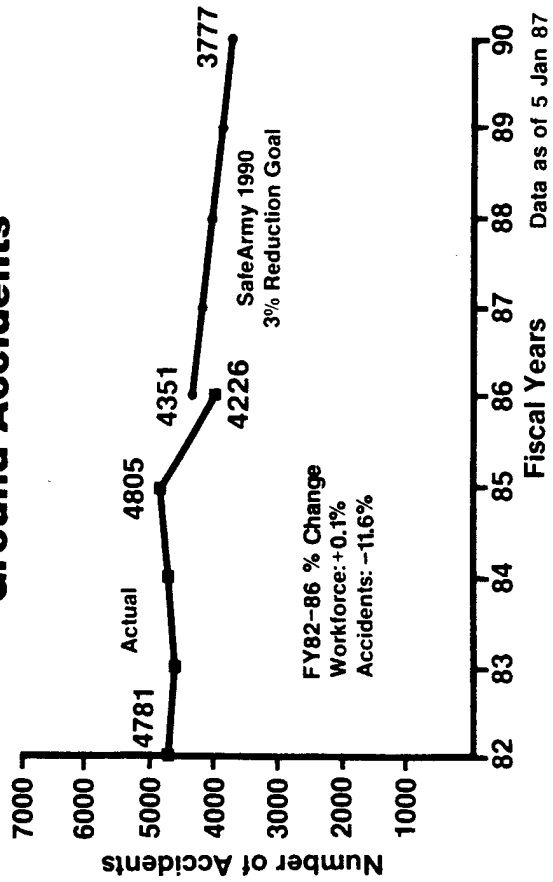
- FORSCOM narrowly missed their 86 reduction goal.
- Needed 10% reduction; got a 7% reduction.

Improvement Over FY85

- 7% reduction in accidents
- 10% reduction in personnel injuries
- 13% reduction in Army motor vehicle accidents
- 7% reduction in private motor vehicle accidents
- 2% reduction in combat vehicle accidents

- FORSCOM had reductions in each of the 4 major categories.
- Excluding the 248 fatalities in the Gander accident, FORSCOM had 29 fewer fatalities and a 2% reduction in disabling injuries in 86 over 85.
- 6% reduction in lost workdays.

USAREUR Ground Accidents



Improvement Over FY85

- 12% reduction in accidents
- 14% reduction in personnel injuries
- 3% reduction in Army motor vehicle accidents
- 6% reduction in private motor vehicle accidents
- 30% reduction in combat vehicle accidents

• USAREUR did better than their 9% reduction goal.

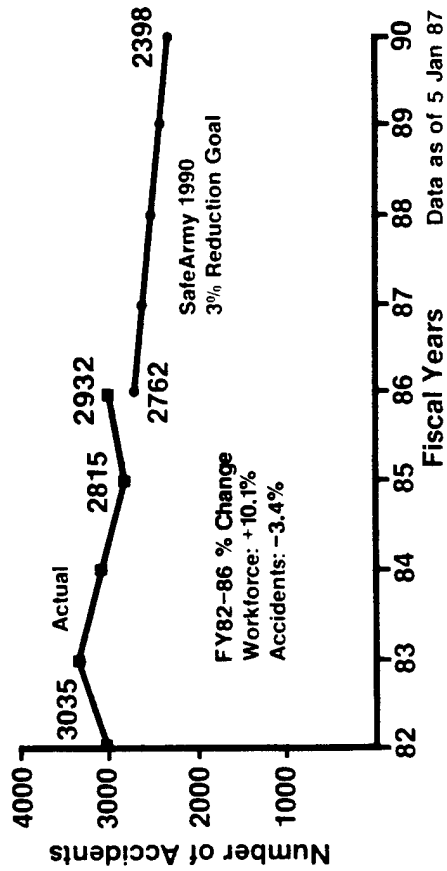
• Reduced accidents by 12%.

• Improvement in all major accident categories. Particularly noteworthy is USAREUR's success in reducing combat vehicle accidents.

• 37% reduction in disabling injuries in 86 over 85 (increase of 8 fatalities).

• 16% reduction in lost workdays.

ARNG Ground Accidents



Worse Than FY85

- 4% increase in accidents
- 7% increase in Army motor vehicle accidents
- 37% increase in private motor vehicle accidents
- 35% increase in combat vehicle accidents

. Guard did not meet 86 reduction goal, which called for a 2% reduction in ground accidents.

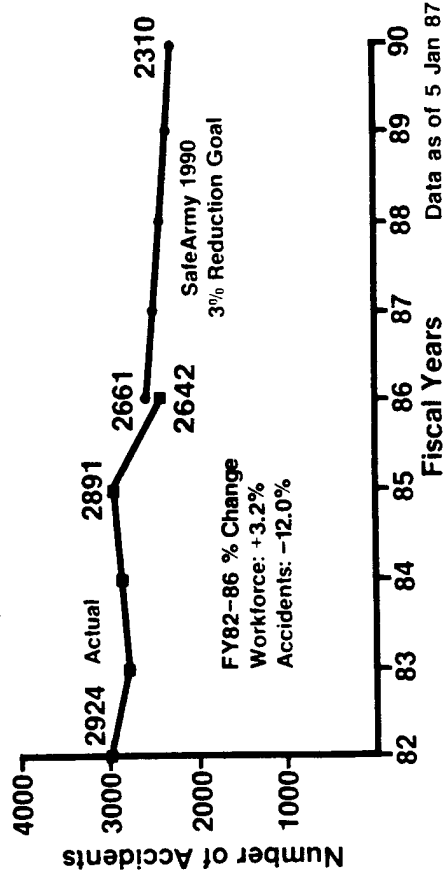
. Guard had 4% increase in 86 over 85.

. Guard had increases in 3 major categories of accidents.

. Only MACOM whose overall accident record was worse in 86 than 85.

NOTE: Increase of 9 (39%) in fatalities.
Increase of 7 (58%) in disabling injuries.

TRADOC Ground Accidents



Improvement Over FY85

- . 0% reduction in accidents
- 22% reduction in personnel injuries
- 26% reduction in Army motor vehicle accidents
- 12% reduction in private motor vehicle accidents

. TRADOC did better than their ground accident reduction goal.

. Needed 8% reduction; achieved 9% reduction.

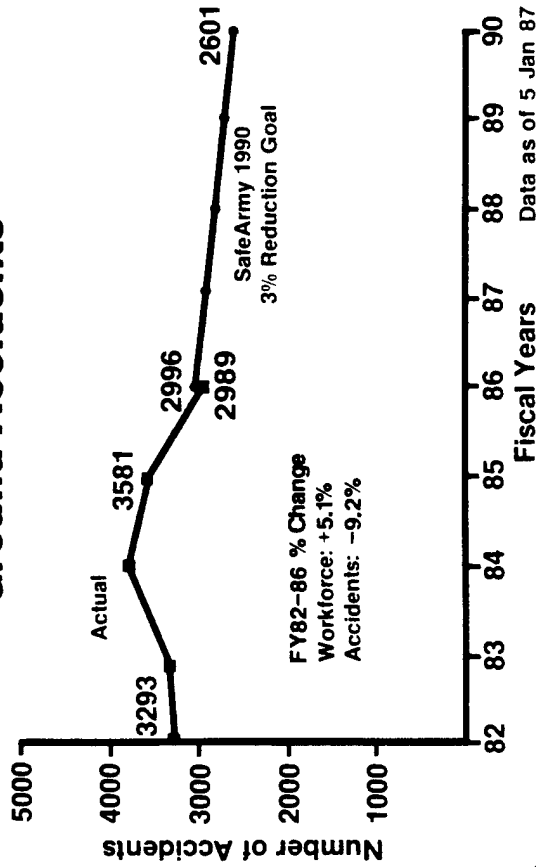
. TRADOC made sizeable reductions in 3 key areas.

. 17 fewer fatalities.

. 38% reduction in disabling injuries.

. 24% reduction in lost workdays.

AMC Ground Accidents



Improvement Over FY85

- 17% reduction in accidents
- 19% reduction in personnel injuries
- 23% reduction in Army motor vehicle accidents
- 45% reduction in private motor vehicle accidents
- 9% reduction in civilian injury claims

• AMC met goal.

• Significant achievement considering goal called for 16% reduction, largest percentage of all the MACOMs.

- AMC's reductions are impressive, particularly in private motor vehicle accidents and civilian injuries.
- 3 fewer fatalities.
- 25% reduction in lost workdays.

FY86 Safety Progress Report

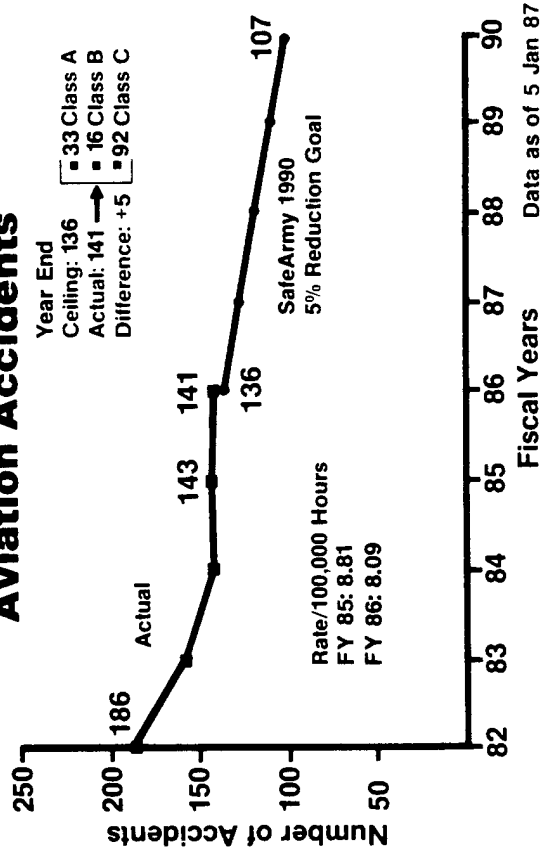
- Ground Accidents
- ▶ • Aviation Accidents
- Civilian Injury Claims
- Summary

Safest Year

In History of Army Aviation



Armywide Aviation Accidents



. Goal called for reduction of 7 Class A-C accidents.

. Ended year 5 accidents above goal.

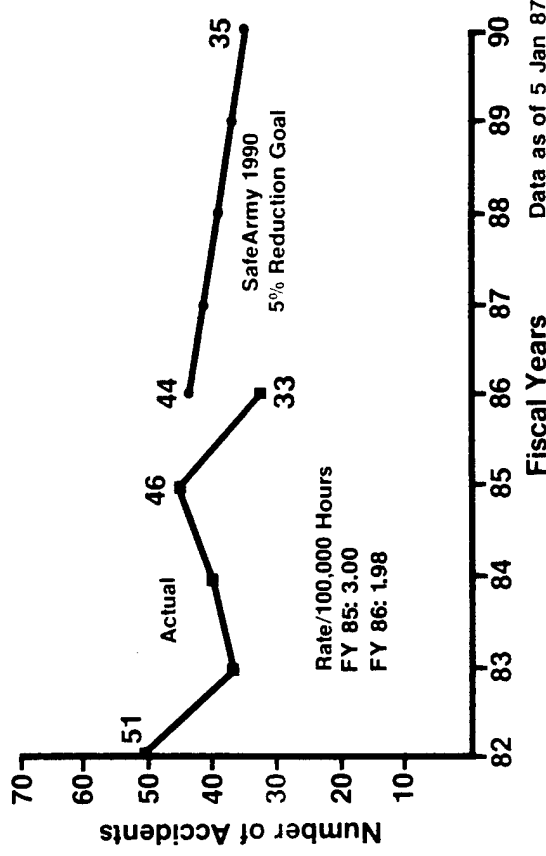
. Due primarily to increase in Class C accidents in 86 over 85.

. With rising cost of equipment, it has become increasingly more difficult to reduce Class C accidents.

. Class C threshold is \$10,000. A relatively minor Black Hawk blade strike results in Class C damage cost of \$10,000 or more.

. While goal was missed by 5, rate improved because we flew 118,000 hours more in 86 than 85.

Armywide Class A Aviation Flight Accidents



. Real progress was made in reducing most severe accidents--the Class As.

. Looking only at Class A accidents, 11 accidents below the ceiling and 13 accidents below FY 85.

. Reduction in Class A accidents produced \$11 million savings.

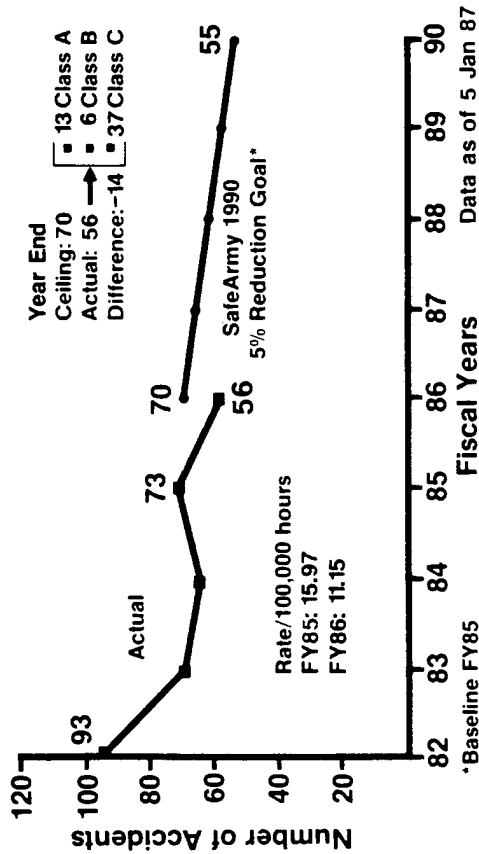
**Selected MACOM
Safety Performance
Measured Against
5% Aviation Accident
Reduction Goal**



. While five MACOMs account for about 85% of the total number of Class A-C aviation accidents each year, the success or failure of FORSCOM in meeting accident reduction goals is critical to the Army record in this area.

. I will brief each MACOM separately.

FORSCOM Aviation Accidents



Improvement Over FY85

- 23% reduction in Class A-C accidents
- 46% reduction in Class A accidents
- 2.64 Class A rate in FY 86 compared to 4.31 in FY 85
- \$17.4 million reduction in accident cost

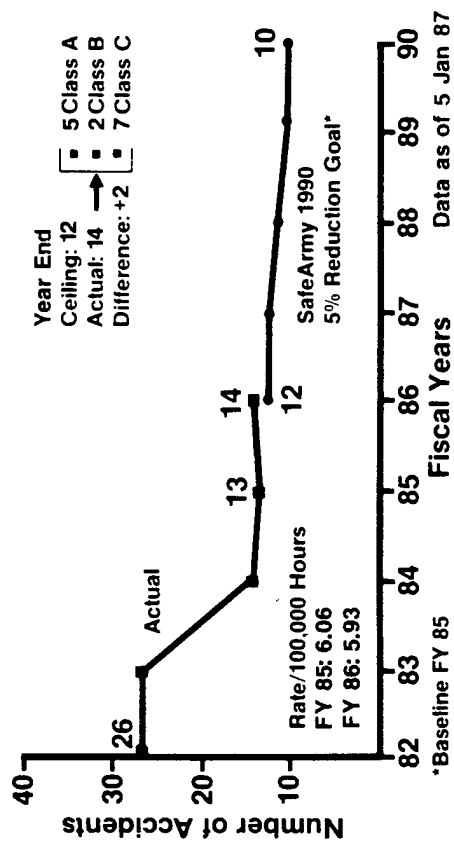
• FORSCOM goal called for reduction of 3 accidents.

• Accidents reduced by 14, while flying 61,000 more hours.

• Reduced overall A-C accidents by almost one-third and Class As by almost half.

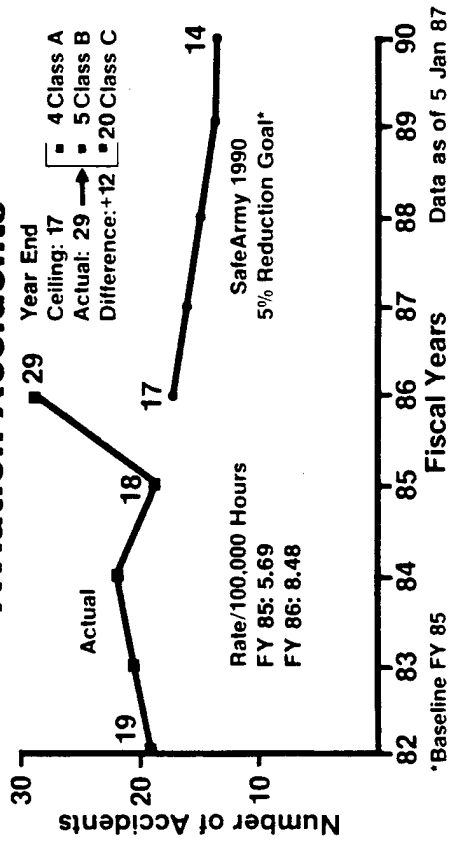
• FY 86 Class A rate is lowest Class A rate in 7 years for FORSCOM.

USAREUR Aviation Accidents



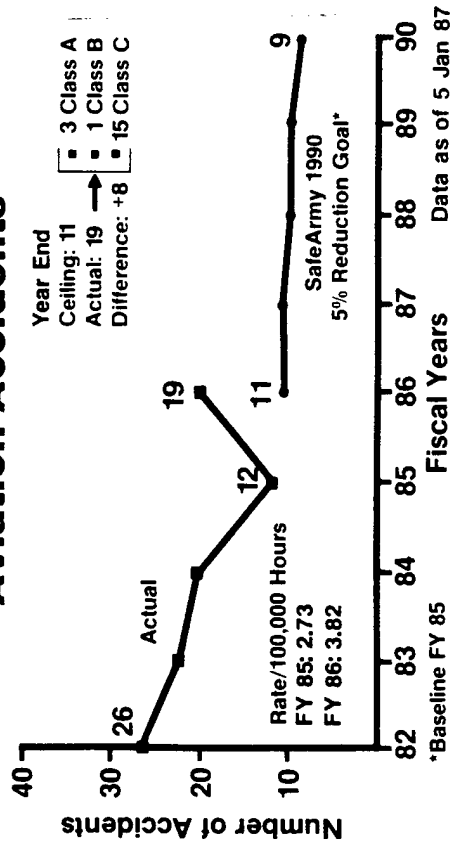
• USAREUR was 2 accidents above accident reduction goal.

ARNG Aviation Accidents



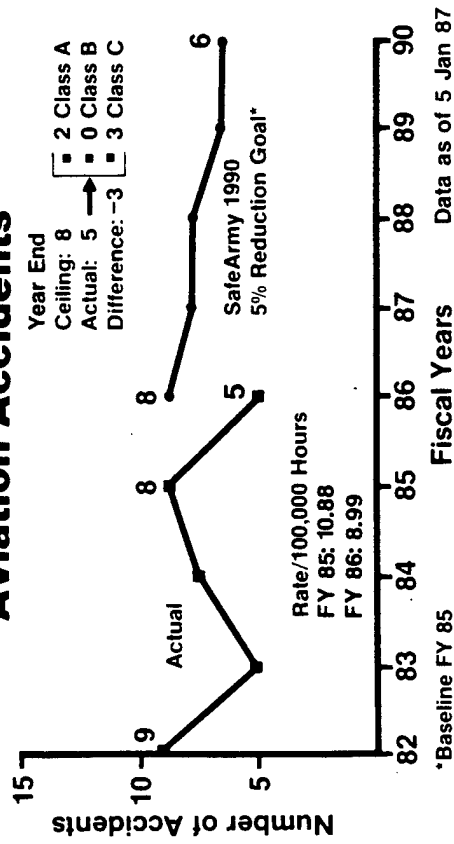
. Guard finished year 12 accidents above goal.

TRADOC Aviation Accidents



. TRADOC was 8 accidents above their ceiling.

8th Army Aviation Accidents



. 8th Army was 3 accidents below ceiling.



Improvement Over FY85

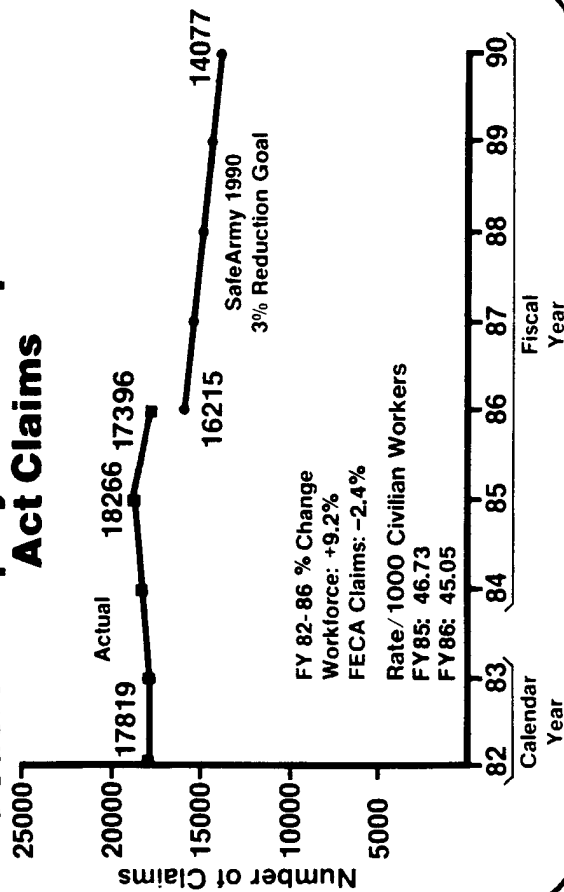
- . Reduction of 3 Class A-C accidents
- . 3.60 Class A rate in FY 86 compared to 3.63 in FY 85
- . \$3 million reduction in accident cost

FY86 Safety Progress Report

- Ground Accidents
- Aviation Accidents
- Civilian Injury Claims
- Summary



Armywide Federal Employees' Compensation Act Claims



- Goal called for 11% reduction in civilian injury claims.
- Achieved 5% reduction.

Improvement Over FY85

- 5% reduction in claims
- 870 fewer claims
- First progress since Presidential goals established
- Command involvement
- Better claims management

- First progress in 10 years.
- If we achieve 7% reduction in 87, will be in good position to meet 88 goal; will require only 4-5% reduction to be on target.

FY86 Safety Progress Report

- **Ground Accidents**
- **Aviation Accidents**
- **Civilian Injury Claims**
- ▶ • **Summary**

. In summary, I will recap Armywide safety gains for fiscal 86.

Safety Progress Summary

Armywide	FY 85	FY 86	% Change
Total Accidents	26,409	23,758	-10.7
Class A Accidents	484	458	- 5.4
Fatalities	448	428*	- 4.5
Disabling Injuries	246	205	-16.7
Number of Lost Workdays	254,249	226,002	-11.1
Property Damage Cost	126.1M	112.5M	-10.8
Injury Cost	159.4M	159.8M	+ 0.2
Total Accident Cost	285.5M	272.3M	- 8.2

*Excludes 248 fatalities in Gander accident

. During FY 86, the first year of SA 90, measurable gains were made in every key area of accident prevention, with the exception of a slight increase in injury costs.

. This slight rise in injury costs was the result of a special effort by the Department of Labor to pay off old cases. They cleared twice as many cases in FY 86 as usual.

. FY 86 safety gains are a positive indication that MACOMs have intensified their efforts in meeting SA 90 goals.

. The key ingredient in our safety success has been increased command involvement as a direct result of your leadership and that of General Thurman in implementing this plan as the primary strategy of a revitalized Army Safety Program.