



II MEF Safety Spotlight



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Notes from the II MEF Safety Director

Welcome to the April edition of the II MEF Safety Spotlight!!! I am confident that some of you took on my homework assignment from last month’s newsletter and mitigated some safety hazards around your personal areas. I would ask that you continue to stay actively engaged as we transition into the summer months. As the weather slowly changes, more and more of us will be venturing outside to participate in the activities that warmer weather brings. Think about what YOU can do to stay safe before, during, and after all these activities!!! This edition focuses on risk management and its importance for use both on and off duty. Often we are in the safety mindset while on duty but toss out all that we know is safe when we close shop and head home. It is so important to remember to obey and adhere to all traffic and safety laws and rules both on and off duty to keep ourselves, our families and Marines and Sailors safe 24/7. Proper planning is the key aspect to any mishap free and successful operation or family adventure.

2014 II MEF

LIEUTENANT GENERAL “CHESTY” PULLER AWARD RECIPIENTS SELECTED

The Lieutenant General “Chesty” Puller Trophy is given annually to small, medium, and large II MEF units that have demonstrated superior performance in all areas, with special emphasis on force preservation, overall unit readiness and command climate. The award is given to recognize and reward units who continuously evaluate and emphasize the core ideals of force preservation, encompassing both unit and individual safety, thus enhancing unit readiness and creating a positive command climate.

A message was released by the II MEF Inspector General on 30 March 2015 announcing the 2014 awardees. The message date time group is 301253Z Mar 15.

The II MEF Lieutenant General “Chesty” Puller Awardees for 2014 are:

Small Unit

Expeditionary Operations Training Group, II MEF Headquarters Group

Medium Unit

Chemical Biological Incident Response Force

Large Unit

2d Supply Battalion, 2d Marine Logistics Group

It was noted that all submissions for 2014 were noteworthy and competition was keen. Honorable mention was given to:

Small Unit

2d Anglico, II MEF Headquarters Group

Medium Unit

2d Dental Battalion, 2d Marine Logistics Group

Large Unit

MALS-14, 2d Marine Air Wing

Criteria for the awards were based on units legal adjudications, training and equipment readiness, fiscal responsibility, specifically Government Travel Charge Card (GTTC) delinquency rate, medical and dental readiness, safety statistics, completion percentage of career planning interviews, number of suicides, attempts and ideations, urinalysis statistics and compliance, number of DUI’s and alcohol related incidents. Units were also encouraged to submit a summary of the command’s climate survey results to support the command’s superior performance.





Railroad Crossing Safety Rules for Drivers

- Never drive around lowered gates.** Driving around lowered gates is illegal and deadly. If you suspect a signal is malfunctioning, call the toll free number posted on or near the crossing signal or your local law enforcement agency.
- Never race a train to the crossing.** Even if you tie, you lose.
- Do not get trapped on the tracks.** Only proceed through a highway-rail grade crossing if you are sure you can completely clear the crossing without stopping. Remember, the train is three feet wider than the tracks on each side.
- Get out of your vehicle if it stalls.** If your vehicle stalls on a crossing, immediately get everyone out and far away from the tracks. Call your local law enforcement agency for assistance. If a train is coming, get out immediately and move quickly away from the tracks in the direction the train is coming from. If you run in the same direction the train is traveling, when the train hits your car you could be injured by flying debris.
- Watch out for a second train.** If you are at a multiple track crossing and are waiting for a train to pass, watch out for a second train on the other tracks, approaching in either direction.
- Expect a train on any track at any time.** Most trains do not travel on a regular schedule. Be cautious at a highway-rail grade crossing at any time of the day or night.
- Be aware that trains cannot stop quickly.** Even if the locomotive engineer sees you, a freight train moving at 55 miles per hour can take a mile or more to stop once the emergency brakes are applied. That's 18 football fields!
- Do not be fooled.** The train you see is closer and is moving faster than you think. If you see a train approaching, wait for it to go by before you proceed across the tracks.
- Cross train tracks at a designated crossing only.** When you need to cross train tracks, go to a designated crossing, look both ways, and cross the tracks quickly without stopping. Remember that it isn't safe to stop closer than 15 feet from the rail.

Railroad Crossing Safety Rules for Pedestrians

- Do not walk on or over railroad property – this is trespassing!** Railroad tracks, trestles, yards and equipment are private property and trespassers are subject to arrest and fine.
- Cross tracks only at designated pedestrian or roadway crossings.** Do not walk, run, cycle or operate all-terrain vehicles (ATVs) on railroad tracks, rights-of-way or through tunnels. The only safe place to cross railroad tracks is at a designated public crossing.
- Do not cross the tracks immediately after a train passes.** A second train might be blocked by the first. Trains can come from either direction. Wait until you can see clearly around the first train in both directions.
- Never walk around or behind lowered gates at a crossing.** Do not cross the tracks until the lights have stopped flashing and it is safe to do so. You can be fined for failure to obey these signals. The more severe penalty could be a serious injury or death.
- Do not hunt, fish or bungee jump from railroad bridges or trestles.** There is only enough clearance on the tracks for a train to pass. Trestles are not designed for public use and are not meant to be sidewalks or pedestrian bridges!
- Do not attempt to hop aboard railroad equipment at any time.** A slip of the foot can cost you a limb or your life.

3 Reasons Why You Should Obey Sign Laws

Traffic signs are posted for safety but are often ignored by even the most seasoned drivers. While ignoring some signs can result in a ticket or no consequence at all, it is important to remember the game of Russian roulette you play every time you run a stop sign. We've compiled a list of three compelling reasons to always follow traffic signals, even when it seems like ignoring them may have no significant effect on safety.

1. If you follow the posted rules, everyone gets the same information

Many accidents are the result of just one careless driver, but don't make that driver you. Running a stop sign at a four-way intersection is dangerous, by following posted directions you make everyone around you safer. There have been reports of false or illegally posted signs, but by ignoring these you put the people who do not realize they are illegally posted at risk. Signs give universal information, so don't assume everyone else on the road is paying attention. Speed limits, yield signs, and one way signs all ensure that drivers follow uniform laws and keep the roads as safe as possible.



2. Signs tell you about conditions and obstacles that aren't always visible.

Some signs, like road work signs, are temporary and give drivers important information about the area they are driving in to. Ignoring an orange sign can be fatal. Other cautionary signs, like Ice on Bridge should be taken with a bit of common sense, but are still necessary to keep drivers safe. Speed bumps, winding roads, animal crossings, and men at work signs are all important and often invisible obstacles that can make driving dangerous. Being mindful of the signs around you prevents unnecessary accidents.

3. It will save you money, and it may save a life. Tickets for disobeying signs can be pricey and they're easily avoided. Following speed limits and stop signs does not only make roads safer, but also keep you from breaking the law. The six seconds you save running a stop sign is not worth the \$300 fine, believe us. Even more importantly, signs keep us safe and prevent deaths. Children-at-play signs are some of the most important signs you can follow. Drivers have hit children running into the street, some claiming these little pedestrians were too short to see. Simple attention to signs can keep the drivers aware and children safe. Don't think a cautionary sign is a suggestion; it's the law and one of the most important ones out there!

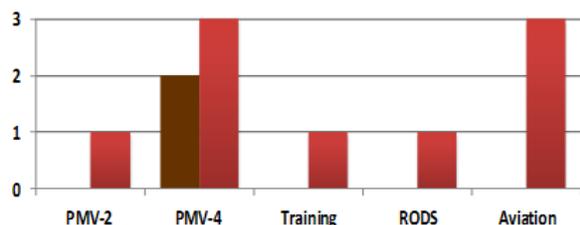
<http://www.myparkingsign.com/blog/3-reasons-why-you-should-obey-sign-laws/>



II MEF FY 2014/2015 Mishap Comparison (Same period 1 Oct 2014 – 31 Mar 2015)

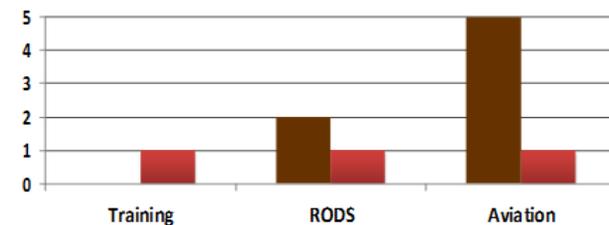
Class A Mishaps

■ FY14(2) ■ FY15(9)



Class B Mishaps

■ FY14(7) ■ FY15(3)



Protect – Analysis/Lessons Learned

- 87.5 % of ground Class A mishaps were off-duty.
- Aviation mishaps are all equipment damage.
- 2 out of 3 2015 PMV-4s were at no fault of the driver.
- Both Class A 2015 PMV-2 and RODS mishap involved: alcohol, poor individual judgment, lack of leadership (fellow Marines not actively intervening).

Mishap Class A

2 million or greater in property damage, fatality or injury or illness causing a Permanent Total Disability.

- ➔ Notify Chain of Command & [ComNavSafeCen](#) within 8 hours via telephone or electronic means.
- ➔ Official report due in WESS within 30 days via Chain of Command to [ComNavSafeCen](#) & CMC (SD)

GROUND MISHAP REPORTING REQUIREMENTS
References
MCO P5102.1B
&
DODi 6055.7

Mishap Class B

\$500K to \$1,999,999 in property damage, hospitalization of 3 or more personnel in same mishap or injury or illness causing Permanent Partial Disability.

- ➔ Notify Chain of Command & [ComNavSafeCen](#) within 8 hours via telephone or electronic means.
- ➔ Official report due in WESS within 30 days via Chain of Command to [ComNavSafeCen](#) & CMC (SD)

10 Steps to the Risk Management Mindset

Risk management (RM) should be a vital part of a unit's culture: the way things are done by the leaders and members, something that is at the forefront of all activities. Here are the vital elements of this shared mindset:

1. Leaders know that managing risk is an integral part of mission success.
2. Everyone understands that any loss of personnel (on duty or off), equipment or capability degrades the unit's ability to accomplish its missions.
3. Everyone recognizes the factors that might lead to loss or mission failure. They view these factors as threats.
4. Everyone understands that **risk management** is a tactic to defeat these threats.
5. Everyone abides by the principles of **risk management**. They accept risk when the benefits outweigh the cost. They accept no unnecessary risk. They make risk decisions at the proper level. And they anticipate and manage risk through planning.
6. Everyone realizes that they may not know whether an associated risk is acceptable. Therefore, they need to ask their immediate supervisor or higher so the decision to accept risk can be made at the proper level.
7. Everyone understands that they already use **risk management** every day through such risk controls as standard operating procedures, personal protective equipment, seat belts, speed limits, and qualification standards.
8. Unit planning includes deliberate risk assessments, using assessments previously developed for recurring events, as well as developing new assessments for new tasks.
9. Before executing a plan or an evolution, unit members ask "What's different today?" This is time-critical **risk management**: a way to recognize last-minute changes to a "routine" evolution and identify any new hazards.
10. **Risk management** isn't seen as an administrative burden that is only applied when time allows. Personnel are constantly aware, watching for change and putting controls in place to ensure success.

Risk Assessment Matrix		PROBABILITY			
		Frequency of Occurrence Over Time			
		A Likely	B Probable	C May	D Unlikely
SEVERITY Effect of Hazard	I Loss of Mission Capability, Unit Readiness; Asset, Fatality	1	1	2	3
	II Significantly Degraded Mission Capability or Unit Readiness; Severe Injury or Damage	1	2	3	4
	III Degraded Mission Capability or Unit Readiness; Minor Injury or Damage	2	3	4	5
	IV Little or No Impact to Mission Capability or Unit Readiness; Minimal Injury or Damage	3	4	5	5

RISK MATRIX CARD

This familiar card has been around a long time, but this current version addresses a major change to the way we look at risk management. It's the MISSION and how severity and probability impacts the accomplishment of it.

Risk Assessment Codes
 1 - Critical 2 - Serious 3 - Moderate 4 - Minor 5 - Negligible



FREQUENTLY ASKED QUESTIONS

Who is responsible for RM in my unit? Commanding officers and OICs are responsible for RM within their commands. The executive officer, chief of staff, or civilian equivalent is the unit RM manager and primary agent of RM implementation.

What's the best way to implement RM at my command? Make sure you meet the existing requirements of MCO 3500.27C of 26 Nov 2014. Designate in writing at least one command RMI. Consideration should be given to rank, experience, and credibility when choosing an RMI to ensure a robust and dynamic RM program. It is recommended commanders also designate an Assistant RMI. The RMI and Assistant RMI should hold significant leadership or supervisory positions within the command.

How do I sign up for RMI training? RMI qualification shall be completed prior to, or within 30 days of, designation and can be earned by completing all of the modules of the USMC RM Distance Learning Course Curriculum or graduating from one of the following: the U.S. Army Combat Readiness Center Career Program (CP-12) course, the Ground Safety for Marines course, the Aviation Safety Officer course, or the Aviation Safety Command course.

I've heard RM described as both a program and a process. What exactly is it? RM is both a program and a process. A RM program refers to a command's compliance with RM instructions directives, with regard to its organization, training, implementation, and feedback mechanisms. The RM process is a systematic approach to managing risks to increase mission success with minimal losses. This involves identifying and assessing hazards, controlling risks, supervising and revising as needed. When commands are assessed for RM, it will either be an RM program assessment (compliance-based) or an RM application assessment (process-based).

How should I document my RM training? Marines and Sailors will document RM training appropriately via the Training Management System. Civilian Marines who participate in RM training will notify or submit certification/documentation to the applicable human resource office.

How often should service members and civilian employees receive RM training? RM training requirement is every two years (biennial) on the RM process to all unit personnel. The level of training shall be commensurate with rank, experience, and leadership position. An RM overview for all military and civilian personnel during the check-in process is also required.

What is a risk assessment? A risk assessment is a documented five-step RM process. Minimally, this involves a list of hazards assessed for risk, the risk controls for those hazards, the residual risks, and who is responsible for supervising the risk controls.

What is time-critical risk management? This level of RM is when you are in the execution of the event or do not have time to plan. You have to make risk decisions on the fly. It is using the RM process when limited by time constraints.

How do you order RM business Cards? You may download the files off of the Navy Safety Center website at www.public.navy.mil/comnavsafecen/pages/orm/orm_business_cards.aspx.



**Keeping
the promise**

of safety.

window safety awareness

For more ways to protect your home and family please contact:

National Fire Protection Association

Department of Public Education

One Batterymarch Park, Quincy, MA 02269-9101

National Safety Council

1121 Spring Lake Drive, Itasca, IL 60143-3201

This safety message brought to you by the National Safety Council and the American Architectural Manufacturers Association, the National Wood Window and Door Association, and the Screen Manufacturers Association.

Every day you whisper a promise to your child, “I’ll always love you and keep you safe.” But keeping your home and children safe takes more than promises. It can only be done with safety **awareness**, planning and preventive action.

Fires and falls of all kinds are among the leading causes of injury and death in young children. While some falls occur from windows, it’s important to realize that in a fire, a window can save a child’s life. That is why windows play a critical role in home safety. Fire is frightening. All too often, the bodies of young children are found after a fire in places where they tried to hide. Teach your children that they can’t hide from fire: They must escape it. Decide on at least two emergency escape routes from your home. Windows provide one of the fastest, easiest alternative ways out of a burning home. Teach children how to safely escape through windows and take time to practice with them.

Windows can serve as emergency escape routes

Every family member should know how to operate the windows used for fire emergencies. Delays in escaping from a fire cost lives and increase injuries. Often paint, dirt or weathering can seal a window shut. Make sure yours open easily from the inside and are not blocked by furniture or other objects. Remember that security bars, grilles and grates not only keep intruders out, they can also lock you in. The same holds true for window guards. Everyone should always be able to get out through a window without using tools, keys, special knowledge or effort.

Window Safety

Preventing falls out of windows is as important as learning how to use one in an emergency. Unattended children run the greatest risk of falls and injuries, so the best first step is to watch your children as they play. Nothing can substitute for careful supervision. When youngsters are around, close and lock your windows. If you need ventilation, open only windows they cannot reach. Be sure to keep furniture - or anything children can climb – away from windows. And teach your children not to play near windows. Never depend on insect screens to prevent falls. Insect screens are designed to provide ventilation. They will not hold a child’s weight against them. Only solid information and proper preparations can help you keep the promise of safety you give to your loved ones.

TIPS TO STAY SAFE DURING A FLASH FLOOD

1. Stay on high ground
2. Watch for flooding at bridges and dips in the road.
3. Remember that debris can be floating in the water if you are forced to exit your vehicle.
4. If you must walk ensure you use a stick to poke the ground in front of you to find a safe foot-hold.
5. Flash floods are very unpredictable always stay alert while in a flood situation.



Around the Corps....

An E-5 was riding his motorcycle in a parking lot on base in California. He lost control and got flung off. What, you ask, was he doing to produce this painful and expensive outcome? He was "accelerating over a speed bump and gave too much throttle," the report said. He had "stood up off seat to prepare" for the speed bump.

Is that what speed bumps are for? To accelerate over? Dang, I've had it wrong all these years. Come to think about it, I guess they'd call them "anti-speed bumps" if you were supposed to slow down.

A Marine E-2 food service specialist was listening to his music player while cleaning in the mess hall. Not a problem, par for the course, I rarely see anyone under 30 these days who isn't sporting ear buds. They're so common that we now have a universal gesture (touch thumbs and fingertips, raise hands to ears and move outward a few inches) to signify, "Hey, I'm trying to talk to you!").

He sloshed some water on his music player. This made him so mad that he slammed his right forearm onto a door and broke a glass panel. His reward for this rash act was that he could start spilling blood on his music player.

Navy Safety Center Summary of Mishaps



What's new on SharePoint

- * **2014 MARFORCOM Achievement in Safety Award Recipient Msg DTG 031221Z Mar 15**
 - * **Upcoming Training**
- II MEF Safety SharePoint Address:**
<https://intranet1.iimef.usmc.mil/Safety/default.aspx>

Safety Training

The below safety courses are available for all II MEF personnel. Detailed information for each course is located at <https://intranet1.iimef.usmc.mil/Safety/default.aspx> under the Safety, Motorcycle, and Radiation Training Announcements. Contact your Safety Manager for all your safety related concerns & registration. To enroll in Alive at 25 (DIC), sign up through ESAMS www.navymotorcyclerider.com. The location is Lejeune Learning Center, Bldg 825, Stone Street (Education Center) Room 220. Uniform of the day. Walk-ins are accepted; registration is preferred.

DATE(S)	COURSE TITLE	LOCATION
9-10 Apr 2015	OSHA 10 Hour Course (Gen Industry) (0800-1600) (0800-1200)	CamLej Bldg 1003
4-15 May 2015	Ground Safety for Marines (GSM) (0730-1630)	CamLej Bldg 1003
13 May 2015	Permit Required Confined Space (PRCS) Initial (0800-1600)	CamLej (Bldg 524)
13 May 2015	Radiation Safety (Initial), Respiratory Protection, Non-Supervisory Safety (0800-1500) 2 hours each course	CamLej (Bldg 524)
14 May 2015	Supervisor Safety (0800-1200)	CamLej (Bldg 524)
14 May 2015	Hazard Communication (1300-1400)	CamLej (Bldg 524)
14 May 2015	Hearing Conservation, Sight Conservation, Blood-borne Pathogens, Lock-Out/Tag-Out, Ergonomics & Lead Safety	CamLej (Bldg 524)
9-13 Jun 2015	OSHA 30 Hour (Construction)	CamLej Bldg 1003
13-24 Jul 2015	Ground Safety for Marines (GSM) (0730-1630)	CamLej Bldg 1003
12 Aug 2015	Respiratory Protection, Lock Out/Tag Out, Hearing Conservation, Sight Conservation, Blood Borne Pathogens, Non-Supervisor Safety (0800-1600)	CamLej (Bldg 524)
13 Aug 2015	Supervisor Safety, Permit Required Confined Space Refresher (PRCS), Radiation Safety, Ergonomics, Hazard Communication, Lead Safety (0800-1600) 2 hours each	CamLej (Bldg 524)
27-28 Aug 2015	OSHA 10 Hour Course General Industry	CamLej Bldg 1003
14-25 Sep 2015	Ground Safety for Marines (GSM) (0730-1630)	CamLej Bldg 1003
15-18 Sep 2015	Fall Protection (NAVOSH Course) (0730-1630)	CamLej Bldg 524
24-25 Sep 2015	OSHA 10 Hour Course (Construction) (0800-1600) (0800-1200)	CamLej Bldg 1003

II MEF & MSC/MSE Safety Staffs: Ready, Willing and Available to Assist

The II MEF Safety Departments are available at each Major Subordinate Command (MSC) and Major Subordinate Element (MSE) for subordinate units to utilize to mitigate and report all safety mishaps. Below is the current list of primary points of contact at each MSC/MSE II MEF Safety Department. Always use your chain of command first.

II MEF Safety Department

Mr. John J. Kratochvila (Director)	910-451-7886	john.kratochvila@usmc.mil
Mr. Mike L. Gallagher (OSH/Drive Safe Mgr)	910-451-4288	michael.l.gallagher@usmc.mil
Mrs. Debby C. Babner (Mishap Tracking)	910-451-0909	deborah.babner@usmc.mil
II MEF Safety Organizational Box		iimef_safety_office@usmc.mil
AMHS/DMS PLAD (Message Address)		CG II MEF G10(UC)

2d Marine Division

Mr. Chris Field	910-451-9191	christopher.field@usmc.mil
GySgt John E. Davis	910-4510765	john.e.davis2@usmc.mil

2d Marine Air Wing

Maj Nathaniel McClung (Aviation)	252-466-3352	nathaniel.mcclung@usmc.mil
GySgt Randy W. Cardon (Ground)	252-466-4089	randy.cardon@usmc.mil
GySgt Joe Leija (Ground)	252 466-2745	joe.leija@usmc.mil

2d Marine Logistics Group

LCDR Todd P. Davis	910-451-0517	todd.p.davis@usmc.mil
Mr. Edwin F. Miller	910 451-9583	edwin.miller@usmc.mil

II MEF Headquarters Group

SSgt Daron King	910-451-3623	daron.king@usmc.mil
SSgt Adrian Arguello	910-450-6494	adrian.arguello1@usmc.mil

Marine Corps Security Forces Regiment

SSgt Matthew J. Belcastro	757-887-7359	matthew.belcastro@usmc.mil
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Chemical Biological Incident Reaction Force

Sgt Benjamin Ambrose	301-744-2051	ambrose.benjamin@usmc.mil
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22d Marine Expeditionary Force

Sgt Christopher L. Williams	910-451-2185	christopher.l.willi8@usmc.mil
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24th Marine Expeditionary Force

MSgt Charles C. Baker	910-546-8129	charles.c.baker@usmc.mil
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26th Marine Expeditionary Force

Maj James Kay	910-451-3012	james.t.kay@usmc.mil
Cpl Zachary J. Wotring	910-451-6814	zachary.wotring@usmc.mil