



# Military Matters

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ASSE Council on Practices & Standards



## Military Branch Continues to Grow

I hope you supported North American Occupational Safety and Health (NAOSH) Week activities in your workplace and community in May. If no NAOSH activities took place in your area, this may indicate an opportunity for outreach in your community. Now is the time to start the program planning for next year. For more information about NAOSH week, visit <http://www.asse.org/newsroom/naosh11/whatisnaosh.php>.

Shawn Lewis has agreed to be our newsletter coordinator. This is his first issue of the newsletter. Shawn is always looking for newsletter articles to review for publication. If you have an occupational safety and health topic that you would like to write about, please contact him at [shawn.t.lewis1.ctr@usmc.mil](mailto:shawn.t.lewis1.ctr@usmc.mil).

The Military Branch continues to grow slowly. We represented the Branch at the military safety conference in San Diego, CA that was sponsored and run by Navy Safety and Environmental Training Center staff. With the help of ASSE staff, the Military Branch is reaching out to safety directors for the uniformed services. Once we have identified a point of contact for each of the uniformed services, we will work with those individuals to “spread the word” about ASSE and the Military Branch through all of the services.

While we are developing these links to the uniformed services, we hope that you are talking up the Military Branch with your coworkers and other SH&E professionals who are associated with any segment of the uniformed services. If they are not ASSE members, encourage them to join ASSE, the International Practice Specialty and the Military Branch. If they are ASSE members, please encourage them to join the International Practice Specialty and the Military Branch. If you know of a planned gathering of SH&E professionals associated with the uniformed services, please let us know about the gathering. If it is in your neighborhood, please consider representing ASSE at that gathering.

During [Safety 2011](#) in Chicago, the Military Branch will meet in the International Lounge (Convention Center, Room 23 A/B/C) on Monday, June 13 at 1:15 p.m.

I hope to see you in Chicago.

[Christopher M. Gates, ARM](#)  
Interim Military Branch Chair



## Welcome New Members!

We want to thank everyone who has remained a loyal member of the Military Branch and welcome the following members who recently joined.

Antonio Blackley  
John Fisher, EOD Technology Inc.  
Charles Campbell, Afterburner Inc.  
Randy Cadieux  
Neil Dine  
Donald Hess, 3M  
Shawn Lewis  
Andrew Sulowski, Sulowski Fall Protection Inc.  
George Pearson, Carpenter Co.

## Advisory Committee Update

ASSE and the Military Branch would like to thank Shawn Lewis, OHST for stepping up to volunteer as the Newsletter Coordinator. Shawn offered his volunteer services at the beginning of 2011 and has already made significant contributions to the group.

Lewis holds a B.S. in Occupational Safety and Health. He is currently employed as a safety engineer/analyst for Technology Service Corporation in Stafford, VA where he performs independent environment, safety and occupational health (ESOH) engineering analysis for actions that pose risks to personnel, material assets or the environment. This work includes managing, measuring and reporting on the execution of current ESOH processes at Marine Corps Systems Command (MCSC); proposing and implementing changes to improve process efficiency and effectiveness; and assisting the MCSC occupational, safety and health (OSH) manager in sustaining an overall OSH program for MCSC personnel consistent with command requirements for overarching compliance.

## Motorcycle Safety

Click here to view the Naval Safety Center's *SmartRide* magazine, a motorcycle safety magazine targeting riders of all experience levels. Issues combine lessons learned from fleet authors with safety and training information from the center's staff of motorcycle safety experts. If you have not received the magazine in the past or want to ensure that your command is on the distribution list, please e-mail [safe-mediafdbk@navy.mil](mailto:safe-mediafdbk@navy.mil).

## Volunteer Opportunities

Volunteer opportunities within the Military Branch will help you sharpen your existing skills, develop new skills in a risk-free environment, expand your horizons, become more motivated and energized about safety, increase your visibility within the profession, boost self-satisfaction and demonstrate workplace and leadership skills that can be documented on your resume. Please contribute in any capacity that fits into your life and set of demands.

The Military Branch currently has two openings on their advisory committee—Executive Secretary and Conference and Seminars Chair. If you are interested in volunteering, please visit <http://www.asse.org/cops/volunteers/> for more information.

## Interview with Marshall Huckaby



*Marshall Huckaby is principal with Talon Safety, LLC, a service disabled veteran-owned small business. In this interview, Huckaby explains how safety culture differs between the public and private sector and discusses how his 21 years of military service have influenced his safety career.*

***Please provide a brief description of your professional background and of your position with Talon Safety.***

I have 21 years of military service and have held safety manager and area safety manager positions in private healthcare systems. I am principal with Talon Safety, LLC, a service disabled veteran-owned small business.

***What made you decide to get involved in the safety, health and environmental (SH&E) profession?***

My continuation of 21 years of military service with occupational hazards being a “way of life.” The safety, health and environmental (SH&E) profession’s regulated requirements are closely aligned with the military regimented system, as there are established rules to be followed, with application depending on the current situation. The military has always had a safety culture.

***Talon Safety, LLC provides occupational safety and health training, performs inspections/audits and provides management to support both private sector and federal safety programs. How do safety and health training, inspections/audits and safety program management differ between the private and public sectors? What special considerations must be taken into account when providing services to each sector?***

In most instances, military and federal/public sector programs have the force of regulations, which are (in my opinion) more often checked than in the private sector, i.e., what gets checked, gets done. A special caveat of military safety is that if you violate a safety regulation, you can actually “go to jail” if there is a violation of the Uniform Code of Military Justice, whereas in the private sector, losing your job might be the most severe punishment. In military safety, the force of law may be more readily applied as a driving force for program compliance. In the private sector, the art of selling safety in a way to achieve willing compliance with program requirements is more applicable.

***How does safety culture differ between the public and private sectors?***

I believe that due to the regulated nature of the public sector, regulatory compliance is more expected than in the private sector where compliance is more encouraged.

***In your opinion, what is the key to successful safety program management?***

Without question, supervisor buy-in and employee ownership are keys to a successful safety program. Senior management support must provide management and financial support, but it is the supervisor who monitors daily program implementation.

***How does Talon Safety ensure that its general industry and federal safety training programs are up-to-date?***

By frequent visits to the OSHA website, interaction with ASSE and reviews of OSHA Letters of Interpretation. I also receive a number of professional journals to compare my programs with those covered in journal articles. There is no shortage of new information and program perspectives in *Professional Safety* articles.

***Based on Talon Safety's experience with its clients, what new SH&E hazards are emerging in both the public and private sectors?***

I believe that current economic conditions will have a detrimental effect on SH&E programs. Cutbacks are inevitable, and in many cases, management will err on the side of program reductions and luck of the draw versus increased support of safety and training programs. Fewer training hours, reduced program elements and constraints on safety managers tend to reduce overall program effectiveness.

***After a program evaluation is completed, how can a company or federal agency best make use of the results?***

The evaluation is constructed to provide the client with specific program deficiencies and corresponding references. These are accompanied by a matrix, which has a numerical score for the deficiencies/findings. The findings and score can then be used to compare all of the agency elements using the same evaluation criteria. The findings can be measured with agency program goals and objectives to develop a plan of corrective action with achievable target dates. Employee and safety committee involvement in the plan of corrective action is vital to have lasting results.

***What advice do you have for those (military or civilian) who wish to advance their SH&E career?***

The technical information provided during ASSE professional development conferences is second to none. The presenters are some of the SH&E profession's brightest stars. I particularly recommend ASSE's Executive Program in Safety Management as a career goal.

***How has your military experience helped you as an SH&E professional?***

Learning to do more with less and "complete the mission and then complain" has had a lasting effect. As most SH&E professionals with military backgrounds will attest, at times you just make do with what you have, which applies to both personnel and resources. Not taking away anything from my civilian peers, but safety in the military is constant—"Mission first, but safety always."

*Marshall Huckaby is principal with Talon Safety, LLC, a service disabled veteran-owned small business. Huckaby, a professional member of ASSE since 1986, has held safety manager and area safety manager positions in private healthcare systems, including safety manager with Veterans Administration Medical Centers; business unit safety manager for yarn and textile operations; area safety manager with U.S. Customs/Department of Homeland Security; and U.S. Department of Defense safety specialist. He has 21 years of military service.*

## **Certified Safety Professional® Credential Supported by U.S. Navy**

By Gavin Burdge, CIH, CSP

Certification of individuals in their professional specialty is highly desirable and fully supported by the U.S. Navy. The Board of Certified Safety Professionals (BCSP) establishes standards for and verifies competency in professional safety practice. BCSP evaluates certificate holders for compliance and recertification and administers testing of full-time safety professionals for the Certified Safety Professional® (CSP®) qualification. BCSP also administers testing and maintains records for associated credentials for persons with adjunct safety responsibilities.

The CSP® performs safety and occupational health management, surveillance, inspections and safety enforcement responsibilities. Attaining the CSP® credential is an important step in maintaining professional stature and signifies a commitment toward professional advancement. Preparing for the CSP® examination is a rigorous process that may involve attending one or two preparatory courses and months of serious study.

Current CSP® qualifications are based on professional safety practice in the U.S. The general CSP® requirements include education, professional safety experience and demonstrating knowledge through professional safety practice. Safety professionals holding the CSP® credential must be recertified every five years.

The Federal Office of Personnel Management recognizes the CSP® as a standard for meeting the professional requirements of a safety manager. Several states have passed legislation that legally recognizes the competence of CSPs. Federal, state and local governments recognize the CSP® as a preferred qualifier in employment standards, safety functions and job tasks. Naval Facilities Engineering Command Unified Facilities Guide Specifications (UFGS)-01 35 26, Governmental Safety Requirements, requires a CSP® for certain large or complex projects “based on a preliminary or design analysis of specific hazards to be encountered.” The U.S. Army Corps of Engineers’ Safety and Health Requirements Manual also defines the holder of the CSP® as a safety and occupational health “competent person.”

The current educational requirement for CSP® certification, based on the U.S. education system, is completion of a bachelor’s degree or higher in any field or an associate degree in safety. In the application process, BCSP uses a point system for academic credit that gives maximum credit to safety degrees. In addition, candidates for CSP® must present evidence of a minimum of three years of acceptable professional safety experience. Additional experience may be required, depending on the degree field.

The Naval Safety and Environmental Training Center (NAVSAFENVTRACEN) in Norfolk, VA, is the primary source for formal classroom training for the aspiring Navy civilian or military CSP®. Navy safety professional core courses are: Naval Occupational Safety and Health Assessment Tools and Strategies, A-493-0089; Mishap Investigation (Ashore), A-493-0078; Introduction to Navy Occupational Safety & Health (Ashore), A-493-0050; General Industry Safety Standards, A-493-0061; Electrical Standards, A-493-0033; Introduction to Hazardous Materials (Ashore), A-493-0031; Introduction to Industrial Hygiene, A-493-0035; Navy

Ergonomics Program, A-493-0085; and Machinery and Machine Guarding Standards, A-493-0073. CSPs® are exempt from all core courses except Navy Ergonomics Program and Naval Occupational Safety and Health Assessment Tools and Strategies.

Two examinations lead to the CSP®—Safety Fundamentals and Comprehensive Practice. BCSP waives the Safety Fundamentals examination in certain cases. Questions on both examinations are written by professional safety practitioners and must meet meticulous psychometric standards. The examinations cover knowledge and skills related to SH&E management, basic engineering, information management and communications.

Preliminary and alternate paths to CSP® include Associate Safety Professional® (ASP®) and Graduate Safety Practitioner® (GSP®). The ASP® designation is the start of the process toward achieving the CSP® certification. It is a temporary designation awarded by BCSP, which means an individual has met the academic requirement and has passed the first of two examinations (Safety Fundamentals) leading to the CSP® credential. Those who receive a waiver of Safety Fundamentals do not receive the ASP® designation. Applicants submit only one application for both the ASP® designation and CSP® certification. The ASP® is not a separate certification and only denotes a CSP® candidate who has passed the first exam. More information regarding ASP® and a list of certifications receiving a waiver is available at [http://www.bcsp.org/Default.aspx?SiteSearchID=630&ID=/Search\\_Results](http://www.bcsp.org/Default.aspx?SiteSearchID=630&ID=/Search_Results).

A GSP® is a designation available to safety degree graduates from degree programs that meet BCSP Qualified Academic Program (QAP) standards. The GSP® program is an alternate path to the CSP® and does not replace other paths. Those in the GSP® path are not eligible for the ASP® designation since GSPs receive a waiver of and do not sit for the Safety Fundamentals Examination. More information regarding GSP® and a list of QAPs is available at: <http://www.bcsp.org/gsp>.

In addition to the CSP® credential, BCSP oversees the following safety-associated credentials: Construction Health and Safety Technician® (CHST®), Occupational Health and Safety Technologist® (OHST®), Certified Loss Control Specialist (CLCS) and Safety Trained Supervisor (STS). These certifications are designed for candidates who have adjunct/collateral duty safety responsibilities. BCSP's website, <http://www.bcsp.org/>, is the best resource to learn more about the certifications and the exam processes. The examination blueprints, which outline the categories and topic areas of examinations for each examination credential, are available online at no cost.

ASSE provides workshops throughout the country. CSP® training materials and study guides are available through ASSE ([http://www.asse.org/education/cert\\_prep/index.php](http://www.asse.org/education/cert_prep/index.php)). The 2011 ASSE Certification Preparation Workshop schedule is available at <http://www.asse.org/education/2011schedule.php>. A training course for CSP® preparation will be offered at Safety 2011 in Chicago, IL (<http://www.asse.org/education/pdc11/>). Local ASSE sections also offer study preparation courses.

CSP® preparatory courses are offered at the NAVSAFENVTRACEN Annual Professional Development Conference. NAVSAFENVTRACEN also provides

eligible persons with a compact disc from DataChem Software, Inc. containing many different types of example problems, which can be used as a study guide. The disc can only be distributed through a formal request process. The procedure for obtaining a copy of the DataChem Software CD is available on the NAVSAFENVTRACEN website at [http://www.public.navy.mil/navsafecen/Pages/training/generalinfo\\_trng.aspx#23](http://www.public.navy.mil/navsafecen/Pages/training/generalinfo_trng.aspx#23).

Safety specialists, especially those desiring to serve as safety managers and directors at the activity or regional level, should have a career plan to obtain the CSP designation.

*Gavin Burdge is occupational safety and health analyst for BMT Designers and Planners, Inc., in Arlington, VA. He provides technical occupational safety and health support to the Chief of Naval Operations, Naval Safety Center Safety Liaison Office. He also reviews and revises Navy occupational safety and health policies, instructions and manuals and prepares comments to Department of Defense instructions related to safety and other documents pertaining to occupational safety and health.*

## **Soldiers Screened for Potential Vulnerability to Tinnitus**

Phantom Noise Affects Many Veterans Returning from Combat

*By Julia Evangelou Strait*

Hearing loss is common for soldiers coming home from deployments to Iraq and Afghanistan, but another perhaps equally vexing problem is a condition that causes them to hear sound that is not there.



“Tinnitus is the perception of sound that is not really present in the environment. It is a phantom noise,” says Jay Piccirillo, M.D., professor of otolaryngology at Washington University School of Medicine in St. Louis. “Tinnitus has become quite a problem for the military. Improvised explosive devices can cause acoustic trauma, closed-head injury and traumatic brain injury, leading to hearing loss, dizziness and tinnitus.”

With support from the U.S. Department of Defense, Piccirillo and colleagues at Washington University will use MRI scans to look for preexisting vulnerabilities in the brain’s cortical neural networks that are associated with the development of tinnitus in active-duty military personnel. Researchers hope to identify differences in brain activity that will aid development of preventive strategies to alleviate the effects of tinnitus.

“Through cognitive testing, we have known for many years that people with bothersome tinnitus have problems with concentration, memory, attention and other neurocognitive functions,” Piccirillo says.

Piccirillo and his neurobiology colleagues have found evidence that MRI scans of the brains of patients with tinnitus differ in important ways from the brain scans of persons without tinnitus. They found major differences in a variety of neural networks responsible for hearing, vision, sensation and short-term memory, among others.

“It really set the light bulb off for us to see that tinnitus is not just the perception of noise; it is all of these cortical derangements,” Piccirillo says. “It is almost as if the auditory center has hijacked other parts of the brain, causing it to focus too much on the noise.”

Now researchers wonder if tinnitus patients’ brains behaved abnormally before they began to experience phantom noise.

“We do not know what these tinnitus patients’ brains looked like before they were tinnitus patients,” Piccirillo says. “Were the differences there beforehand? Or are they a result of the tinnitus?”

To help answer that question, Piccirillo and colleagues will perform brain scans and cognitive tests on 200 soldiers before they are deployed to an active combat zone.

“Before they go, they are healthy soldiers,” Piccirillo says. “But what we know from these wars is that 20% to 40% of them come back with a variety of problems, including tinnitus. Within nine months of their return from deployment, we will bring them back to do the exact same tests.”

Surprisingly, tinnitus is not always associated with physical injury to the ear or head.

“Environmental, emotional and psychological triggers can lead to tinnitus,” Piccirillo says. “A person could have an emotional trauma, such as the death of a loved one, and then start experiencing tinnitus. Some people view tinnitus as just one of a spectrum of traumatic stress disorders, which are particularly relevant to active-duty soldiers.”

If they do identify a subset of soldiers who are vulnerable, Piccirillo says it may provide an opportunity to develop therapies that reduce the impact of tinnitus.

For now, there is no active therapy for treating or preventing tinnitus. But according to Piccirillo, cognitive and behavioral therapy can be helpful in redirecting the patient’s attention away from the sound.

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## **Time-Critical Risk Management (TCRM)**

View the Master Chiefs’ time-critical risk management tutorial at:

<http://www.youtube.com/watch?v=EyXwmYEpCCU>

## FRC East Reduces Ergonomics Injuries with CartCaddy

Fleet Readiness Center (FRC) East in Cherry Point, NC is one of six fleet readiness centers operated by the U.S. Navy. The Center employs about 4,000 civilian and military and 400 contractor personnel who work in a wide variety of skilled technical and professional positions. FRC East is a service provider specializing in support of Marine Corps aircraft, engines and components. Many of the maintenance and repair tasks performed on aircraft in the FRC East workshops involve repetitive motions, forceful exertions and working in awkward postures for long periods. When work tasks and workstations are not adequately configured to accommodate the worker's physical requirements, the worker is at an increased risk for occupational injuries and work-related musculoskeletal disorders (WMSDs).

The goal of the Navy's Ergonomics Program is to reduce the frequency and severity of WMSDs by redesigning work tasks or workstations through the introduction of procedures and tools that minimize ergonomics risk factors. These types of risk factors are often resolved by introducing ergonomic interventions. Interventions may take the form of equipment that moves or adjusts heavy or awkward items so that workers don't overexert themselves by manipulating the items manually. Interventions can also eliminate the need for working in awkward postures and/or employing repetitive motions to carry out work assignments.



*Parts of the AV-8B II are maintained at FRC East.*

One of the many maintenance tasks performed at FRC East involves work on parts of the AV8 Harrier aircraft. The AV-8B II is a second generation, vertical/short takeoff and landing (V/STOL) light-attack jet aircraft used by the Marine Corps. The primary mission of the AV8-B is to provide responsive close air support for ground forces.

To perform maintenance on AV8 parts, FRC East technicians must move the parts to various repair stations around the depot. AV8 wings are mounted on a wheeled stand to move them. In the past, moving the stand was accomplished by a team of 11 technicians. Pushing the 1,100-pound wheeled stand with the 1,400-pound AV8 wing on it put the workers at risk of exposure to ergonomic hazards that included pushing a heavy load, forceful exertions, repetitive motions and assuming awkward postures for long periods. The technicians were at risk of WMSDs and other injuries of the wrists, elbows, arms, shoulders, back, hips, knees and ankles.



*A team of 11 technicians was required to move AV8 wings and other parts around the FRC East depot.*

While moving AV8 parts, FRC East technicians experienced 29 WMSDs and other ergonomic injuries between 2007 and 2009. Not only were depot technicians dealing with ergonomic risk factors, but hazards, such as slips and trips and the loss of productivity due to 11 men being asked to stop work to help move the aircraft parts, were present.

FRC East Ergonomist Richard Borcicky assessed the ergonomics issues involved in moving heavy aircraft parts around the depot. He concluded that a mechanical means of moving the wheeled stand would likely reduce ergonomic injuries and reduce the number of technicians needed to accomplish the task.



*Moving equipment and aircraft parts with the CartCaddy requires only two operators and eliminates ergonomic injuries.*

After conducting research on the Internet and obtaining assistance from the Marine Corps Air Station Contracting Department, Borcicky found the *CartCaddy* pictured in the above photo. The *CartCaddy* is a small, maneuverable, battery-powered tugger that can be adapted to grab and move anything on wheels. It has a smooth forward and backward acceleration that is easily operated. Two technicians (one to operate the *CartCaddy* and one to monitor a clear path for the stand) can manipulate the large wheeled stand used to transport the AV8 wings. One operator can manipulate small carts in tight, confined areas. Not only can the *CartCaddy* be used for moving an AV8 wing, but for many other items as well.



*The CartCaddy can be used to move a variety of items. When moving small wagons and parts, only one operator is necessary.*

In 2010, after purchasing the *CartCaddy*, there were zero reported WMSDs or other injuries related to moving AV8 parts around the FRC East depot. The elimination of these injuries and the time savings involved by no longer having to call 11 employees together to move the AV8 wings have made the acquisition of the *CartCaddy* at a cost of \$7,500 a win-win for FRC East.

Through the continuous process improvement initiative known as AIRSpeed, FRC East also shared the *CartCaddy* information with Aircraft Intermediate Maintenance Department (AIMD) Willow Grove. The AIRSpeed Program assisted AIMD Willow Grove to purchase their own *CartCaddy*. The *CartCaddy* purchases have contributed to reduction of ergonomic issues and slips, trips, and falls in the fleet.

For questions regarding this success story, call (252) 464-5165.

*Reprinted with the author's permission.*

## **Occupational Health Career Development**

[Click here](#) for the "Career Development Program for Safety and Occupational Health and Industrial Hygiene Personnel" (NAVEDTRA 10076B).

## **Southeast Regional Maintenance Center Awarded VPP Star Status**

In an October 13, 2010 ceremony, Southeast Regional Maintenance Center (SERMC) located on Naval Station Mayport in Jacksonville, FL, was designated by OSHA as a Voluntary Protection Programs (VPP) Star site. OSHA awarded Star status to SERMC after a comprehensive inspection of safety programs, work process practices, site facilities and interviews with employees.

SERMC operates under the motto "Customer Service is Job One." The command provides surface ship repair, industrial, engineering and technical support services, including procurement and administration of contracts for ship maintenance and modernization, and training of sailors in the maintenance and repair of shipboard systems and components.

Under the command of Naval Sea Systems Command (NAVSEA), SERMC is the sixth organization and the first Regional Maintenance Center to obtain the VPP Star.

VPP demonstrates cooperative action among government, industry and labor to address worker safety and health issues and to expand worker protection. VPP participation requirements center on a comprehensive safety and health management system with active employee involvement to prevent or control safety and health hazards at the worksite.

OSHA approves successful employers by designating them to one of three VPP program levels: Star, Merit or Star Demonstration. Star is the highest and most challenging participation category. The VPP Star award designation indicates that the organization receiving the award has successfully demonstrated ongoing planning, implementation, integration and control of four interdependent elements:

- Management leadership and employee involvement
- Worksite analysis
- Hazard prevention and control
- Safety and health training

A designated Star site must have had all of its occupational safety and health program elements operating effectively for at least one year. Also, its three-year injury and illness rates, compared to a like industry class in the private sector, must be below the national average published annually by the Bureau of Labor Statistics (BLS) for that industry. The injury and illness statistics involved are the total case incident rate (TCIR) and a day away, restricted and/or transfer case incident (DART) rate.

SERMC had a three-year TCIR and DART rate history for 2007-2009, which was 92% below and 90% below, respectively, compared to the 2008 BLS industry averages.

A summary of this analysis is shown below.

Year	Hours Worked	Total Cases	Total Case Incident Rate (TCIR)	Days Away/Restricted/Transferred Cases	Days Away/Restricted/Transferred Incident Rate (DART)
2007	486,763	2	.8	0	0
2008	501,389	2	.8	2	.8
2009	526,214	1	.4	1	.4
Total	1,514,366	5		3	
Three-Year Rate (2007-2009)			.7		.5
BLS Average for NAICS 2006/2007/2008 336611		Year used:	8.5		5.2
		2008			
Percent Above/Below BLS Rate:			-92		-90

SERMC's Safety Director Joey Cartwright said, "This is not just the culmination of two and a half years of hard work, but also a way forward for the command. We have instilled a real sense of employee ownership and dedication to our safety program. As a customer service based organization, our managers are dedicated to leading actively involved employees in providing a safe work environment for everyone."

"This is an outstanding day!" proclaimed SERMC Commanding Officer Captain

Ron Cook. “Each and every one of you was important in earning this prestigious recognition. We are now at the base of the VPP Star pyramid. This is just the beginning. Safety is an everyday concept that we must focus on. My goal is to ensure that everyone leaves work at the end of the day in the same condition in which they arrived—with all of their fingers and all of their toes.”

The following examples illustrate the types of actions taken by SERMC toward attaining VPP Star recognition:

### **Management Leadership & Employee Involvement**

Initiated by the signing of VPP safety pledges in front of “All Hands,” leadership and all levels of management exhibit support for VPP by allowing time to be dedicated by the active-duty Navy, civil service and contractor worker for classroom instruction on VPP principles. Timecard job order numbers have been designated for those who participate in VPP program activities. Resources support on-the-spot awards and rewards, which give merit to those who excel in reporting latent hazards and near miss occurrences. The VPP pledges are displayed in office and work areas throughout the command.

### **VPP Standard Operating Procedure**

VPP management is accomplished through a program document that details the activities that support each of the VPP elements and sub-elements.

### **SERMC Safety Star Newsletter**

A quarterly VPP newsletter was published to educate and inform the command of VPP principles and progress within the Star campaign effort. Upcoming milestones, training sessions, achievements and assessments were common topics within this publication.

### **VPP Intranet Website**

SERMC maintains an Intranet website to meet the purpose of providing basic information on how VPP relates to each individual within his or her work section. VPP elements are presented as the framework for the safety and health management system. There is also a section where employees can link to their industrial hygiene survey sheet, which details the work process hazard and control for their tasks.

### **Passport Incentive Program**

This program provides a pool of introspective questions on various VPP topics. Employees are encouraged to refer to the intranet website to gain perspective to assist in the completion of at least 10 questions. A total of 97% of all employees enhanced their understanding of VPP by completing this activity. Employees received their own VPP pledge display certificate for participation and earned rewards for its completion.

### **Enterprise Safety Application Management System (ESAMS)**

SERMC uses the Enterprise Safety Application Management System (ESAMS) as the documentation and database system for safety records and reports. One of the prime functions of ESAMS is the recording and tracking of identified hazards until they are deemed “controlled” or “eliminated.” Risk assessment code (RAC) priority ratings are assigned to each hazard. Interim corrective actions and repair status information are sent to the affected employee supervisor/involved employee so that safety can be maintained within that work group. ESAMS training and consultation is available to all supervisors and branch representatives responsible

for entering the pertinent inspection, unsafe report or near-miss report identifying the uncontrolled hazard.

### **Emergency Response Guide**

SERMC developed a quick reference guide, which contained information on emergency procedures, VPP, mishap reporting, shipboard fire emergency, reporting injuries, heat stress, bomb threats, workplace violence, destructive weather and environmental spill response. This guide was distributed to each employee and is a mainstay on each desk for use at a moment's notice.



*SERMC Commanding Officer Captain Ron Cook receives the VPP award plaque from Jeff Romeo, OSHA Assistant Director for the Jacksonville, FL office.*

During the award ceremony, OSHA Area Assistant Director Jeff Romeo presented SERMC Commanding Officer Captain Ron Cook with a VPP award plaque and Star Site flag in front of an audience of command personnel.

“It is great to be here to recognize all of you for your hard work and your accomplishment in obtaining VPP Star status,” Romeo said. “This is a program that truly takes the involvement of everyone: active duty Navy, civilian and contractors.”

One of the greatest benefits derived from being a VPP Star site is in having a well-informed employee base that is aware of their duty to be the “eyes and ears of safety.” Knowing that the SERMC safety office is a resource for the command’s needs in maintaining a safe workplace, all are ready to discern and report all hazards in order to be an example to the famous quote: “World-class organizations do not tolerate preventable accidents.”

For more information, visit:

OSHA VPP Guidance

<http://www.osha.gov/dcsp/vpp/>

VPP Participants’ Association

<http://www.vpppa.org/>

VPP Eligibility Checklist

<http://www.osha.gov/dcsp/vpp/vppflyer.pdf>

VPP Application Information, OSHA Instruction TED 8.4  
[http://www.osha.gov/dcsp/vpp/application\\_sitebased.html](http://www.osha.gov/dcsp/vpp/application_sitebased.html)  
[http://www.osha.gov/dcsp/vpp/psm\\_app\\_supplement\\_final.html](http://www.osha.gov/dcsp/vpp/psm_app_supplement_final.html)

Naval Safety Center VPP Guidance  
<http://www.public.navy.mil/navsafecen/Pages/osh/SMS/SMS.aspx>

For more information on this success story, please contact the SERMC Safety Office at (904) 270-5126, ext. 3241.

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## Military Branch Resources

- **Mentoring Services:** Visit the Members Only section of ASSE's website and click "Mentor Contacts" or contact [ASSE staff](#).
- **Job Search Assistance:** Visit [Nexsteps](#), ASSE's [Career Resources LinkedIn site](#) or your local [chapter site](#) to view SH&E job postings.
- **Career Resources:** Use the [Career Resource Center](#).
- **Networking:** Join our [LinkedIn](#) and [Facebook](#) groups, or view all of ASSE's [social media](#) sites.
- **Technical Advice:** Use our 24/7 online [question submission form](#) or contact your volunteer [Advisory Committee](#) with any technical questions.
- **Publication Opportunities:** Get published by [submitting an article](#) and earn COCs. We also welcome [topic suggestions](#) and interview requests for the newsletter.
- **Educational Resources:** [Military Branch website](#); [SH&E Standards Digest](#), [Special Issues & Best of the Best Newsletter](#); [Key Issues publication](#); [interviews](#); [Business of Safety Committee \(BoSC\)](#); [webinars](#).
- **Standards:** [ANSI/ASSE SH&E Standards Information Center](#), [new standards](#) and ASSE's [Standards Development Committee](#).

## Naval Weapons Station Seal Beach Receives Safety Excellence Award

The Honorable Robert O. Work, Under Secretary of the Navy, presented the 2010 Secretary of the Navy (SECNAV) Safety Excellence Award, Industrial Category A, to Naval Weapons Station (NWS) Seal Beach, CA, at the October 4, 2010 awards ceremony. The ceremony was held at the Navy Memorial and Naval Heritage Center Theater in Washington, DC. Receiving the award on behalf of NWS was Commanding Officer Captain Terry Auberry.



*Left to right: BG Gary L. Thomas (Assistant Deputy Commandant for Aviation), The Honorable Jackalyne Pfannestiel (Assistant Secretary of the Navy (Energy, Installations & Environment)), Sadashiv Aranke (NWS Seal Beach Safety Specialist), James Olinger (NWS Seal Beach Safety Installation Program Director), The Honorable Robert O. Work (Under Secretary of the Navy), Captain Terry Auberry (NWS Seal Beach Commanding Officer) and VADM John Bird (Director, Navy Staff).*

The Safety Excellence Awards were established in 2002 by the Honorable Gordon R. England, who twice served as Secretary of the Navy. The awards recognize Navy and Marine Corps commands that demonstrate “extraordinary excellence by sustained mission success with simultaneous exemplary safety performance.” In addition to a citation and plaque, SECNAV Excellence Award winners receive the Secretary’s distinctive Safety Flag. They are entitled to fly the flag for one year from the date of presentation.

Naval Station Seal Beach was in competition with Navy and Marine Corps industrial activities worldwide, with a working population of less than 1,000. NWS Seal Beach, CA and its detachments, located in Corona and Fallbrook, CA, exist to provide weapons storage, loading, maintenance, assessment and support to ships of the U.S. Pacific Fleet. The NWS facilities also support Coast Guard vessels and Marine Corps units stationed afloat and ashore.

Some of the 2009 safety successes that led to the command’s selection include:

Accelerated progress toward achieving Star status under the Voluntary Protection Programs;

- Launching an innovative ammunitions container labeling system to assist in the reduction of hazardous materials generated by spray painting;
- Continuance of a trend of zero private motor vehicle and fire mishaps; and

- An effective partnering with the local Navy environmental office to initiate a new communication program addressing hazardous materials.



Seal Beach, CA (Nov. 23, 2010). Navy Counselor 1<sup>st</sup> Class Anthony Artau and Yeoman 2<sup>nd</sup> Class Samuel Woldeyesus fly the Secretary of the Navy Safety Excellence flag during a ceremony at Naval Weapons Station Seal Beach. The ceremony marked the third consecutive year that the weapons station received the prestigious SECNAV award.

For more news from Naval Weapons Station Seal Beach, visit <http://www.navy.mil/local/sealbeach/> or <http://www.cnrc.navy.mil/sealbeach>.

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### **Navy Weapons System Explosives Safety Review Board Receives Safety Excellence Award**

The Honorable Robert O. Work, Under Secretary of the Navy, presented the 2010 Secretary of the Navy (SECNAV) Safety Excellence Award, Emerging Safety Center of Excellence to the Weapon System Explosives Safety Review Board (WSESRB). Work presented the award at the October 4, 2010 awards ceremony held at the Navy Memorial and Naval Heritage Center Theater in Washington, DC. Receiving the award on behalf of WSESRB were WSESRB Chair Laura DeSimone, WSESRB Vice Chair Mary Ellen Caro and Board members Jim Gerber, Sidney Andrews, Dave Shampine, Scott Allred, Jim Zidzik and Walt Margeson.



*Left to right: BG Gary L. Thomas (Assistant Deputy Commandant for Aviation), The Honorable Jackalyn Pfannestiel (Assistant Secretary of the Navy (Energy),*

*Installations and Environment), Scott Allred (Marine Corps Systems Command), Walt Margeson (Naval Sea Systems Command (NAVSEASYS COM)), Laura DeSimone (Chair WSESRB), Sidney Andrews (Naval Ordnance Safety and Security Activity (NOSSA)), The Honorable Robert O. Work (Under Secretary of the Navy), Mary Ellen Caro (WSESRB Vice Chair), VADM Kevin McCoy (Commander, NAVSEASYS COM), Jim Gerber (NOSSA), Jim Zidzik (Naval Air Systems Command), VADM John Bird (Director, Navy Staff) and Dave Shampine (NOSSA).*



*Aviation ordnancemen assigned to Patrol Squadron (VP) 47 unstrap an AGM-84D Harpoon missile prior to loading the weapon to the wing of a P-3C Orion aircraft. (U.S. Navy photo by Mass Communication Specialist 2<sup>nd</sup> Class Meagan E. Klein/Released)*

The Safety Excellence Awards were established in 2002, by The Honorable Gordon R. England, who twice served as Secretary of the Navy. The awards recognize Navy and Marine Corps commands and groups that demonstrate “extraordinary excellence by sustained mission success with simultaneous exemplary safety performance.” In addition to a citation and plaque, SECNAV Excellence Award winners receive the Secretary’s distinctive safety flag. They are entitled to fly the flag for one year from the date of presentation.

The WSESRB received this inaugural Emerging Safety Center of Excellence Award in recognition of the Board’s safety-focused culture, which has resulted in the identification, mitigation or elimination of safety hazards throughout the development lifecycle of numerous weapon and combat systems. The Board has made significant and innovative contributions to the advancement of weapon system safety that have paid invaluable dividends by safeguarding Sailors and Marines, and will have a lasting impact on the entire Department of Defense acquisition community.

For more information on this success story, please contact the WSESRB at [INHNOSSA-ASK\\_SWIT\\_WSESRB@navy.mil](mailto:INHNOSSA-ASK_SWIT_WSESRB@navy.mil).

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## Ship to Shore Connector Design and Acquisition Team Receives Safety Excellence Award

The Honorable Robert O. Work, Under Secretary of the Navy, presented the 2010 Secretary of the Navy (SECNAV) Safety Excellence Award, Safety Integration in Acquisition to Code PMS377/Naval Sea Systems Command (NAVSEASYS COM) Ship to Shore Connector Design and Acquisition Team. Work presented the award during the October 4, 2010 awards ceremony held at the Navy Memorial and Naval Heritage Center Theater in Washington, DC. Receiving the award on behalf of the Ship to Shore Connector Design and Acquisition Team were Tom Rivers, Dawn Doebel, Doug Johnson, Walt Mebane, Craig Carlson, Chris Dowd, Bernard Gray, Robert Holmes, Gordon Gattie, Glenn Long and Joe Bray.

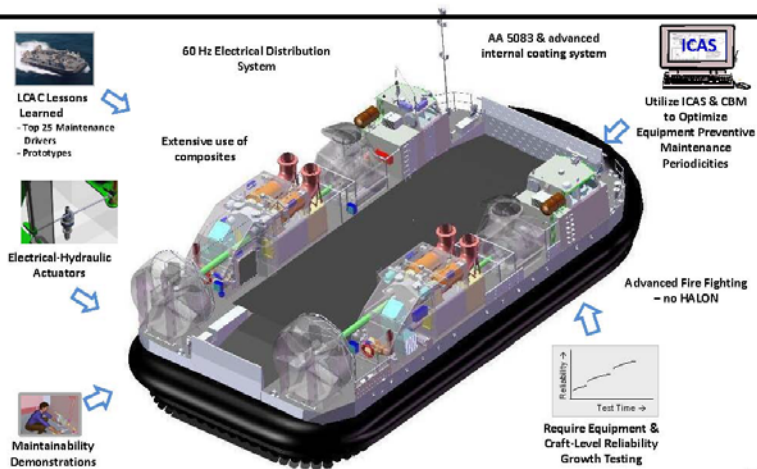


*Left to right: The Honorable Jackalyn Pfannestiel (ASN E, I&E), BG Gary L. Thomas (Assistant Deputy Commandant for Aviation), Glenn Long, Craig Carlson, Doug Johnson, Gordon Gattie, Robert Holmes, Joe Bray, Tom Rivers, Dawn Doebel, The Honorable Robert O. Work (Under Secretary of the Navy), Walt Mebane, VADM Kevin McCoy (Commander, NAVSEA), Chris Dowd, VADM John Bird (Director, Navy Staff) and Bernie Gray.*

The Ship to Shore Connector (SSC) is a hovercraft designed to transport weapon systems, equipment, cargo and personnel. It replaces the Landing Craft Air Cushion hovercraft. The SSC can obtain a speed over 35 knots, carry a payload of 74 short tons, perform over-the beach operations and operate independent of tides, water depth, underwater obstacles, ice, mud or beach gradient.

The NAVSEASYS COM PMS377 SSC Design and Acquisition Team was in competition for the SECNAV Safety Award with other Navy and Marine Corps teams with an acquisition mission. The SSC team's safety-focused culture led to the implementation of a single integrated plan to facilitate system safety from design through disposal to eliminate known safety issues and incorporate safety and risk management early in the design process.

## Addressed LCAC Top 25 RMA Drivers



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NAVSEASYS COM PMS377 SSC Design and Acquisition Team addressed Reliability/Maintainability/Availability Drivers.

This practice sets a course for future teams to emulate. It will no doubt protect the Navy's material assets, prevent injuries, and save lives.

For more information on this success story, please contact Naval Sea Systems Command at (202) 781-3610.

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## Military Branch Represents ASSE at Joint Service Professional Development Conference

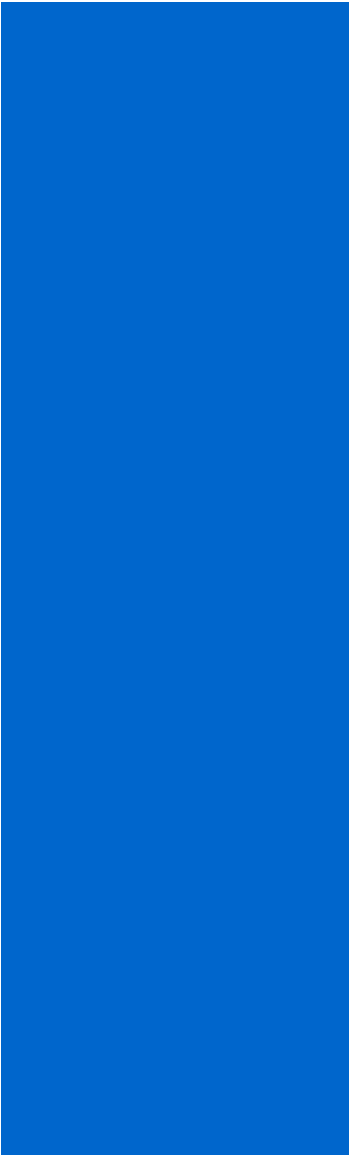
*By Christopher M. Gates*

The Naval Safety and Environmental Training Center (NAVSAFENVTRACEN) sponsored the 19<sup>th</sup> Annual Professional Development Conference (PDC) at the Double Tree Hotel-Mission Valley (San Diego, CA) from March 7-11, 2011. This was only the second year that the PDC had been open to safety professionals from all the uniformed military services.

After early registration on Monday morning, there were breakout sessions for U.S. Navy second-echelon commands and for other uniformed services with safety staff in attendance. Tuesday morning was filled with a general session that included presentations by the Commander of the U.S. Navy Safety Center and a motivational speaker. Concurrent sessions filled Tuesday afternoon.

Concurrent sessions continued on Wednesday, Thursday and Friday. These sessions covered a wide diversity of SH&E topics, including OSHA compliance, program management and an OSHA 10-hour construction safety course. Additionally, there was a two-day session on "Delivering a High-Performance Safety Management System" from the ASSE Executive Program in Safety Management and a CSP examination preparatory session. Both were presented by ASSE members.

The Exhibit Room was open on Monday and Tuesday. The exhibitors included the



Naval Safety Center and Naval Facilities Command (NAVFAC) safety trainers for the Ergonomics, Fall Protection and Mishap Prevention Programs. There were also exhibits by the contractor who conducts the Department of Defense (DoD) VPP programs and a DoD contractor who provides web-based incident tracking and trending. Also represented was a corporation that provides motorcycle simulators to military installations. The Board of Certified Safety Professionals provided handouts.

For several years, the sponsors have requested materials for a tabletop display of information about ASSE. ASSE has not sent staff with the display because of the short duration of the exhibits. This year, ASSE was represented by Christopher Gates, Interim Military Branch Chair, and David Barragan, Military Branch Body of Knowledge Chair. This meant that attendees were able to get their questions about ASSE answered in real time.

In 2012, the PDC will be held in the Norfolk, VA, area. This will provide an opportunity for local ASSE members to staff the exhibit and to answer questions about the Society.