



# Driving safety home

## Army targets #1 killer of Soldiers

By David Crozier

A 22-year-old Soldier redeploys from Iraq to his home station. After checking in and clearing the unit he jumps into his sports car he hasn't seen in a year and races off on 15 days leave. Following two days of trying to catch up on lost party time with his friends, Day Three takes him down a familiar country road. It's a road he's been on many times before, but this time he's feeling exhilarated, pumped up – and so is the speed of his car.

On Day Four a knock comes to his mother's door. It's the kind of knock a mother should never have to answer – her Soldier son, she is told, was pronounced dead at 3:15 a.m., the result of a car accident. His unit is also apprised of the situation. It will be hard to break the news to his fellow Soldiers. This scenario is played out all too often in today's Army. In fact, according to officials at the Army Safety Center, privately owned vehicle (POV) accidents are the number one killer of Soldiers. And since 1998

speed tops the deadly list as the reason for the accidents.

Failing that, inattention, fatigue, alcohol and drugs and failure to use seatbelts or wear motorcycle helmets round out the five deadliest POV mistakes.





**How to get into the POV Risk Assessment Tool**

**Step 1.** Enter, <http://safety.army.mil>

**Step 2.** Scroll down to **POV Risk Assessment Tool**, click on it

**Step 3.** Log on using your **AKO e-mail address**

**Step 4.** Enter your **Travel Information**  
*Starting point and destination*

**Step 5.** Enter your **Travel Factors**  
*Travel and vehicle factors*

**Step 6.** Read **Hazard Identification**  
*Past accident scenarios*

**Step 7.** Read **Hazard Assessment Matrix**  
*Travel summary, map quest, and weather information*

**Step 8.** **Implement Controls**  
*What other controls can be implemented to reduce the hazards*

**Step 9.** **Final Risk Assessment**  
*Print out and counsel the soldier*

The problem is so large that it caught the attention of the Secretary of Defense who in early 2003 mandated the Army take steps to reduce accidents and fatalities by 50 percent. The Army's top safety guru, Brig. Gen. Joseph A. Smith, took that mandate to his troops and within a few months they had developed a new tool to help Soldiers and first-line supervisors identify and allay potential deadly risks involved in operating privately owned vehicles. That

new tool is an interactive Web-based application called ASMIS-1 (Army Safety Management Information System) or more commonly called the POV Risk Assessment Tool. Currently the program is set up to compute risk assessments for Soldier travel within the continental United States, but work is underway to allow Soldiers stationed overseas to utilize the new tool. Safety Center officials stated that it should be completed soon.

"I see the POV Risk Assessment Tool as an important element to our POV accident prevention program," said the general. "The key [to reducing accidents] is for Soldiers to be accountable for their own risk assessment. This tool allows their first-



line supervisors to monitor and be aware of the Soldier's travel plans and make adjustments if necessary."

Smith explained that ASMIS-1 is an opportunity for Web-based technology to provide information on route selection, weather conditions and possible risks to the Soldier and then allows for the connection of "leadership dots" to ensure risks are acknowledged and minimized.

"Keeping the responsibility for POV travel at the right level and providing sound travel information will go a long way to improving our safety record," Smith said. "ASMIS-1 used with our POV tool box and other items on our Web site will make a powerful combination."

According to James "Al" Brown, an Army Safety Center traffic safety manager, ASMIS-1 is a "one-stop shop" for Soldiers and supervisors to assess the risks of

POV driving while providing a tool for documenting and counseling Soldiers before they leave on extended trips.

"The program is all about educating you about the risks associated with driving on the road. [The program] asks you questions like how far are you going, what type of car are you driving and whether or not you will be wearing your seatbelt or helmet, if you are riding a motorcycle," Brown said. "Then it will give you controls you can check that reduce the risk. It then takes you to our Risk Management



## POV Risk Assessment Tool

file

1
2
3
4
5
6

### 1: Travel Information

**Enter your starting point**

**City**  
El Paso

**State**  
TEXAS

**Country**  
USA

**ZIP**  
79924

**Date of Departure**  
01/12/2004

Example: 01/01/2003

**Enter your destination**

**City**  
Washington

**State**  
WASHINGTON D.C.

**Country**  
USA

**Hazard Identification**

David Crozier  
MR



**Look, Listen & Live**

- The average family car weighs about 3,000 pounds. What happens to a 12-ounce can of pop when a car runs over it? The can is totally destroyed because the weight ration of the car to the can is 4,000 to 1
- The average freight train weighs 12 million pounds. It outweighs a car by the same ration of 4,000 to 1. When a force of 12 million pounds hits a car, it will be destroyed just like

After you have registered with ASMIS-1 you will be able to enter information for all of your planned trips, whether it is for extended leave or just a quick trip outside your local area. The first step is to tell the program your start point and destination.





Information System (RMIS) where all of our accident [database] information is kept and it will show you accidents that have happened under similar [circumstances] and controls to let you see that if you don't change things this could happen to you."

Smith said the success of the program relies on the Soldiers' honesty when answering the questions. The program is designed to help Soldiers' proceed safely.

"There are no trick questions here. You are going to have to go through and check all these blocks and it's going to be a reminder," he said. "When was the last time many Soldiers took a driving test? Back when they were 16. You forget about things and this program is going to help the Soldiers refresh themselves on the current stuff."

The program begins with the Soldier logging onto the ASMIS-1 Web site. From there the Soldier is asked to input his/her demographics – age, MOS, duty station, experience level, etc. Once the Soldier has filled out the log-on portion of the program, ASMIS-1 sends an e-mail to the Soldier's AKO account with information on how to gain access to the POV Risk Assessment Tool. The Soldier can then logon to the site and enter planned travel information. From there ASMIS-1 takes the Soldier to the next page where Travel Factors will be

determined – type of vehicle driven, use of seatbelts, amount of rest before the trip, start time, alcohol usage and travel dates. The next page of the program is the Hazard Identification section where the Soldiers' information from the previous page is used to determine hazards others have encountered under similar

circumstances. In this section ASMIS-1 informs the Soldier of hazards like fatigue, speeding and more, and then relates those hazards to a

real-life accident that took a life. From Hazard Identification, ASMIS-1 then moves to the Risk Management Matrix Assessment where the

Soldier receives a risk score. From that page the Soldier moves on to Implement Controls and has an opportunity to see the risks involved

based on the Soldier's input of travel plans and then allows the Soldier to select additional measures to lower that risk. Finally, ASMIS-1

returns the Soldier to the Risk Management Matrix to view the final risk score. If it is still

too high, the program offers more controls.

Of particular significance to the program is the fact that Soldiers using the POV Risk Assessment Tool enter their supervisors' AKO account information when giving their demographic information, Brown explained. Then once a trip report is filed with the POV Risk Assessment Tool, an e-mail can be generated to their supervisors

## Fatigue: A Soldier's enemy

### Who is most likely?

- 25 years or younger  
peak age of 20
- Shift worker
- More than one job

### Before your trip:

- Get a good night's sleep
- Plan to drive long trips with a friend
- Schedule regular stops every 100 miles or every two hours
- Avoid alcohol and medications (over-the-counter and prescribed) that could impair performance



*Throughout the process of entering information on the POV Assessment Tool, the program provides the Soldier with reminders of dangers that may be encountered. ASMIS-1 also provides some tips to combat any identified hazard. The whole idea of the program is to provide Soldiers with the tools they need to have a safe trip.*



- 1
- 2
- 3
- 4
- 5
- 6

**6: Final Hazard Assessment**

Hazard Identification for:

Point of Origin:  
Destination:

# Risk Management Matrix

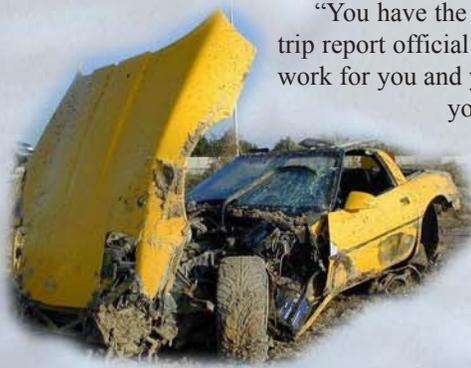
		HAZARD PROBABILITY				
		Frequent	Likely	Occasional	Seldom	Unlikely
		A	B	C	D	E
SEVERITY	Catastrophic I	EXTREMELY HIGH	HIGH	HIGH	HIGH	HIGH
	Critical II	HIGH	HIGH	HIGH	HIGH	HIGH
	Marginal III	HIGH	HIGH	HIGH	HIGH	HIGH
	Negligible IV	HIGH	HIGH	HIGH	HIGH	HIGH

**Travel summary:**

Travel Factor	Selected Option
I will be driving a	Pick Up Truck
I will wear my seatbelt at all times on and off duty	Yes
I plan to have the following amount of sleep before I start my trip	Greater than 8 hours
The roadways I will travel will be predominantly	Multi Lane Road
I will take rest stops	Yes - Every three - four hours
I will start my trip at	05:00 - 09:00
Will you have any alcohol before or during your travel?	No
I will be traveling on the following days	Monday
I will be traveling during the	Day
I will check the weather the day prior to and the day of departure	Yes

Once the Soldier has filled out the entire POV Assessment questionnaire and has selected corrective actions to help mitigate any hazards identified by the program, ASMIS-1 gives the Soldier a risk assessment rating. The higher the rating the more likely there is a need for the Soldier to reconsider some of his/her planned courses of action. The program also allows the Soldier to forward this assessment to his/her supervisor to be used as a safety counseling tool.

that outlines the Soldier's planned trip and the risks involved. This e-mail can then become a counseling tool for the supervisor; an opportunity to jointly assess risks and controls before the Soldier departs for the planned trip.



"You have the option of making the trip report official or non-official. But I work for you and you tell me, 'Soldier, you are going on a pass. I want you to fill out the forms on ASMIS-1 so you can go on the pass,'" Brown said. "But then again, let's just say I am going on a pass with my family and I say, 'that's a pretty

good tool. Let me fill it out on my own.' I will have that option."

Once the form is filled out and you have assessed your risks, changed or modified the controls, the program then gives you an opportunity to view the weather forecasts and get a road map from Map Quest®.

"I hope our spiral development will continue to improve this Web-based technology to the point our Soldiers see it as a valuable personal tool for travel," said Smith. "POVs continue to be our number one killer of Soldiers. This has a big impact on our combat readiness at a time when we need our highly trained Soldiers to fight the Global War on Terrorism. Just buckle up, don't speed, get rest before you travel and don't drink and drive, and you will have a good chance to arrive alive."

To learn more about ASMIS-1 log on to <http://safety.army.mil/home.html>, click on POV Risk Assessment Tool under the Quick View section.

