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From: Naval Inspector General  
To: Chief of Naval Operations

Subj: ANNUAL NAVAL INSPECTOR GENERAL SAFETY AND OCCUPATIONAL  
HEALTH (SOH) OVERSIGHT INSPECTION SUMMARY REPORT FOR FY11

Ref: (a) OPNAVINST 5100.23G, Navy Safety and Occupational Health  
Program Manual

Encl: (1) Annual SOH Oversight Inspection Summary Report for FY11

1. As required by reference (a), and in accordance with the oversight role of the Naval Inspector General (NAVINSGEN), enclosure (1) provides our Summary Report for FY11. The FY11 report continues a trend of repeat Safety and Occupational Health (SOH) findings reported in prior summary reports.

2. The lack of headquarters SOH program oversight is a recurring issue dating back to the summary report for FY05. During the FY11 reporting period, every area visit and nearly all command inspections included this same program deficiency. Active headquarters oversight is a vital component of lower echelon SOH programs. Many of the deficiencies observed at lower echelon commands are a result of inadequate oversight by the respective headquarters command.

3. The FY10 and FY11 summary reports indicate that many ashore collateral duty safety personnel did not have the minimum safety training required to function effectively. Without the required safety training, collateral duty safety officers are consistently unaware of essential SOH program elements resulting in a negative impact on mishap reduction efforts.

4. Multiple repeat deficiencies in the motorcycle safety program are alarming. From FY08 through the present year, NAVINSGEN has reported that individual commands are responsible for tracking personnel who receive traffic safety training and coordination is needed within the regions to ensure adequate training availability. A lack of accountability at various levels of the chain of command has been a root cause for motorcycle safety programs that are not fully implemented. This will be a special interest item for our visits/inspections in FY12.

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5. Should you have any further questions, my point of contact for this matter is CDR Gerald T. DeLong, MSC, USN. He could be reached at commercial (757) 953-0320, or DSN 377-0320.



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**Annual Safety and Occupational Health  
Oversight Inspection  
Summary Report for FY11**

1. The Naval Inspector General (NAVINGEN) conducted five command inspections (Bureau of Medicine and Surgery, Naval Supply Systems Command, U. S. Naval Forces Central Command, Space and Naval Warfare Systems Command, and Naval History and Heritage Command), three area visits (Navy Region Center Singapore, Navy Region Southeast, and Naval Support Activity Mid-South), and two health and comfort visits (U. S. Naval Forces Southern Command and Navy Legal Service Command) in FY11. NAVINGEN command inspections and area visits included assessments of regions and echelon II headquarters SOH program implementation and management. NAVINGEN also released the Noise-Induced Hearing Loss Special Study in June 2011.

2. The NAVINGEN Annual SOH Oversight Inspection Summary Report is focused on recurring SOH program deficiencies identified during the scheduled inspections and visits to Navy activities. The deficiencies identified in the present and previous NAVINGEN reports are imperative to improving the Navy's overall SOH program. The predominant SOH program deficiencies identified are as follows:

a. **Headquarters Oversight:** Headquarters command oversight inspections ensure that subordinate commands and field activities have effective safety programs. These inspections provide valuable insight to echelon commanders concerning subordinate commands' mishap prevention efforts, mishap trends, quality of self-assessments, and compliance with Navy safety policies. NAVINGEN observed a trend of insufficient headquarters oversight of safety programs during our command inspections, area visits, and health and comfort visits. SOH management evaluations are either not accomplished, or when completed, fail to meet the requirements of OPNAVINST 5100.23G, *Navy Safety and Occupational Health Program Manual*. One command has not received a headquarters evaluation of its safety program in over a decade; several field activities still require these much needed oversight evaluations. Despite NAVINGEN reporting in previous summary reports that headquarters safety program oversight is virtually non-existent, this finding remains a recurring issue. NAVINGEN strongly recommends that OPNAV reaffirm the importance of conducting SOH program oversight evaluations to echelon II/headquarters commands.

b. **Collateral Duty Safety Officer Training:** A minimum requirement for any military or civilian personnel assigned collateral duty responsibilities for safety management is to complete a formal safety training course. The Naval Safety and Environmental Training Center's course entitled *Introduction to Navy Occupational Safety and Health Ashore* meets that requirement. NAVINGEN previously reported that collateral duty safety officers have limited knowledge of the Navy's safety program and rely primarily upon Base Operating Support safety services provided by the regional commands. NAVINGEN command

inspections, area visits, and health and comfort visits reveal a prevailing lack of safety training for collateral duty safety officers in regions and field activities visited in FY11. At one command, only three of nine personnel assigned responsibilities as collateral duty safety officers are provided any safety training. At another headquarters command, none of the collateral duty safety officers assigned to its subordinate activities meets the requirements for a collateral duty safety officer. NAVINSGEN strongly recommends that Navy regions and activities ensure personnel who are assigned collateral duty safety officer responsibilities receive the required training to properly execute their duties. Many of the safety deficiencies observed by NAVINSGEN were directly related to untrained collateral duty safety officers (i.e. conducting required safety self-assessments).

c. **Motorcycle Safety Training:** Navy regions continue to provide motorcycle safety training and facilities to our Sailors and civilians including the motorcycle basic rider, experienced rider, and military sport bike rider courses. Several commands maintain a proactive motorcycle safety program that provides immediate tracking and training of motorcycle riders on a continuing basis. However, many other commands have motorcycle safety programs that are not fully implemented to include the following deficiencies: uncertain training status of motorcycle riders assigned to subordinate activities, ensuring motorcycle riders complete the web-enabled census form, and lack of accountability for the motorcycle safety program at various levels in the chain of command. In addition, some motorcycle safety training courses are not readily available at some Navy commands and efforts to find alternative motorcycle training should be a priority. Motorcycle safety training is a top priority for NAVINSGEN and we are closely monitoring this program beginning with our FY12 scheduled visits. NAVINSGEN recommends that Commander, Navy Installations Command coordinate efforts with all Navy regions and activities to address the issues concerning accountability, training, and monitoring of motorcycle riders.