



DEPARTMENT OF THE ARMY
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MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Training Year (TY) 24 Annual Training Safety Message

1. References:

- a. AR 385-10, The Army Safety Program, 24 July 2023
- b. AR 600-55, The Army Driver and Operator Standardization program, 17 September 2019
- c. NG Supplement Number 1 to AR 385-10, The Army Safety Program, 12 February 2015
- d. ATP 5-19, Risk Management, 9 November 2021
- e. HQDA EXORD 020-19, Identification and Compliance of all battalion and battalion-equivalent organizations enrollment into the Army Readiness Assessment Program, 15 November 2018
- f. FY23 Annual Assessment of the Army Safety Program

2. The safety of our Soldiers remains my highest priority. As the TY24 Annual Training (AT) season gets underway, Leaders must continue to balance the high operations tempo with the risks involved in military operations. Implementing Risk Management procedures at all phases is critical. All Soldiers must foster a culture of safety to protect personnel and equipment, but most importantly, themselves and others. **Commanders and Leaders – make sure you understand my intent and guidance – no training event, movement, weapons qualification, convoy, flight activity, or anything else is worth the life or causing severe injury to one of our Soldiers or a member of the public! Safety is an absolute must. Executing a training event at the expense of safety is not the right decision. The loss of time is not worth the loss of a Soldier's life! Be smart and never override safety. Make sure every Soldier understands safety is absolutely Job #1.**

3. Convoy and range safety are critical to any successful AT tour. Specifically for convoy safety, I want to stress:

- a. Convoy commanders **MUST** conduct convoy safety briefs.
- b. Drivers and assistance drivers **MUST** be licensed on the vehicle they are operating.
- c. Drivers and assistant drivers **MUST** have 8 hours of sleep prior to the convoy.
- d. Assistance drivers **WILL NOT** sleep during convoy operations.

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e. Drivers and assistant drivers **WILL NOT** drive for more than 10 hours (including rest and meal breaks).

f. The maximum convoy speed on highways is **50 MPH**. **DO NOT EXCEED 50 MPH** on highways. For other roads, the speed limit is as posted (if it does not exceed 50 MPH).

g. **DO NOT** transport Soldiers in the back of trucks over highways – they can only transport Soldiers in training areas such as Fort Drum or Camp Smith.

h. **USE** commercial or GSA vehicles to transport Soldiers over non-tactical roads.

4. According to the FY23 Annual Assessment of the Army Safety Program, the Army lost 121 Soldiers to both on and off-duty mishaps. These mishaps occurred after the safest year in our Army's history with most of the increase in fatalities occurring in our aviation community or off-duty while driving cars and riding motorcycles. Each of these fatalities are tragic and affect the readiness of our Army and the well-being of our families, <https://safety.army.mil/Portals/0/Documents/HOME/Standard/Annual-Assessment-Army-Safety-Program-FY23.pdf>.

5. One of the best tools a commander can use to reduce mishaps is to enroll their unit in the Army Readiness Assessment Program (ARAP). ARAP is a survey designed to help commanders understand and evaluate their unit's safety climate and culture. Army Regulation 385-10 and HQDA EXORD 020-19 mandates Army National Guard battalion-level commanders assess their unit's readiness through ARAP within 120 days of assuming command. A follow up assessment is due within 12-18 months (mid-tour) to give commanders an opportunity to see how their leadership influences safety climate from one season to the next.

6. Commanders must have an effective driver's training program. Army Regulation 600-55 requires a master driver manager at the brigade level, a master driver at the battalion level and a license instructor / license examiner at the company level. It clearly defines the role and responsibilities of each non-commissioned officer involved in the driver selection, training, testing, and licensing process. It also clarifies the training requirements for some of the nonstandard or commercial off-the shelf items in the Army's inventory. Driver selection and operator training, testing and proper licensing are instrumental for the safety of our Soldiers and the success of missions, (<https://safety.army.mil/MEDIA/Risk-Management-Magazine/ArtMID/7428/ArticleID/6897>).

7. Commanders and leadership must also be actively engaged in their Command Maintenance Discipline Program (CMDP). The CMDP allows commanders to evaluate unit maintenance on a day-to-day basis. It is oriented toward combat readiness and sustainability. The overriding principle of the CMDP is the Soldiers' and units' abilities to maintain their equipment in any environment. However, when the leader's vision and expectations drive Soldiers to take shortcuts and circumvent established procedures to maintain readiness and sustainability, then there is the potential for a catastrophic mishap to occur. Please review the following fatal mishaps related to the CMDP and operational rate, <https://safety.army.mil/MEDIA/Risk-Management-Magazine/ArtMID/7428/ArticleID/6898>.

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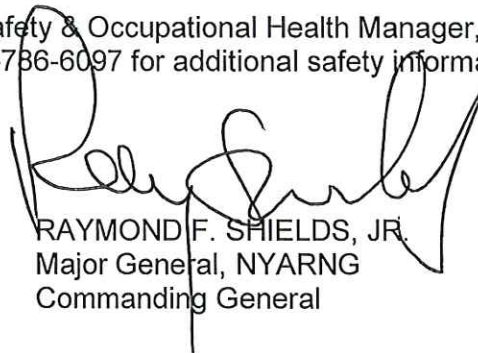
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8. Range safety practices must be followed. Soldiers, regardless of their experience, must undergo re-familiarization training and Primary Marksmanship Instruction prior to training on a live-fire range. Range Safety Officers and Leaders must vigilantly enforce muzzle-awareness and range clearing procedures to prevent negligent discharges. Leaders should train Soldiers to use the acronym **THINK** – Treat every weapon as if it is loaded. Handle every weapon with care. Identify the target before you fire. Never point the muzzle at anything you don't intend to shoot. Keep the weapon on safe and your finger off the trigger until you intend to fire. Steps to reduce weapons handling risk can be found here, <https://safety.army.mil/ON-DUTY/Military-Operations-and-Training/Weapons-and-Explosives>.

9. Risk Management procedures will be used throughout the entire planning and execution process for all missions. Deliberate Risk Assessment Worksheets, DD Form 2977s, will be utilized to identify risks and hazards associated with activities and steps taken to reduce or eliminate threats. Safety briefings must be conducted to promote an understanding of the mission and the risks involved so leaders and Soldiers can make good decisions. New York Army National Guard (NYARNG) Soldiers must maintain discipline and adhere to established standards, regulations, and policies. Leaders are responsible for the safety of their Soldiers. Consider using the Joint Risk Assessment Tool (JRAT) during mission planning. JRAT is an interactive, easy to use, automated system designed to assist users with the application of risk management, <https://jrat.safety.army.mil/Login>.

10. To reiterate, no training event is worth the life of one of our Soldiers. No training event is worth serious injury to one of our Soldiers. No convoy movement is worth the life of a civilian on our roadways. No convoy movement is worth the serious injury of a civilian on our roadways. Don't rush. Be thoughtful and careful. I would rather have a unit be late for a training event, than to be on time at the expense of being safe. Make sure every Soldier remembers that safety is everyone's responsibility and is our highest priority.

11. Please contact the NYARNG Safety & Occupational Health Manager, Alicia Howard, alicia.l.howard.civ@army.mil or 518-786-6097 for additional safety information.



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