



THE LATEST FROM THE NAVAL SAFETY CENTER

October 2015

1. How Good Is That PPE? –The more expensive, the better, right? Not necessarily. There are minimum performance requirements set by federal regulations. Some types of PPE (such as respiratory protection) require government testing and certification. Some product standards include specific conformity-assessment requirements, which may include independent, third-party certification. Most PPE is tested and evaluated by the supplier based on the requirements of voluntary product standards; the supplier attests to the product’s conformance to the standard by marking or labeling.



To help sort out the resulting complexity (and confusion), the American National Standards Institute / International Safety Equipment Association (ANSI/ISEA) offers 125-2014, “Conformity Assessment of Safety and Personnel Protective Equipment.” The ANSI document explains the requirements for complying with the federal engineering standard in 29 CFR 1910.132(a) and 29 CFR 1910.132(c). The publication “is intended to assist the user, selector or safety professional in making a reasoned assignment of conformity assessment level based on a particular situation,” it says.

Does this mean the higher the conformity number, the better the product? No, it does not, but it gives you a better idea on how to spend your limited resources on higher-quality PPE. For information about ANSI/ISEA 125 (or PPE in general), contact our Occupational Health and Industrial Safety Programs staff at safe-oshfdbk@navy.mil.

2. New Safety Center website URL – Our website URL has reverted to <http://www.public.navy.mil/navsafecen/>. That was our original URL when we transitioned to SharePoint, but we spent a year with “com” inserted in front of the “navsafecen.” Now we’re back where we were. Please correct your bookmarks. The /comnavsafecen URL will still work as a redirect.



Speaking of redirects, our antique URL of www.safetycenter.navy.mil also works, but when you enter the site using that URL, the site address in the browser bar doesn’t update to reflect the actual URL, so you can’t cut and paste from it.

3. Consolidated Awards Instruction Signed –OPNAV Instruction I650.28B, the Chief of Naval Operations Aviation, Afloat, Shore, Expeditionary-Related and Safety Leadership Awards Program, has been issued. The instruction covers aviation-related, afloat-related, shore-related, expeditionary-related and safety leadership awards. It contains policy and procedures for nominating and selecting annual winners. The instruction consolidates several earlier references.

4. Need a SME? – We’ve posted an updated directory of staff subject-matter experts at http://www.public.navy.mil/navsafecen/Documents/Staff_POCs_Sept2015.pdf. The directory reflects recent reorganizations within the Naval Safety Center. It includes points of contact at the Naval Safety & Environmental Training Center, as well as the School of Aviation Safety in Pensacola.



5. Spotlight on Pedestrian Safety – The latest 2013 statistics from the National Highway Safety Administration show that 4,735 pedestrians were killed in the United States and another 66,000 were injured. That is one pedestrian fatality every two hours and an injury every 8 minutes. 70% of these mishaps occurred during the nighttime, and 69% of the fatalities were male.



In the past three fiscal years, 19 Sailors and Marines lost their lives in pedestrian-related Class A mishaps. 89% occurred at night. 42% of them were on a weekend. More than 50% had alcohol as a factor.

FY15 saw seven Navy and Marine Corps pedestrian fatalities. Most recent was a corporal who got out of his car during a rainstorm to assist a disabled motorist at 2245. He was the victim of a hit-and-run. Also, a Navy O-3 hit something in the road at 0200. When he got out to investigate, he was struck and killed.

During stand downs or other communication opportunities, help spread the word about pedestrian safety. Key points:

- Be visible.
- Stay alert and avoid distractions.
- Follow the traffic rules, signals and signs.
- Remember that alcohol impairs decision-making skills and reflexes.

At some point everyone one of us is a pedestrian. It's safest to walk on a sidewalk. If there isn't one, walk on the shoulder and face traffic.

6. Data Update: FY15 Total Mishap Costs Down – The cost of Navy mishaps for FY15, \$425M, was down from the FY10-FY14 average of \$559M.

As usual, with statistics, there is more to the story. The main driver of mishap costs is aviation, which has been seesawing: FY10 (\$266M), FY11 (\$229M), FY12 (\$455M), FY13 (\$232M), FY14 (\$568M), and FY15 (\$322M). The 5-year average was bulked up by the \$318M hangar collapse and the \$148M midair in 2014 .

The total cost of aviation mishaps from 2010 to 2015 was \$2.07B. The total cost of non-aviation mishaps for that period was \$1.1B.

The Naval Safety Center statistics web pages are at <http://www.public.navy.mil/navsafecen/Pages/statistics/index.aspx>

