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MSGID/GENADMIN/CG I MEF//

SUBJ/2009 HOLIDAY SEASON FORCE PRESERVATION AND SAFETY MESSAGE//

POC: MURPHY, C.A./LTCOL/I MEF DEPUTY SAFETY/DSN: 361-7031//

RMKS/1. THANKSGIVING MARKS THE TRADITIONAL START OF THE WINTER HOLIDAY SEASON; A TIME TO SHARE AND CELEBRATE WITH OUR FAMILIES AND FRIENDS. NATURALLY, OUR FELLOW MARINES AND SAILORS WHO ARE DEPLOYED THIS HOLIDAY SEASON REMAIN IN OUR THOUGHTS. AS WE ANTICIPATE THEIR SAFE RETURN, WE ALSO NEED TO REFRESH OUR OWN WARRIOR PRESERVATION MINDSET TO ENSURE A SAFE HOLIDAY SEASON.

2. KEY ENABLERS: ONE OF THE HALLMARKS OF MARINES IS OUR ABILITY TO NOT ONLY PLAN, BUT TO CONTINUALLY ASSESS AND ADJUST TO THE SITUATION ON THE BATTLEFIELD. GOOD PLANNING REQUIRES CRITICAL THINKING AND JUDGEMENT. THESE QUALITIES ARE NOT LIMITED TO THE BATTLEFIELD, BUT CARRY-OVER INTO OUR PERSONAL LIVES AS WELL. LEADERS AT EVERY LEVEL MUST STRIVE TO DEVELOP A WARRIOR PRESERVATION MINDSET IN THEIR MARINES. THE COMMON THREADS IN IMPLEMENTATION AND MISHAP PREVENTION ARE OUR NON-COMMISSIONED OFFICERS (NCOS) AND OPERATIONAL RISK MANAGEMENT.

2.A. NCOS: NCOS PROVIDE THE INSTITUTIONAL FOUNDATION FOR SAFETY, REINFORCING INDIVIDUAL AND UNIT SAFETY MEASURES. WE HAVE INSTILLED IN OUR SMALL UNIT LEADERS A SENSE OF RESPONSIBILITY FOR THE WELFARE OF THEIR TROOPS. GENUINE CONCERN FOR JUNIOR MARINES AND SAILORS, COUPLED WITH THE CLOSE DAILY CONTACT, ALLOW NCOS TO BE THE MOST IN TUNE TO THE SUBTLE CHANGES IN ATTITUDE, DEMEANOR, AND PERFORMANCE. NCOS SERVE AS THE EYES AND EARS OF THE COMMANDER BY IDENTIFYING AND CORRECTING UNSAFE BEHAVIOR AND POOR PLANNING BEFORE IT LEADS TO A MISHAP.

2.B. OPERATIONAL RISK MANAGEMENT (ORM): MARINES PRACTICE OPERATIONAL RISK MANAGEMENT (ORM) IN TRAINING AS WELL AS IN COMBAT, AND THEY NEED TO CONTINUE THIS METHODOLOGY WHEN CONDUCTING OFF-DUTY ACTIVITIES. FURTHERMORE, ADJUSTING AN ORM AS THE SITUATION CHANGES IS A SKILL THAT MUST BE DEVELOPED IN OUR MARINES.

3. COMMANDERS: ENSURE THAT YOUR PERSONNEL RECEIVE A SAFETY STANDDOWN BEFORE COMMENCING HOLIDAY LEAVE PERIODS. CONTINUE TO UTILIZE AND EMPOWER YOUR NCO LEADERSHIP IN THIS PROCESS. WHILE YOU ARE ENCOURAGED TO TAILOR SAFETY STANDDOWNS TO THE NEEDS OF YOUR UNIT, THE ATTACHMENT ADDRESSES ISSUES THAT SHOULD BE INCLUDED.

4. TO ALL OUR MARINES, SAILORS, AND CIVILIANS, EVALUATE THE RISKS INVOLVED WITH ALL OF YOUR HOLIDAY ACTIVITIES, ESPECIALLY THOSE INVOLVING ALCOHOL. CONSIDER YOUR LOVED ONES AND YOUR MARINE FAMILY WITH EVERY DECISION YOU MAKE. I WISH EACH OF YOU AND YOUR FAMILIES A SAFE AND HAPPY HOLIDAY SEASON. SEMPER FIDELIS. J.F. DUNFORD, JR., LTGEN, CG I MEF.

## I MEF RECOMMENDED SAFETY STANDOWN TRAINING

COMMANDERS: ENSURE THAT YOUR PERSONNEL RECEIVE A SAFETY STANDDOWN BEFORE COMMENCING HOLIDAY LEAVE PERIODS. CONTINUE TO UTILIZE AND EMPOWER YOUR NCO LEADERSHIP IN THIS PROCESS. WHILE YOU ARE ENCOURAGED TO TAILOR SAFETY STANDOWNS TO THE NEEDS OF YOUR UNIT, THE FOLLOWING ISSUES SHOULD BE INCLUDED:

### 1. OPERATIONAL RISK MANAGEMENT (ORM):

A. EACH MARINE SHOULD AUTOMATICALLY DEVELOP A PLAN BEFORE CONDUCTING LIBERTY ACTIVITIES, PARTICULARLY IF ALCOHOL OR HIGH RISK ACTIVITIES ARE INVOLVED. JUST AS ON THE BATTLEFIELD, THIS PLAN NEEDS TO BE ADJUSTED AS THE SITUATION CHANGES. BEST PRACTICES FROM PLANNING SAFE CONVOY MOVEMENTS IN THE FIELD SHOULD BE INCORPORATED INTO OFF-DUTY PERSONAL MOTOR VEHICLE (PMV) MOVEMENTS WHERE APPLICABLE. EX: DESIGNATED DRIVER, ROUTE, TRAVEL TIMES, REST PLAN, COMMUNICATIONS AND ACTIONS IF AN ACCIDENT OCCURS (EX: MEDICAL). LEADERS WILL ENGAGE THEIR MARINES AND DISCUSS OFF-DUTY PLANS. A SAMPLE OFF-DUTY TRAVEL PLANNING CHECKLIST IS AVAILABLE ON THE I MEF WEBSITE AT [HTTP://WWW.I-MEF.USMC.MIL/EXTERNAL/IMEF-1/SAFETY/I%20MEF%20FPTPRMC%20FORM.PDF](http://www.imef.usmc.mil/external/imef-1/safety/i%20MEF%20FPTPRMC%20FORM.PDF)

B. HAVE EACH MARINE DEVELOP AND BRIEF THEIR PLANS TO OTHER MARINES, THEN CRITIQUE THE PLANS. HAVE MARINES BRIEF BACK THE PLAN TO SEE IF THEY CAN RECALL THE PLANS DETAILS. INFUSE SOME POTENTIAL CHANGES OR CONDITIONS AND ASSESS HOW PLAN IS ADAPTED TO ADDRESS THE CHANGES. DETERMINE IF THE PLAN OUTLINED IS ABLE TO ADJUST THE VARIOUS SCENARIOS:

- TRAFFIC CONGESTION. WHAT ALTERNATE ROUTE IS AVAILABLE?
- INCLEMENT WEATHER.
- VEHICLE BREAKDOWN.
- UNEXPECTED DELAYS.
- PRIMARY DRIVER IS UNABLE TO DRIVE.
- DESIGNATED DRIVER STARTS DRINKING.
- VEHICLE ACCIDENT OCCURS REQUIRING MEDICAL CARE.

C. IN ADDITION TO REVIEWING INDIVIDUAL TRAVEL PLANS (PARA 2.B.), UTILIZING ORM HAVE MARINES WORK IN SMALL GROUPS TO DISCUSS AND ANALYZE RECENT MISHAPS SCENARIOS. DISCUSSIONS SHOULD INCLUDE THE CHAIN OF EVENTS THAT LED UP TO EACH ACCIDENT AND WHAT MEASURES COULD HAVE BEEN IMPLEMENTED TO AVOID THE MISHAP. SMALL GROUPS SHOULD THEN PRESENT THEIR IDEAS TO THEIR UNIT LEADERS FOR FURTHER DISCUSSION. SAMPLES OF RECENT I MEF MISHAPS CAN BE FOUND ON THE I MEF SAFETY WEBPAGE AT [HTTP://WWW.I-MEF.USMC.MIL/EXTERNAL/IMEF-01/SAFETY/SAFETY%20SCENARIOS.PDF](http://www.imef.usmc.mil/external/imef-01/safety/safety%20SCENARIOS.PDF)

2. PRIVATE MOTOR VEHICLES (PMV): THE MOST FREQUENT CAUSE OF NON-COMBAT INJURIES AND FATALITIES TO OUR PERSONNEL AND THEIR FAMILIES IS PASSENGER VEHICLE AND MOTORCYCLE ACCIDENTS. MANY OF OUR MARINES, SAILORS, AND FAMILIES WILL TRAVEL CROWDED HIGHWAYS DURING THE HOLIDAYS. PLAN AHEAD, PLAN FOR TAKING REST STOPS, AND ALLOW FOR CONTINGENCIES. NEVER DRINK AND DRIVE AND ALWAYS USE SEATBELTS. AVOID DRIVING AT NIGHT BETWEEN THE HOURS OF 0100-0500, WHEN MOST ACCIDENT FATALITIES OCCUR AS A RESULT OF DRUNK OR FATIGUED DRIVERS. SPECIAL ATTENTION NEEDS TO BE GIVEN TO THE MOTORCYCLE SAFETY ADDRESSING PERSONAL PROTECTIVE EQUIPMENT (PPE), SITUATIONAL AWARENESS, AND TAKING RISKS. MAKE FULL AND EFFECTIVE USE OF THE NCO VEHICLE SAFETY PROGRAM AND OF RISK ASSESSMENT TOOLS SUCH AS ORM FORMS, THE TRAVEL RISK PLANNING SYSTEM (TRIPS)AND I MEF TRAVEL PLANNING AND RISK MANAGEMENT CHECKLIST.

3. COMBAT OPERATIONAL STRESS CONTROL (COSC): COSC IS NOT A SAFETY PROGRAM, BUT IT IS A KEY COMPONENT OF OUR FORCE PRESERVATION MISSION AND IS ANOTHER AREA WHERE OUR NCOS CAN HAVE A DRAMATIC IMPACT BY QUESTIONING, PERSUADING, AND REFERRING THEIR MARINES. THE COSC PROGRAM IS ABOUT MANAGING STRESS, GETTING HELP WHEN NEEDED TO MAINTAIN COMBAT READINESS, AND NOT FEARING TO ASK FOR HELP. HOLIDAY PERIODS ARE OFTEN WHERE REACTIONS TO STRESS MANIFEST THEMSELVES IN DOMESTIC VIOLENCE OR RISKY BEHAVIOR RESULTING IN ACCIDENTS, AND SUICIDE IDEATIONS OR ATTEMPTS. LEADERS AT EVERY LEVEL MUST ACTIVELY EMPLOY THE COSC PROGRAM PRINCIPLES AND EMPHASIZE THEM, NOT ONLY DURING THIS HOLIDAY PERIOD, BUT ON A REGULAR BASIS THROUGHOUT THEIR COMMAND. A LINK TO THIS PROGRAM, AS WELL AS TO SUICIDE AWARENESS AND PREVENTION INFORMATION, CAN BE FOUND ON THE MARINE CORPS COMMUNITY SERVICES WEBPAGE AT: [HTTP://WWW.USMC-MCCS.ORG/MILITARY/](http://www.usmc-mccs.org/military/)