THE RMI SPECIAL EDITION

NAVAL SAFETY CENTER - 2020

WHAT IS RMI?

WHY IS IT IMPORTANT? ARE THERE ANY BENEFITS?

The Risk Management Information (RMI) program is a Department of the Navy (DON) strategy, endorsed by the Assistant Secretary of the Navy for Energy, Installations, and Environment (ASN EI & E), for a single program of record to improve Navy and Marine Corps safety management. The RMI program supports the Naval Safety Center (NAVSAFECEN) missions and the Marine Corps Safety Division (CMC SD) dedicated to preserving combat readiness and saving lives.

The RMI initiative promulgates a safer environment for Navy and Marine Corps personnel by capturing and analyzing safety incident reporting data. RMI will synthesize incident reporting data into useful products for improving risk and safety conditions by consolidating existing legacy and core safety programs and risk management systems, applications, and data.

SAFETY AND RISK DATA COLLECTION IS INHIBITED BY THE LACK OF CONNECTIVITY BETWEEN TRAINING, PERSONNEL, SCHEDULING, AND SAFETY SYSTEMS. REPORTS AND OBSERVATIONS ARE REPORTED NUMEROUS TIMES MANUALLY, WHILE MANY MISHAPS OFTEN GO

Safety and risk
of connectivity between tra
ling, and safety systems. Reports and o
are reported numerous times manually, while many
mishaps often go unreported.

WHY IS THIS MOVE IMPORTANT?

Currently, DON is unable to assess its effectiveness fully in reducing injuries and incidents, accurately and completely determine the total cost and impact of safety-related incidents across the enterprise.

The current mishap reporting system, WESS, has aging

software, hardware, and updated security requirements.
Additionally, there is inconsistent and duplicate reporting of mishaps and hazards, and there are a number of competing legacy reporting systems.

RMI *Q&A*

What is Risk Management Information (RMI)?

Risk Management Information (RMI) is a Department of the Navy (DON) initiative, endorsed by the Assistant Secretary of the Navy for Energy, Installations and Environment, (ASN EI&E) for a single Program of Record for Safety to improve the quality and accessibility of risk management information associated with naval safety management. The DON's RMI initiative promulgates the intent to create a safer environment for Navy and Marine Corps personnel by capturing and analyzing safety incident reporting data and assisting safety professionals with managing their programs. RMI will synthesize incident reporting data into useful and relevant products for improving risk and safety conditions by consolidating existing legacy and core safety programs and risk management systems, applications and data.

The RMI initiative encompasses the following four capability areas:

SIR
SPM
A&D
SPOE

Streamlined Incident Reporting (SIR) will provide enterprise reporting enhancements to include streamlined reporting processes, improved unit reporting access and capabilities, and enterprise or unit level tracking and verification of reportable injuries.

Safety Program Management (SPM) will provide users with capabilities needed to plan, prepare, and execute a well-rounded safety and occupational health program. Specific capabilities will include: Confined Space Entry, Deficiency Abatement, Fall Protection, Inspections, Job Hazard Analysis, Medical Surveillance, Respiratory Protection, Safety Committee, Self-Assessment and Training.

Analysis and Dissemination (A&D) will provide an advanced analysis or analytic capability for SIR and SPM data to enable trend analysis and proactive decision making related to mishap and injury avoidance in compliance with DOD Safety and Occupational Health standards and policy.

Single Point of Entry (SPOE) will provide a single point of entry available to Sailors, Marines and Safety professionals to reduce the inconsistencies introduced by dissimilar legacy systems and organizations.

Has anything been released yet for RMI?

Yes, in February 2019 the Dive Jump Reporting System (DJRS) module within SIR was released. The new DJRS system is web-based, CAC-enabled and replaced the DJRS function that was a subsystem of the legacy Web-Enabled Safety System (WESS). DJRS provides functions for planning, preparing, reporting and executing safe dive operations for the Navy, Marine Corps, Army, Air Force, Coast Guard and safe jump operations for the Navy and Marine Corps. DJRS captures event log data for divers and jumpers; it is not used for incident reporting. Types of information entered in DJRS include dive events, jump events, manifest logs, equipment used and other basic data. Currently, DJRS has roughly 4,000 Navy-registered users located across the globe in CONUS and OCONUS.

U.S. Navy photo by Mass Communication Specialist 2nd Class Tamara Vaughn

Is another release planned for RMI; if so, when will this occur?

Yes, the next release for RMI is the full SIR capability scheduled for Aug. 31, 2020. SIR will replace the legacy system WESS, which will be sunset concurrent with SIR's release. SIR will provide a Navywide capability to identify and report hazards and their associated risks from all sources, report actions taken to eliminate and mitigate hazards and monitor implementation and status of recommended corrective actions. RMI SIR is web-based and CAC-enabled. Users will find data is easier and faster to input, forms are pre-filled with relevant data, errors will be reduced, workflow guides are built-in and ad hoc reporting is improved. Mobile Training Teams (MTTs) will conduct "train the trainer" RMI SIR orientation sessions through Aug. 27, 2020 via virtual Adobe Connect training sessions.

U.S. Navy photo by Mass Communication Specialist Seaman Jarrod A. Schad

Who will oversee RMI?

The Naval Safety Center (NAVSAFECEN) serves as the functional and requirements sponsor for RMI within the DON. Enterprise Systems and Services (E2S, PMW 250) is the development sponsor for RMI and is responsible for the day-to-day program management of the program. Overall, the DON enterprise as a whole owns the system.

How is RMI being developed?

The RMI development effort configured a Government-Off-The-Shelf (GOTS) web application customized for the Navy and Marine Corps that builds upon the Air Force Safety Automated System (AFSAS) platform to provide a single program of record for risk management information including safety and occupational health incidents. The Kapsuun Group software development team is developing the RMI using the Agile Sprint methodology with full end-user and SME participation, testing and feedback incorporated into the development process.

What are the benefits of RMI?

The RMI initiative will:

1. Consolidate safety systems, make it easier to report mishaps and provide authoritative data to help improve safety conditions.
2. Improve readiness by providing personnel with an enterprise view of information necessary to focus on managing risks and preventing mishaps.
3. Turn data into actionable information, enabling all personnel to better understand the hazards and risks associated with their operations and processes.
4. Help enable informed risk decisions as a means of preventing losses through more efficient and effective operations.
5. Seamlessly link multiple authoritative sources of data allowing information across the DON.
6. Support the missions of the NAVSAFECEN and Commandant Marine Corps Safety Division (CMC SD), which are dedicated to preventing mishaps to save lives and preserve resources.

U.S. Navy photo by Mass Communication Specialist 2nd Class Colby A. Mothershead

What systems will be replaced by RMI?

RMI requires the migration of all legacy data from five existing safety community systems. With the successful rollout of RMI, it is anticipated that the following systems or modules will be replaced with the RMI software solution:

- Web Enabled Safety Systems (WESS)
- Enterprise Safety Application Management System (ESAMS) Injury Illness Reporting and Tracking System (IIRTS)
- Injury Illness Tracker (INJTRACK)
- Medical, Mishap and Compensation (MMAC)
- Portsmouth Naval Shipyard Occupational Accident and Injury Reporting System (POAIRS)

U.S. Navy photo by Mass Communication Specialist 2nd Class James R. Turner

Why are these legacy systems being replaced?

The reasons for the change to a GOTS software solution include:

- Data consistency
- Process improvement
- To enable improved trend analyses
- To enable better risk decision making
- To reduce the number of legacy, risk management and safety systems
- To enable faster reaction time
- Cost savings by reducing the number of hosting centers, maintenance costs, license fees, etc.

U.S. Navy photo by Mass Communication Specialist Seaman Apprentice Victoria Sutton

How will the new RMI system benefit users?

Users will see the following improvements over the legacy systems in use today:

- Improved user interface for data entry
- Forms pre-filled with data from authoritative sources
- Reduced chance for user errors

- Built-in workflows guide users through data input process
- Reduced overall time using system
- Improved ad hoc reporting capabilities

U.S. Navy photo by Mass Communication Specialist 2nd Class Alfred Coffield

What resources are available for end users to prepare for the RMI transition?

The Naval Safety Center has a dedicated section for RMI on its website, available at the following link: https://www.navalsafetycenter.navy.mil/Resources/RMI/. The section features resources such as help files and video guides.

Users are encouraged to access the RMI Training and Testing Site, also referred to as the simulation or SIM site at the following URL: https://sim.afsas.safety.af.mil. SIM site users will be able to navigate features using simulated data.

Note: The SIM site is not linked to the production site, where live real data is processed (the two sites are independent of each other.) Be sure to verify the URL as the URLs for each site are very similar. The URL for the production site effective Aug. 31, 2020, is: https://afsas.safety.af.mil.

U.S. Navy photo by Mass Communication Specialist 2nd Class Danielle A. Baker

U.S. Navy photo by Mass Communication Specialist 1st Class Omar Powell

Will training be offered to learn the RMI SIR system?

Mobile Training Teams (MTTs) will conduct RMI SIR orientation sessions at fleet concentration areas through Aug. 27, 2020 via virtual Adobe Connect training sessions. The sessions will be held according to the schedule published in **ALSAFE 20-006**, available at the following link: https://navalsafetycenter.navy.mil/Portals/29/Documents/ALSAFE20-006.txt.

Safety professionals are highly encouraged to attend. The course is designed to equip users with the knowledge, tools and resources necessary to successfully navigate and manage their RMI accounts. The course will provide in-depth information and exposure to the RMI application, step-by-step instruction on fundamental aspects of the application, knowledge checks and hands-on practice.

Will the Web-Enabled Safety System (WESS) be phased out?

The Web-Enabled Safety System (WESS) will migrate on **Aug. 28, 2020**. There is a comprehensive plan to move data from WESS to RMI. The WESS users should plan accordingly, by establishing an RMI account. After August 31st, RMI will be the official reporting system and WESS will sundown.

Will WESS users experience any business process changes before the transition?

Other than alerting users to close out all open reports in WESS before RMI SIR deployment, there will not be any business process changes in how safety data and incident reports are entered into WESS.

Illustration by Catalina Magee

What will happen with active and closed investigations in WESS?

All closed investigations will migrate from WESS to RMI SIR. Efforts are currently underway to ensure active investigations are migrated from WESS for users to complete in RMI SIR.

Is a help desk available to answer questions about the RMI SIR reporting system?

Help desk representatives are available online and via phone during Eastern Time (ET) business hours for any questions by end users.

Contact the **RMI Help Desk at 866-210-7474** or email **rmitestteam@chenega.onmicrosoft.com** Monday through Friday between 8 a.m. and 4 p.m. ET.

Voicemails or emails received outside of business hours will be reviewed the next available business day.

U.S. Navy photo by Mass Communication Specialist 2nd Class Jonathan A. Colon

Will RMI SIR shorten the time frame for organizations to provide endorsements regarding the final outcome of a mishap investigation?

Yes, the 45-day time frame for comments via the Memorandum of Final Endorsement (MOFE) process enables an efficient channel to more quickly provide safety recommendations that are value added to the naval enterprise.

The MOFE process is the official fleet position with regard to findings and recommendations resulting from mishaps. MOFE ensures quality control standards are applied, actionable items are reviewed and compliance standards are maintained to support future mishap prevention efforts. The MOFE process flow spans a 90-day timeframe: the first 45-day period is for organizations to submit solicited and unsolicited comments regarding the final outcome of the mishap investigation and the second 45-day period is for the Naval Safety Center to collate all comments and release a final message. All MOFE comments must be received by the 45-day deadline. Of note: MOFE comments are submitted in parallel of each other, which differs from WESS endorsements that were submitted in a serial fashion.

If RMI SIR is the new mishap reporting system for the Navy and Marine Corps, why is there Air Force terminology?

RMI SIR is a shared application on the Air Force Safety Automated System (AFSAS).

RMI SIR configures a Government-Off-The-Shelf (GOTS) web application customized for the Navy and Marine Corps that builds upon the AFSAS platform.

As such, you will see some Air Force-centric terminology and features. For example, the URLs are **af.mil**.

U.S. Navy photo by Mass Communication Specialist 2nd Class Jacob Milham

U.S. Navy photo by Mass Communication Specialist 1st Class Spencer Fling

## As a safety mishap reporter, will I be able to assume various user roles?

What a user has access to will vary, based on assigned roles. When safety mishap reporters self-register for the RMI SIR production site where live data is processed **(https://afsas.safety.af.mil)**, users will request roles.

Roles will not appear until the user administrator grants approval for the requested roles. Detailed and meaningful justification for elevated accounts must be provided.

All photos are edited by Catalina Magee

WANTED

MISHAP REPORTS
HAZARD REPORTS
NEAR MISSES
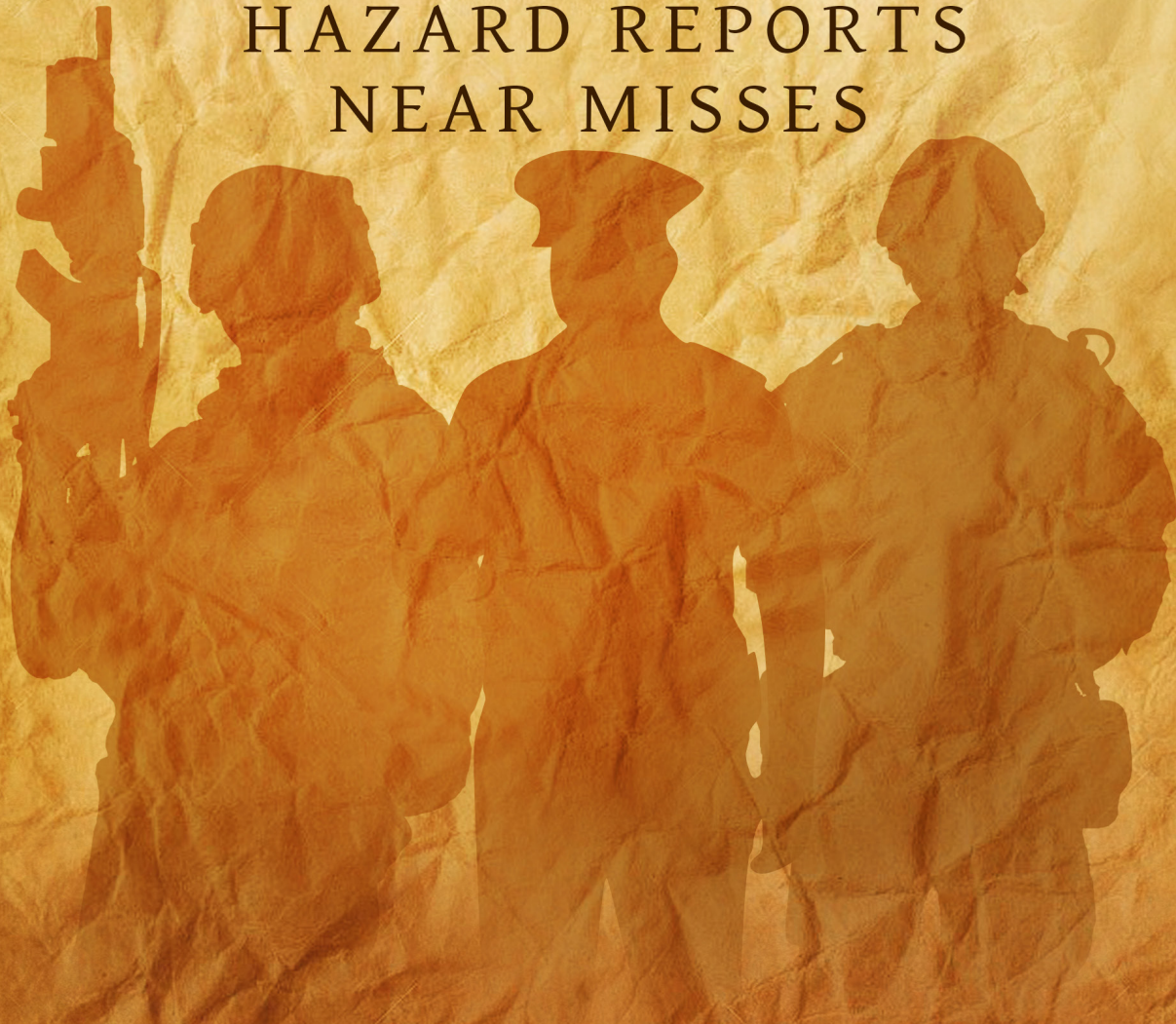
REWARD:
MANY LIVES SAVED

+ EFFECTIVE PREVENTATIVE MEASURES
+ PREDICTIVE DATA OF CAUSAL FACTORS

WEBSITE: WWW.NAVALSAFETYCENTER.NAVY.MIL