

19 Oct 16

MEMORANDUM

From: Inspector General, Navy Installations Command
To: Director of Operations (N3), Navy Installations Command

Subj: NAVY HOTLINE 201601079; REFERRAL OF HOTLINE COMPLAINT MATTERS

Ref: (a) SECNAVINST 5370.5B
(b) Inspector General Investigation Manual

Encl: (1) Navy Hotline Complaint 201601079 (Summary of Issues Referred to CNIC N3)

1. Per references (a) and (b) we reviewed the information provided by the subject hotline complainant and determined that although an IG investigation was warranted, some of the concerns expressed by the complainants, as described in enclosure (1), are more appropriate for your review and action.
2. In addressing this matter, please limit communication on the details of this complaint to those management officials responsible for review of enclosure (1) and for taking appropriate action.
3. The complainants provided their names and did not request confidentiality. However, please be advised that the complaint is considered a "protected communication" and the complainants remain protected against whistleblower retaliation under the provisions of 5 U.S.C. §2302(b)(8).
4. Please provide me with a brief summary on the results of your review no later than 30 days from the date of this memorandum in order for our office to close this matter or take further action, if necessary.
5. (b) (6) is the CNIC IG point of contact for this matter and he may be reached at (b) (6), or by e-mail at (b) (6).

(b) (6)

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Navy Hotline Complaint 201601079
Summary of Issues Appropriate for Referral to CNIC N3, Operations

1. On 8 April 2016, Department of Defense Inspector General (DOD IG) forwarded a hotline complaint to the Office of the Naval Inspector General (NAVINSGEN) which included information indicating that CNIC N3 leadership has failed to ensure consistent compliance with CNICINST 5530.14A, CNIC Ashore Protection Program. That CNIC N3 failed to ensure minimum law enforcement training standards for military and civilian police officers, and established a wasteful and ineffective process for equipping government leased patrol vehicles. CNIC IG conducted an investigation into this hotline complaint which also identified potential CNIC enterprise-wide safety risks associated with implementation of the 2012 Mission Profile Validation - Protection (MPV-P).

2. Based on results of the investigation, CNIC IG concluded that the following matters are appropriate for referral to the chain of command, CNIC N3, for resolution as CNIC enterprise-wide command matters and action as deemed appropriate:

a. CNIC N3's implementation of the 2012 MPV-P has resulted in the gradual elimination of Supervisory Police Officer billets at NAVSTA Newport and other installations across CNIC. Although OPNAVINST 5530.14E, Appendix A to Enclosure (1), states that patrol and watch section supervisors will be validated based on section size (minimum 15/section) and/or complexity of operations (ROC 1/2 installations), elimination of Security Patrol Supervision at NAVSTA Newport and other installations is not consistent with guidance contained in OPNAVINST 5530.14E, Chapter 5, NTTP 3-07.2.3, or the opinion and advice of ATFP subject matter experts. As a consequence of the 2012 MPV-P manning reductions, Installation Commanding Officers and Security Directors have either authorized unsafe levels overtime (up to 16 hour shifts) to cover supervisory mission requirements or, have had to leave patrol shift supervisory duties unmanned, both of which significantly increase the risk of potential mishaps. Due to the nature of the work required by Supervisory Police Officers, including driving, handling loaded firearms, and potentially having to make split second decisions in life or death emergency situations, overtime levels in which personnel become fatigued and report to work on 3-4 hours of sleep, are viewed as unsafe. Leaving patrol shifts without qualified shift supervision (unmanned) also creates safety issues associated with a lack of general oversight and guidance to junior non-supervisory patrol officers in potential emergency situations.

b. CNIC N3 has allegedly failed to ensure minimum law enforcement training standards for Security personnel, both civilian and military, are consistently met at all installations in violation of DODINST 5525.15 and CNICINST 5530.14A, paragraph 707.d. This issue is also allegedly impacted by the manning shortages which have resulted from implementation of the 2012 MPV-P.

c. CNIC N3 has allegedly not enforced or ensured the consistent use of SECNAV Form 5512/1, Department of the Navy Local Population ID Card/Base Access Pass Registration across all installations throughout CNIC as required by CNICINST 5530.14A, CH-1, paragraph 1205.f(1)(a)-(c).

d. (b) (5)

(b) (5)

e. CNIC N3 has allegedly failed to consistently enforce the Police Uniform requirements at all installations across CNIC in violation of CNICINST 5530.14A, paragraph 0614.

f. CNIC N3 has allegedly failed to consistently enforce Physical Agility Test (PAT) requirements at all installations across CNIC in violation of CNICINST 5530.14A, paragraph 707.

g. CNIC N3 has established an ineffective, wasteful process and procedure which installations are required to follow in order to equip official government Security patrol vehicles leased through the General Services Administration (GSA). Complainants alleged that NAVSTA Newport has been leasing two Security vehicles since approximately October 2015, at a cost of \$1,800 per month, which cannot be placed in service and sit idle in a parking lot. Complainants allege that this is a waste of taxpayer dollars and is due to CNIC N3's slow moving, inefficient process for obtaining equipment (lights, sirens, etc.) necessary to place the patrol vehicles in service. Complainants allege that this process affects all government leased Security patrol vehicles across CNIC and is not unique to NAVSTA Newport.