



Ministry
of Defence

Army Secretariat
Army Headquarters
IDL 24 Blenheim Building
Marlborough Lines
Andover
Hampshire, SP11 8HJ
United Kingdom

Ref: 06/01/79497/ FOI2017/09128

E-mail: ArmySec-group@mod.uk

Website www.army.mod.uk

8 November 2017

Dear [REDACTED]

Your email dated 21 September has been considered to be a request for information in accordance with the Freedom of Information Act 2000. You requested the following information:

... any information relating to the road traffic accident that caused the death of L/Cpl Jason Wayne Goodman...

As you will be aware from my previous letter, the MOD holds information in scope of your request, which can be found attached. Some of the information falls within the scope of the exemption provided for at Section 31 (law enforcement) of the FOIA. Section 31 is a qualified exemption which is subject to public interest testing which means that the information can only be withheld if the public interest in doing so outweighs the public interest in disclosure.

A public interest test has now been completed to decide whether the balance of interest lies in releasing information which falls within the scope of the qualified exemption Section 31 (law enforcement). The release of witness statements may make witnesses in future investigations reluctant to come forward and give evidence if they believe their information may be publically disclosed. We have therefore concluded that the public interest in maintaining this exemption in whole or in part outweighs the public interest in disclosing the information in relation to this investigation.

Some of the information you have requested falls entirely within the scope of the absolute exemptions provided for at Section 40 (Personal Data) and Section 44 (Prohibited by Law) of the FOIA and has been redacted. Section 40 has been applied to some of the information in order to protect personal information as governed by the Data Protection Act 1998. Section 44 has been applied to some of the information in order to protect information where disclosure is prohibited by law. Section 40 and Section 44 are absolute exemptions and there is therefore no requirement to consider the public interest in making a decision to withhold the information.

If you have any queries regarding the content of this letter, please contact this office in the first instance. Following this, if you wish to complain about the handling of your request, or the content of this response, you can request an independent internal review by contacting the Information Rights Compliance team, Ground Floor, MOD Main Building, Whitehall, SW1A 2HB (e-mail CIO-FOI-IR@mod.uk). Please note that any request for an internal review should be made within 40 working days of the date of this response.

If you remain dissatisfied following an internal review, you may raise your complaint directly to the Information Commissioner under the provisions of Section 50 of the Freedom of Information Act.

Please note that the Information Commissioner will not normally investigate your case until the MOD internal review process has been completed. The Information Commissioner can be contacted at: Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF. Further details of the role and powers of the Information Commissioner can be found on the Commissioner's website at <https://ico.org.uk/>.

Yours sincerely,

Army Secretariat

Attachments:

1. Extract from Defence Statistics Health database
2. Special Investigation Branch report

Attachment 1: Extract from Defence Statistics Health database

'LCpl Goodman was driving a Ferret Scout car. As the vehicle neared the village of Knesebeck, approaching a T-junction he intended to turn left. He failed to execute the turn and skidded on the road which was covered with pine needles. Whilst the vehicle was out of control it crossed the road and collided with some trees. LCpl Goodman sustained fatal injuries and was pronounced dead at the scene.'



**SPECIAL INVESTIGATION BRANCH
ROYAL MILITARY POLICE
BRITISH ARMY OF THE RHINE**

Please address any reply to:
4 Det SIB RMP BAOR
BFPO 23
Telephone: [REDACTED]

Reference: 43074/91

Date: **4** Dec 91

See Distribution:

FATAL TRAFFIC ACCIDENT

References:

- A. AGAI Vol 2 Chap 62.
- B. Queen's Regulations for the Army 1975.
- C. BAOR Standing Orders Part 3 Chap 1 Sect 2.
- D. Manual of Army Security Vol III Chap 5 Sect 2.
- E. 4 Det SIB RMP BAOR Interim Report 43074/91 dated 21 Oct 91.

1. The enclosed final report is forwarded for information and action as necessary.
2. Your attention is invited to the provisions of the references as follows:
 - a. Reference A paras 62281-6 and Reference B para J12.003 concerning the control an use of military police reports.
 - b. Reference A paras 62287-8 and Reference C para 63 concerning the availability of RMP witnesses.
 - c. Reference C para 17 when the case involves German interests.

Enclosures:

[REDACTED]
and statements of witnesses.



Captain
for Commanding Officer

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- Chief Police Advisor JSLO

File
(96)

*Report only

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43074/91

I N D E X

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ANNEXES:

- A. Copy of Death Certificate of LCpl Goodman J W, RE
(English & German) A1 - A3
- B. Exhibit JWF/1 - REME Tech Svcs Report for Ferret
Scout car, Reg No: 00 EC 46 B1 - B5

jat

43074/91

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4 Detachment
70 Section SIB RMP BAOR
BFPO 23

Celle Mil [REDACTED]

OC 70 Section SIB RMP BAOR

4 Dec 91

FATAL TRAFFIC ACCIDENT
(Final Report)

Person deceased: 24872852 LCpl GOODMAN Jason Wayne
Born: 3 Sep 69 at Blackpool

25 Engr Regt, BFPO 36

1. Further to this Detachment Interim Report of even reference and dated 21 Oct 91. It will be recalled that about 0930 hrs on Sun 6 Oct 91, a traffic accident occurred near to the village of Knesebeck (Grid PD 160 363) when a MOD(A) Ferret Scout car, Reg No: 00 EC 46, on charge to 25 Engr Regt, BFPO 36 and driven by 24872852 LCpl Goodman J W with [REDACTED] as vehicle commander, both of that unit, failed to negotiate a left hand bend and left the road colliding with a number of trees. As a result, LCpl Goodman sustained fatal injuries and was certified dead at the scene about 1045 hrs that morning by [REDACTED] Hanksbüttel. [REDACTED] was conveyed to the [REDACTED]

2. Enquiries have established that following the accident the scene was attended by a number of people, namely [REDACTED] a German civilian, [REDACTED]

[REDACTED] Perusal of their evidence which details observations made at the scene reveal that LCpl Goodman was seen to be wearing a radio head harness without a helmet and that his head was resting against the vehicle radio which had come free from its mount. LCpl Goodman was removed from the vehicle by the servicemen and attempts to revive him were unsuccessful.

3. It has not been possible to prove whether LCpl Goodman received his injuries as a result of his hitting the radio or vice versa, however it has been established that the security of the radio to its mount within the vehicle is the sole responsibility of the vehicle driver who for that Exercise was LCpl Goodman.

4. Attached at Annexes A and B to this report are a copy of the death certificate of LCpl Goodman issued by [REDACTED] and the REME Inspection Report compiled by [REDACTED] REME Tech Svcs, BFPO 34.

5. Enquiries into this matter are now complete. Copies of all statements recorded are attached hereto, the originals of which are held on file at this Detachment and can be produced if required.

[REDACTED]

RMP (SIB)

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TRAFFIC ACCIDENT REPORT

Police Station: Polizeiabschnitt Gifhorn
 -Polizeirevier Wittingen-

DOB.Ref. A/629/91/Ba

To Staatsanwaltschaft Hildesheim.

Date of Accident: 6 Oct 91
Time of Accident; 0930 hrs
Number of persons involved
(Drivers, pedestrians): 1
Persons killed: 1
Persons seriously injured: 1
Total damage (nearest DM): 10,000
Place where accident occurred: Within the boundaries of 3120 Wittingen 2
 (Knesebeck), forest area 'Malloh', connecting
 road from the Malloh Forester's house leading
 to the Kreisstraße 29 (Knesebeck), area of the
 junction of two surfaced forest tracks.

Accident occurred outside a built-up area.
Class of road: G

Course which the accident took:

Cpl J Goodman (Member of the British Army) was driving along the surfaced forest road in a Military vehicle (Reconnaissance vehicle) with the registration number 00 EC 46 coming from the direction of the foresters house at Malloh, and was intending to turn off left at a junction to travel towards Knesebeck. Presumably as a result of his speed not being appropriate for the conditions, the vehicle started to skid on the road which was wet and thickly covered with pine needles. It then went straight over the junction and overturned at the side of the road, whereby several beech branches were broken off.

After a distance of about 10 metres the vehicle came to a standstill on its wheels.

Mr Goodman died at the scene of the accident as a result of his injuries. The death was established at the scene of the accident by [redacted] from Hankensbüttel at 1045 hrs.
The other occupant of the vehicle, [redacted]

Type of Accident: Left road to the right.
Characteristics of scene
of accident: Junction
Particular points about
scene of accident: Obscured vision
Visibility: Daylight
Road surface: Tarmac
Road conditions: Wet, dirty
Weather: Rain

[redacted]
6 Oct 91

Continuation of Road Traffic Accident Report

Persons and vehicles involved: Serial Number 01
Surname: GOODMAN
Nationality: British
Christian Names: Jason
Address: 25 Eng Regt
4500 Osnabrück
Winkelmannskaserne
Date of Birth: 3 Sep 69
Sex: Male
Place of Birth: Blackpool, England
Type of Participation in traffic: Vehicle driver
Necessary driving licence in existence?: YES
Owner of vehicle: British Army
25 Eng Regt
4500 Osnabrück
Winkelmannskaserne
Type of vehicle: Military vehicle
Reconnaissance vehicle
Registration number: 00 EC 46
Number of occupants: 2
Result of accident: Killed
Serious head injuries.
Extent of damage: DM 10,000



Passenger of 01

Other injured parties: _____
Witnesses:
Surname, Christian Names:
Age:
Address:



Fitness to be participating in road traffic (under serial numbers) of the persons involved:

01 - Nothing negative established.

Damage or clues found on vehicle(s) involved which would allow conclusions to be drawn as to course which accident took, technical defects (maintained/established) under serial numbers:

Military vehicle seriously damaged all round.

Noteworthy points about traffic situation, scene of accident and traffic control etc, if not already given on first page:

Surfaced road (asphalt surface), about 3m in width.

Measures for prosecution: None

Certified to be a true translation from German into English to the best of my knowledge and belief.



Official Interpreter, SIB

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Polizeirevier Wittingen
Grüner Weg 15
3120 Wittingen
A/629/91/Ba

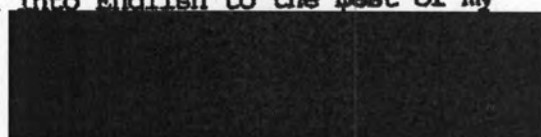
Wittingen, 21 Oct 91

PHOTOGRAPHIC REPORT

- Photo 1: Large arrow shows direction of travel of Military vehicle.
Small arrow shows final position of vehicle.
- Photo 2: Small arrow shows position of driver.
- Photo 3: Depicts rear end of vehicle, taken facing towards the road.



Certified to be a true translation from German into English to the best of my knowledge and belief.



Official Interpreter, SIB

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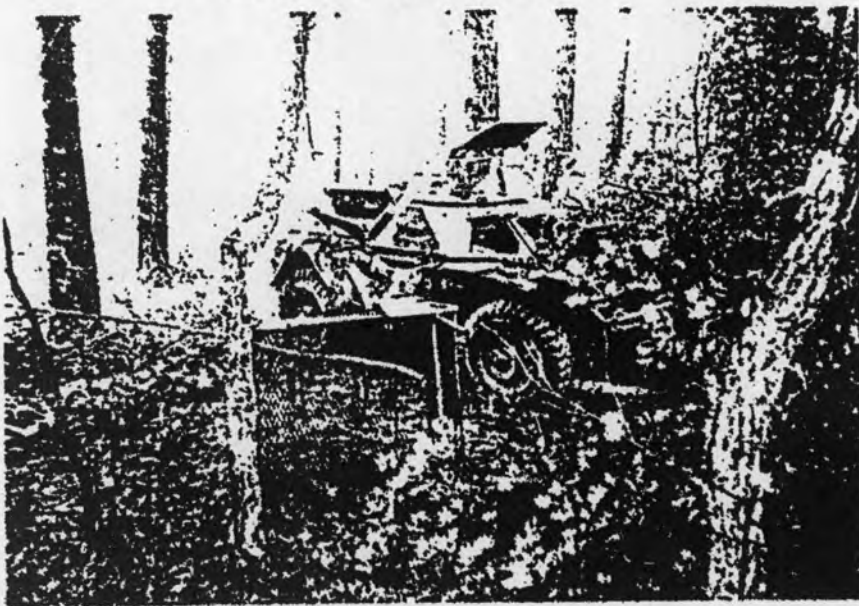
Wittlingen, 21.10.91

A/G29/91/Ba.

Bildbericht



Fahrtrichtung
des Militärfahrze
↙ = Endstand
des Fahrzeu



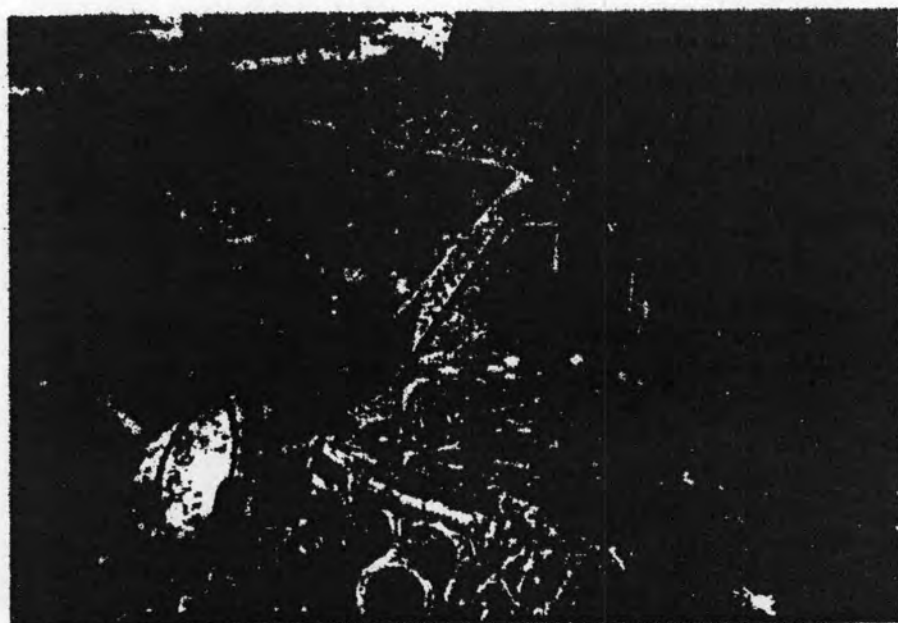
↑ = Lage des Fahrzeus

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Reparatur bei
der Rückseite
i. R. Straße



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OO:RD 43074/91
Dated Dec 91

71301
Exhibit JWF/1 REME Vehicle Inspection
Report for Ferret Scoutcar
Reg No: OO EC 46

REME TECHNICAL SERVICES
BFPO 34

Ext 321

10 Oct 91

SERIOUS INCIDENT - FATAL ROAD TRAFFIC ACCIDENT
FERRET SCOUT CAR VRN OOEC46

References:

- A. Telcon [REDACTED]
- B. Telcon [REDACTED]
- C. 25 Engr Regt Serious Incident Signal HPH 071500Z Oct 91
- D. Telcon [REDACTED]

INTRODUCTION

1. As a result of References A and B, [REDACTED] of REME Technical Services BAOR visited 7 Armd Wksp REME in Fallingbostal to investigate the subject incident. This action was taken in advance of receipt of Reference C. A representative from the Regiment was not available during the investigation.

2. RELEVANT DATA

Holding Unit:	25 Engr Regt
Equipment:	Ferret Scout Car
VRN:	OOEC46
Equipment Usage:	4376 miles
Date of Incident:	6 Oct 91
Date of Investigation:	8 Oct 91
AB 413:	Not available

BACKGROUND

3. The following information was gained from [REDACTED] 4 Det SIB during Reference D:

a. The subject vehicle was travelling on a metalled road and approaching a junction with the intention of turning left. The vehicle skidded, left the road, collided with some trees and then overturned. The vehicle commander was thrown from the vehicle and injured. The driver sustained fatal injuries.

b. The vehicle was recovered to 7 Armd Wksp REME to await REME Technical Services BAOR investigation.

INVESTIGATION

4. Due to damage sustained during the incident the investigation was limited to a static inspection.

5. The following points were noted:

a. The vehicle had suffered accident damage to the RHS body panels, all four mudguards, headlights and RH smoke dischargers.

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- b. Oil and coolant were leaking from the hull belly plate.
- c. The following were checked and found to be serviceable, within the confines detailed at para 4:
- (i) brakes
 - (ii) steering
 - (iii) tyres (except pressures, see para 5d)
- d. The tyre pressures were recorded as:
- | | |
|------------|------------|
| LHF 22 PSI | RHF 24 PSI |
| LHR 24 PSI | RHR 21 PSI |

These pressures are incorrect for either road or cross country use.

Correct pressures are:

<u>NORMAL USE</u>		<u>CROSS COUNTRY</u>	
Front 30 PSI	Rear 36 PSI	Front 18 PSI	Rear 25 PSI

- e. There was no evidence of a fire having occurred as reported in Reference C.
6. The crew compartment of the vehicle was inspected and the following points noted:
- a. The radio set carrier complete with radio and associated eqpt was resting on the drivers seat backrest. See Annex A.
 - b. The radio set carrier mounting runners, Fig 1, Annex A, were in a serviceable condition.
 - c. The radio set carrier securing bolt, Fig 2, Annex B, showed no sign of damage, the brass wing nut could not be found.
7. The state of the vehicle at the time of the investigation was a hazard to the health of the investigators [REDACTED] Protective clothing was borrowed from 7 Armd Wksp REME personnel to enable the investigation to be completed.

CONCLUSIONS

8. There was no mechanical fault found with the vehicle which would have caused or contributed to the accident, however, see para 4.
9. The radio set carrier was not secured at the time of the incident.

RECOMMENDATIONS

10. The vehicle is repaired and returned to service.
11. All vehicle crews should be reminded of the dangers of having unsecured items inside the crew compartment of A Vehicles.
12. The unit investigate why a priority signal reporting the incident took over 24 hours to be transmitted.

ACKNOWLEDGEMENTS

13. The investigators would like to thank 7 Armd Wksp REME for their assistance and hospitality during the investigation.

Investigated and compiled by:



Approved by:



Authorized by:



Annexes:

- A. Position of Radio Set Carrier on Investigation
- B. Radio Set Carrier Mountings

Distribution:

External:

Action:

Maint Dte HQ BAOR
CO 25 Engr Regt
OC 25 Engr Regt Wksp REME

Information:

Maint Br HQ 1 (BR) Corps
HQ REME 1 Armd Div
Vens & Wpns Br (19 MSG)

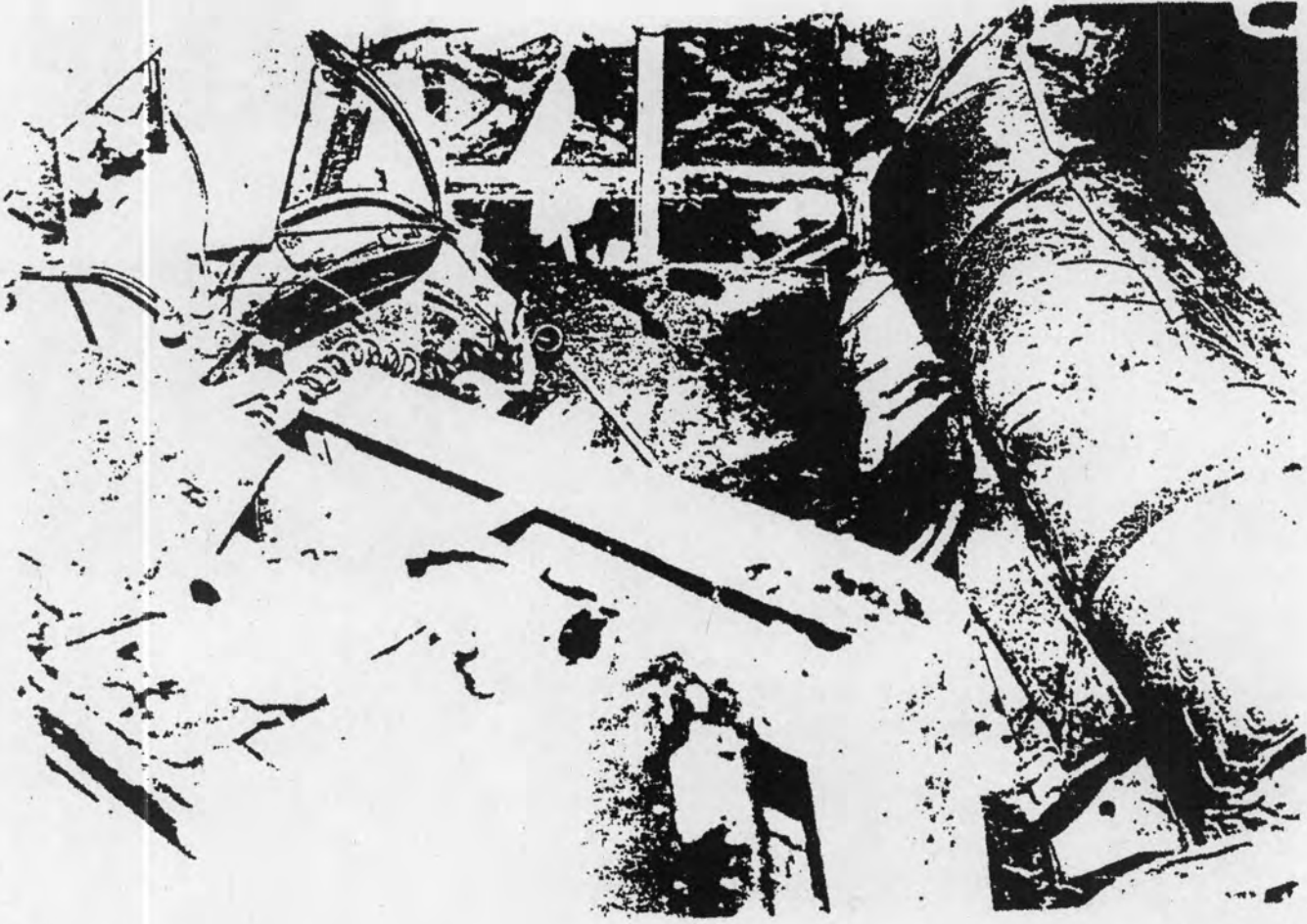
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ANNEX A TO

74301

Dated 10 Oct 91

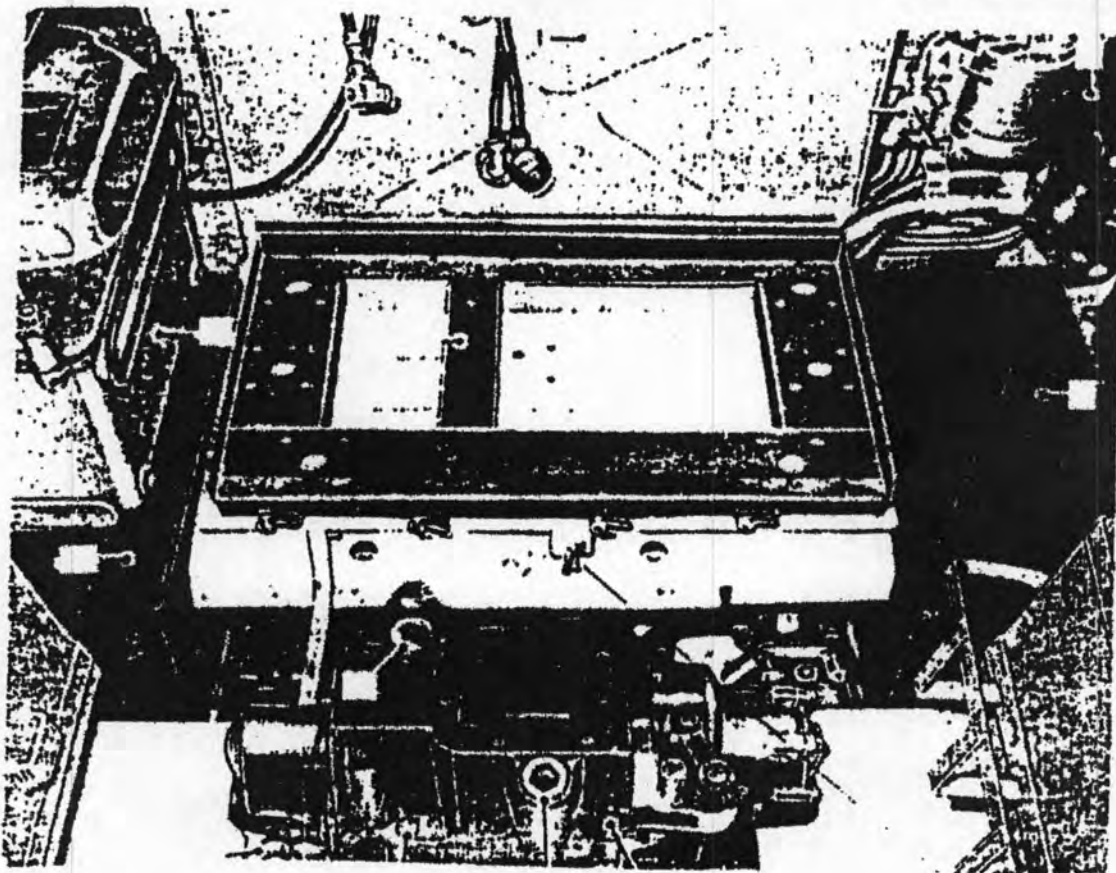
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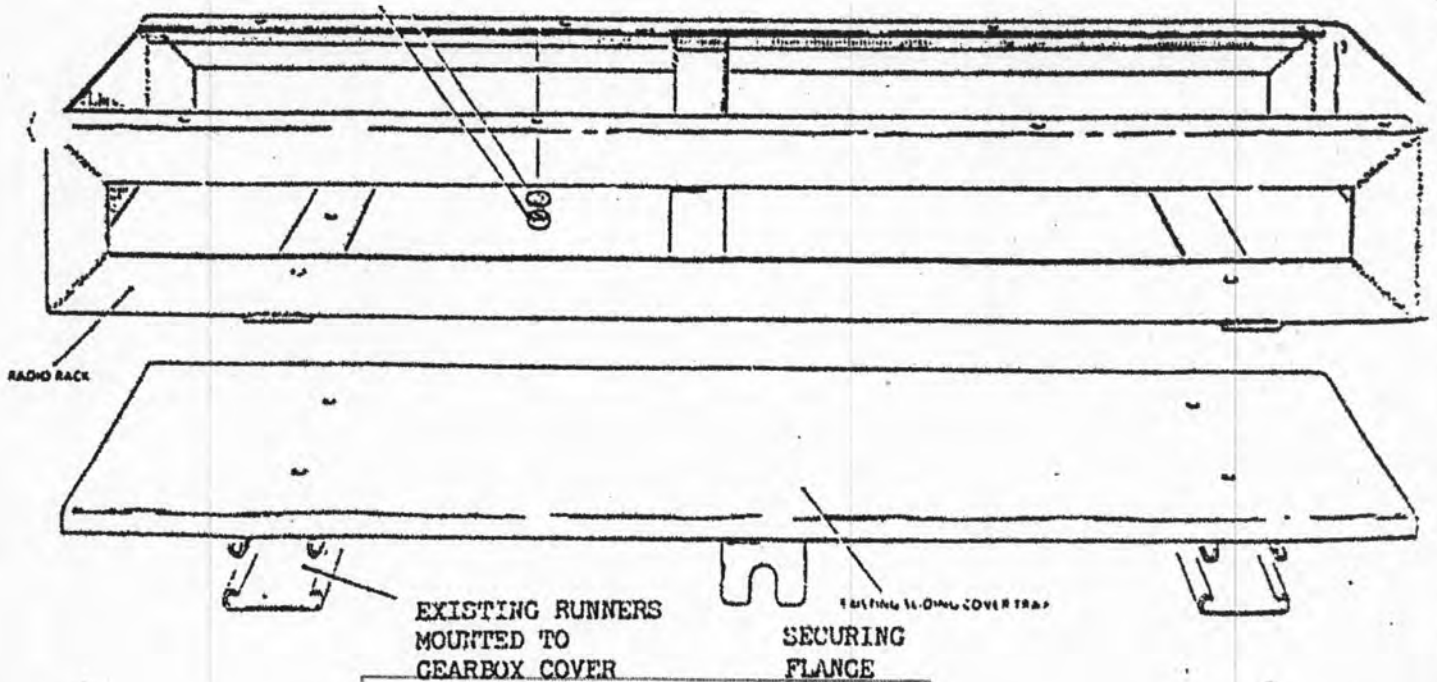
ATTACH B TO
74301
Dated 10 Oct 91



RADIO SET CARRIER

SECURING NUT & BOLT

FIG 1



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