



MISSION POSSIBLE: RETHINKING HUMAN ERROR IN MARITIME LEADERSHIP

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What do you think?

What is the percentage of maritime accidents and incidents that can be attributed to human error?



Tackling shipping's 80% safety conundrum

If there is one number in shipping that disappoints me more than any other, it's 80.


Apparently, 80% of all maritime accidents and incidents can be put down to human error.

Approximately 80% of all accidents are directly attributable to the person involved in the incident. In fact, unsafe work behavior causes four times as many accidents as unsafe work conditions.

TU

Han understreker at en ulykke alltid er sammensatt, men at om lag 80 prosent av alle ulykker som skjer er relatert til menneskelige feil.

Searching for the origins of the myth: 80% human error impact on maritime safety

[Krzysztof Wróbel](#) 

Allianz 

UKP&I

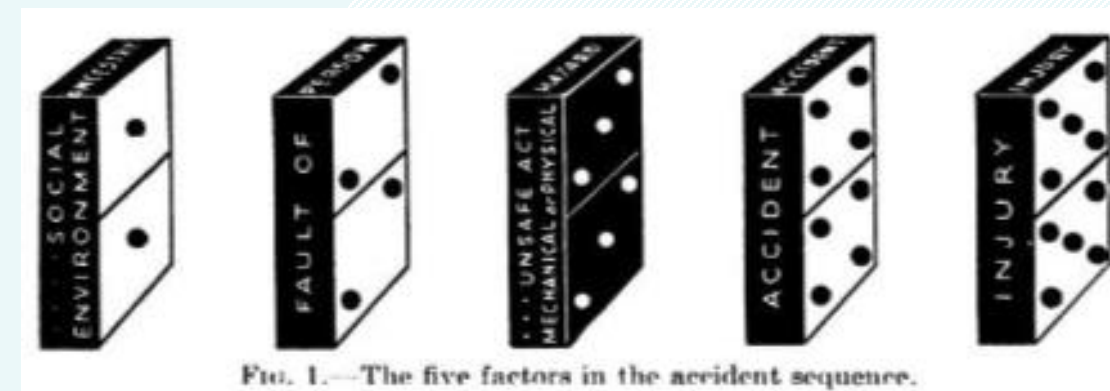
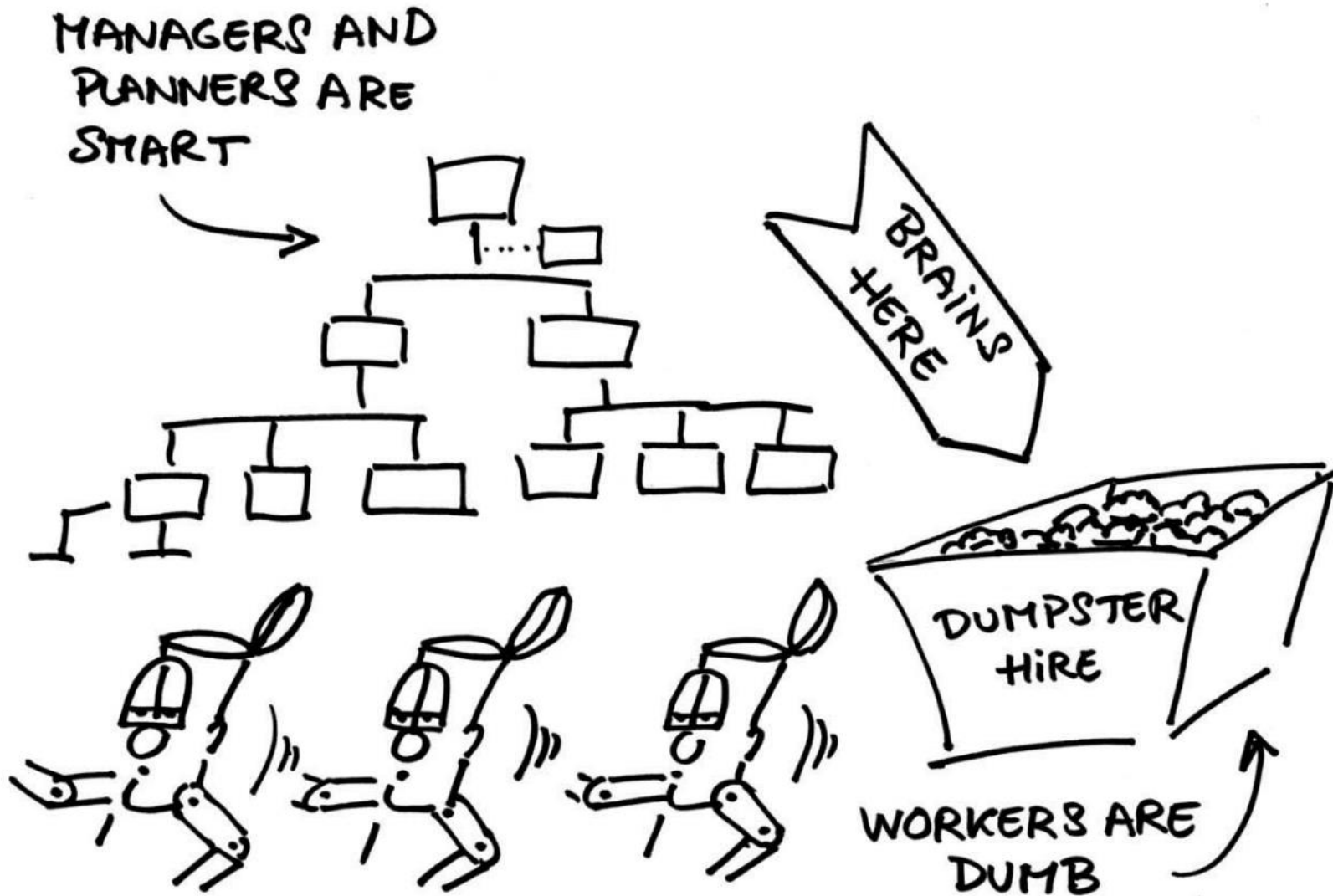


FIG. 1.—The five factors in the accident sequence.



Undoubtedly, the number one cause of onboard accidents or near-accidents is the failure to follow, or even to establish, proper procedures for specified tasks.

Crush incident on general cargo vessel Cimbris with loss of 1 life

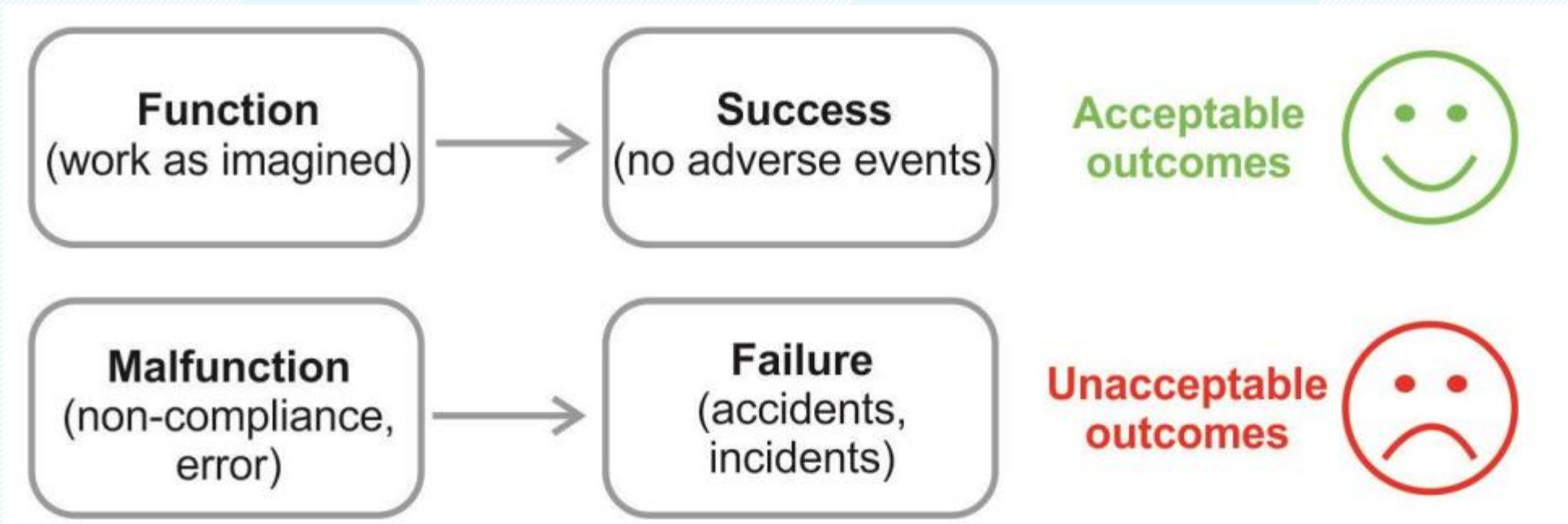
ACTION TAKEN

Actions taken by other organisations

Briese Dry Cargo GmbH & Co. KG has revised its safety management system to make it clear that it is mandatory that there is a second person to act as safety sentry during the operation of cranes, gantry cranes or hatch cover machinery to ensure safety.

Centrale der Werkgevers aan de Haven van Antwerpen has reviewed its safety procedures for stevedore operations and issued a safety instruction card, defining the role of safety lookout for all crane operations.

THE OLD VIEW



Humans are predominantly seen as a liability or hazard. They are a problem to be fixed.





- Psychologist Sondre Liverød
- Describes the Norwegian health system as suffering from OCD
- People suffering from OCD have compulsions, that are meant to alleviate the discomfort caused by obsessive thoughts. Compulsions include:
 - Excessive washing, or checking of doors, or electric appliances
 - Excessive order, symmetry, or repetition
 - Repeatedly seeking confirmation from others

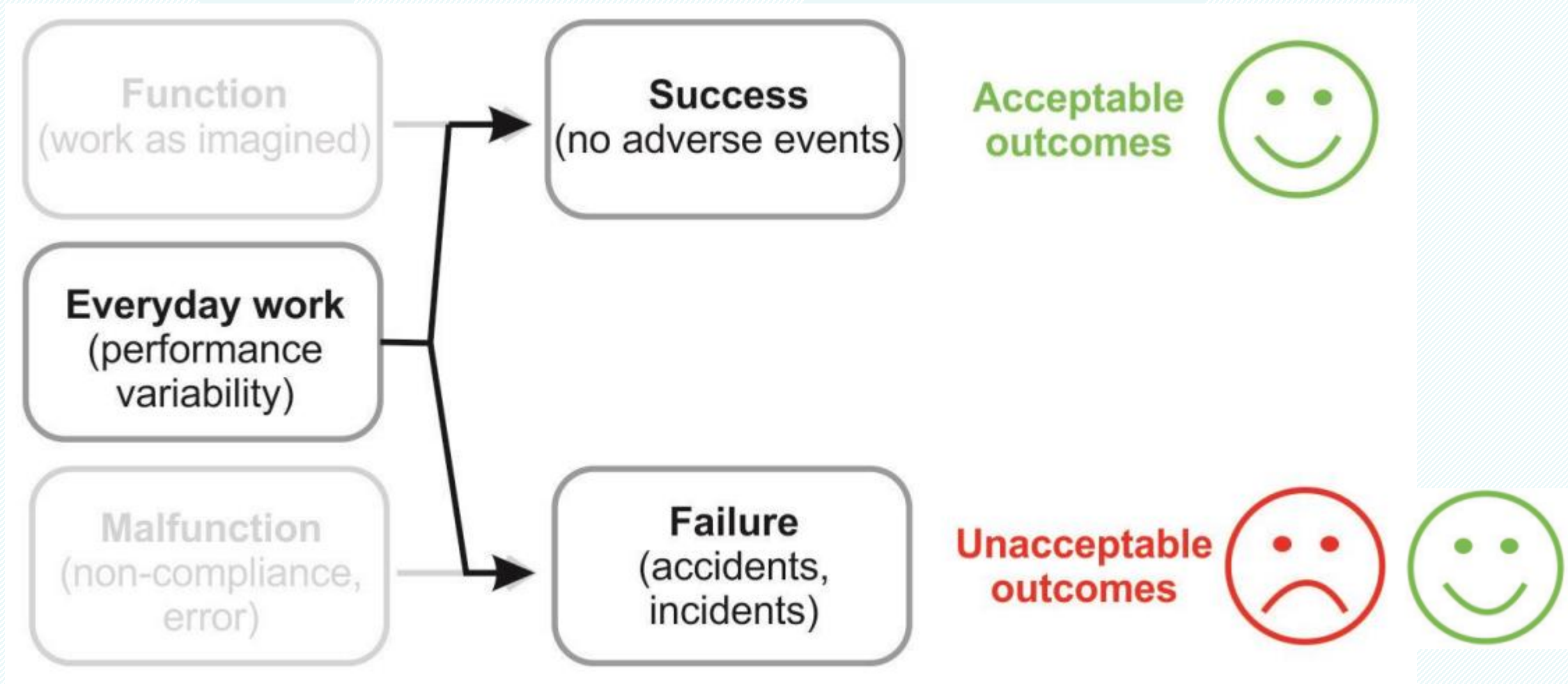


Sjøfartsdirektoratet frykter at for omfattende og arbeidskrevende sikkerhetssystemer til sjøs i ytterste konsekvens kan påvirke sikkerheten i negativ retning. (Foto: Scanpix)

Sjøfartsdirektoratet: - Massive regler kan svekke sikkerheten

Sjøfartsdirektoratet er opptatt av at sikkerhetssystemene som brukes om bord må være tilpasset virkeligheten.

WHAT SHOULD BE DONE? – THE NEW VIEW



Humans are seen as a resource necessary for system flexibility and resilience. They provide flexible solutions to many potential problems

WHAT SHOULD BE DONE? – THE NEW VIEW



THANK YOU

FOR YOUR ATTENTION

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