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Domino theory of accident causation

Heinrich Domino's theory states that accidents occur because of a chain of consistent events, metaphorically like a domino line. When one of the dominoes falls, it causes the other, and the other... - but removing the main factor (e.g. unsafe condition or unsafe action) prevents the onset of a chain reaction. What are unsafe conditions and actions? According to Heinrich, all incidents are directly related to unsafe conditions and actions he defines as unsafe performances by individuals, such as parking under suspended loads ... the removal of horse and protective equipment; and mechanical or physical hazards, such as unprotected fishing gear ... and insufficient light. They are described in detail in module 7 in human behaviour and errors. Dominoes Heinrich poses with five metaphorical dominoes, marked by the causes of the accident. They are social environments and ancestors, personal guilt, unsafe action or mechanical or physical hazard (unsafe condition), accident and injury. Heinrich clearly defines each of these dominoes and advises how to reduce or eliminate their presence in the sequence. Person's fault: The second domino is also related to the personality traits of the employee. Heinrich explains that natural or received character deficiencies, such as bad mood, inconsistency, ignorance and inconsistency, contribute simultaneously to the causal link between accidents. According to Heinrich, natural or environmental deficiencies in the worker's family or life cause these secondary personal defects, which themselves contribute to unsafe actions, or the existence of unsafe conditions. Herbert W. Heinrich was an innovative occupational safety researcher whose 1931 journal *Industrial Accident Prevention: A Scientific Approach* [Heinrich 1931] was based on an analysis of a large amount of accident data collected by his employer, a large insurance company. This work, which lasted more than thirty years, identified causal factors for industrial accidents, including unsafe human behaviour and unsafe mechanical or physical conditions. Heinrich is best known for the concept of a safety pyramid. He also developed a five-man model of accident causation, a consistent accident model that was influential in occupational safety thinking. His domino theory is a sequence of accidents as a causal chain of events, represented as dominos, which at the apex of chain reaction. The fall of the first domino leads to the fall of the second, followed by the third, etc., as shown below. The Domino's model of accident causation, as depicted in Mr Heinrich's 1950 edition of his book *Industrial Accident Prevention: Scientific Approach* Heinrich saw the event avoidable injury as the culmination of the sequence of events that make up, similar to the dominos line presented in the way, Overthrow the overthrow domino knocks down the other, so the third falls, and so on until the whole row is overturned. If this series is stopped by elimination of even one of several factors affecting it, the injury will not occur as shown in the following figure. Prevention of accidents by breaking the sequence of accidents from the 1950 book *Prevention of Industrial Accidents: a scientific approach* to the first version of this model published in 1931, identified five factors: domino 1: ancestors and the social environment of the worker, which affect the skills of the worker, beliefs and character traits, and thus how they perform tasks were interested in 2: the negligence or personal failures of the employee, which led to insufficient attention to the task (see box on the theory of the nature of the accident) domino 3: unsafe action or mechanical/physical hazard, e.g. worker error (standing under suspended loads, screwing machines without warning...) or hardware failure or domino of under-protected machinery 4: accident domino 5: injuries or losses, consequences of accident theory between 1920 and 1960, some industry psychologists have put forward the theory that certain workers are more likely to be involved in accidents than others (they are more likely than others to suffer accidents even though they are at the same risk) [Burnham 2008]. Some people working in high-risk industries still adhere to this belief. But studies since the 1960s show that this theory has little validity. In some categories of the population, accidents tend to occur more than in others (for example, young male drivers tend to experience more car accidents than older drivers (more experienced), but these factors relate to the category of people (e.g. age, level of experience, level of education) rather than to a particular person. Organisational and workplace factors have a greater impact on the occurrence of accidents than factors related to a person. Finally, any accident theory that leads to the distribution of guilt among individuals has many negative side effects on safety, such as encouraging the defence reactions of individuals, which significantly reduce the reporting and sharing of safety reports. For these reasons, accident prone theory is not a useful concept of safety management. Over time, it has been found that the idea of assigning workplace behaviour to ancestors and rooted personal faults is inappropriate, and newer versions of the model replace the first two domino labelling with aspects related to planning, organisation and management, or overall control of organisational safety factors by management. This theory of causation for accidents was later further developed by Frank Bird, who improved the which summed up the last accident domino cover any losses (lost production, damage to equipment or other property, and not just injuries). Interpretation This linear crash pattern is simple and easy to understand. Compared to the highly simplified analyses, which were common at the time (an accident due to an employee error), this helped managers to think and identify the main causal factors that could contribute to accidents. Her promise to allow the sequence of accidents to be stopped by the main causative factors (to pull out dominoes) helps persuade people to take the corrective action proposed in the course of the accident investigation. However, the model can help to focus on finding the perpetrators or people guilty of accidents in sequence, rather than a comprehensive understanding of all the factors that may have contributed to the accident. It promotes the interpretation of workplace safety, where workers are considered to be accident manufacturers rather than people who, instead of taking all possible measures to manage imperfect systems, taking into account all competing needs. Criticism Domino's model is widely seen today as too simplistic to be a useful tool for understanding the causative factors of accidents: it leads to an overly simple approach to the impact of human activity on accidents and attention to training and procedural compliance (including behavioural safety programmes) rather than system design, workload and incentives. It adopts a purely linear and mechanical causation model that is not suitable for complex systems where accidents usually occur due to a number of interoperable, partially competing and unpredictable factors. (Complex systems fail in complex ways are a useful tagline.) Burnham, John C. 2008. Accident prone syndrome (Unfallneigung): Why psychiatrists do not accept and medicalize. History of psychiatry 19(3):251–274. [Sci-Hub] Heinrich, Herbert William. 1931. Prevention of industrial accidents: scientific approach. New York: McGraw-Hill. Published: 01/07/2017 Last updated: 01/08/2017 Home Part 1: Historical Perspective and Review Chapter 3 No frame version theory accident causation lecture Notes Site navigation Accident causation theories in the light of changing global economic circumstances, The widely used accident causation theory has been vitally updated - adding a sixth dominance to the classic Five Domino theory. At a recent conference in Pocket, Iran, British Safety Services (BSS) Executive Director Pat McLoughlin presented a new BSSâ€s theory about the causal link between accidents and incidents, as originally established by HW Heinrich in 1931. Heinrichâ€s traditional 5 Domino Theory The causal relationship between accidents is a standard model used by health and safety professionals. The theory works on the basis that if fall off, it will be a matter of time before he will knock down others next to him. This, he said, is the road to health and safety at work, where one unwanted event in the workplace will cause others and eventually an accident occurs. This theory is further developed by Bird and Loftus in 1976 and includes the influence of management in the event of accidents. This modified version of the sequence was: 1. Lack of control (leading to) 2. Main reasons (for which) 3. Immediate causes 4. Accident/incident 5. The Loss/Damage BSS acknowledge that in 2010, the domino theory should be updated, and so has now developed this process further, showing that there are actually six stages of the accident causality process, not just the traditional five, submission â€ External Factorsâ€ at the very beginning of the process. External pressure has a significant impact on any business and should be considered from a health and safety point of view. Issues such as international recession, business environment, low prices and strong competition,

employee succession from previous contractors and remote locations â€¦ all have to be seen in the development and implementation of the health and safety strategy. Also said: â€œ Todayâ€™ s fast-moving environment, especially with the current financial climate, BSS believes that recognizing and managing â€œ dominoâ€™ s is vital to improving performance and standards in the health and safety world. Security.

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