

# There should not be any question marks!

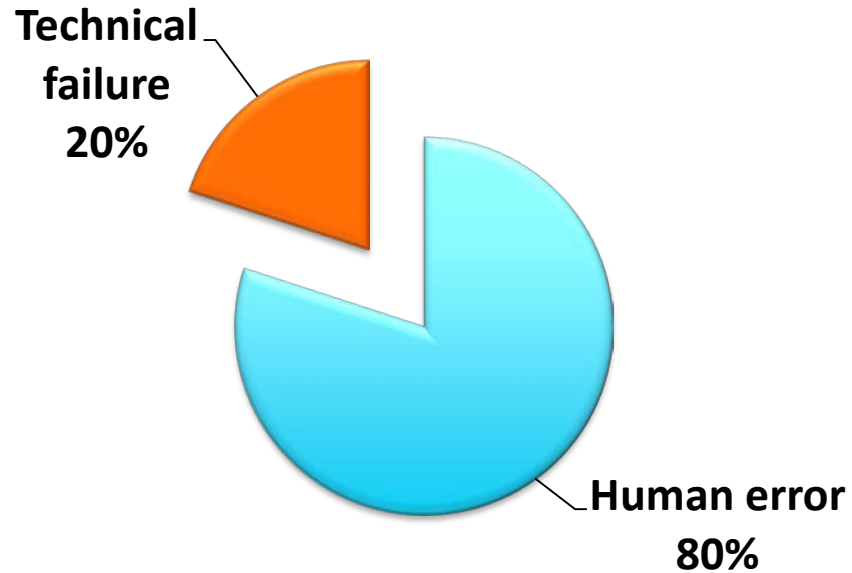
Seko seafarers view on human elements in marine safety

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# This is how the reason for accidents are reported



# Instead it should be presented like this



# A safe safety organization

- Can I hurt myself on this exercise?
- Does the responsible officers believe in the safety system?
- Does authority's themselves believe in the safety system?

## What would you feel, next time you should participate in a drill?



# Does managers onboard trust the system?

- In a real situation would a chief engineer send two AB:s in to a burning machine room to extinguish a fire?
- Do we practice for something that maybe never happen?
- Perhaps we should be honest with our limitations and build safety systems based on the ability we actually have.

# Is the authorities on the same level as the crew

- Come on lets do this, so we can report that we done it.
- Fit for duty

# Personnel Issues

- Stress
- Fatigue
- Situation awareness



# Stress

- Procedures
- It's common
- Training
- Ability to leave

# Stress

## Benefits of managing risk of stress

- Improved workers' well-being and job satisfaction
- A healthy, motivated and productive workforce
- Improved overall performance and productivity
- Reduced absence and staff turnover rates
- Reduced costs and burden on society as a whole
- Compliance with legal requirements

# Fatigue

- Fatigue = drunk driving
- Training
- It will happen so have a plan
- Take I seriously

# Situation awareness

- Have I made a plan for what I want to do?
- Are my ideas or knowledge on this issue correct?
- Am I aware of my thinking; what am I trying to do?
- Am I using all of the resources for what I want to do?
- Am I evaluating my thinking; what would I do differently next time?
- Am I aware of how well I am doing; do I need to change my actions or intentions?

# Organizational Problems Linked To The Person

- Inadequate Communications
- Inadequate General Technical Knowledge
- Inadequate Knowledge of Own Ship Systems

# Communications

- Professional level
- Cultural differences
- Monologue is not communication
- Evaluate

# General Technical Knowledge

- Responsible for 35% of casualties
- Seafarers often do not understand how the automation works
- Inadequate procedures for installation of new technical equipment
- Tradition and Culture
- Old systems

# Knowledge of Own Ship Systems

- Routines
- Recurring crew
- Time
- Standardization



# Summary

- Safer exercises provide safer ships
- Training to detect fatigue and stress
- Invest in situation awareness for the future
- Overcome cultural barriers in communication
- More standardization in the shipping industry

# At last

# A more progressive maritime industry!

# Thank you!

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