

**IPLOCA Safety Workshop, Geneva, July 1, 2015:**  
***Instructions for Group Work***

The group should choose a case study that they would like to look at in more detail, in order to understand the role of the safety myths.

- Go through the list of myths and make a note when you think a myth is recognisable in the description / analysis of the case.
- In which ways do you think the myths were useful? What are the main benefits?
- In which ways do you think the myths were detrimental to the analysis of the case, for instance by leading to ineffective recommendations? What are the main drawbacks?
- What could be done to weaken or avoid the detrimental effects of myths?

When you have finished with one case study, choose another and repeat the procedure.

Case study name / identifier: Offloading operation	
<i>Safety myth (see presentation materials for a more detailed description)</i>	<i>Please describe which role – if any – the myths played in the case study.</i>
All accidents have causes which can be found and fixed.	The assumption was that this could not happen because of the instructions to the driver. Can only be fixed if you can control the behaviour of any single truck driver???
Different types of adverse outcomes occur in characteristic ratios.	No
Human error is the major contribution to accidents and incidents.	In this case we say it is caused by human error. The intention was possibly good. Perhaps the driver did not understand. But if the design of the equipment was different the pipes would probably not have moved. The focus was therefore not only on blaming the driver.
Accident investigation is a rational search for root causes	Yes. We are making up assumptions about the reason why the driver got out of the car and removed the pin.
Systems will be safe if people comply with procedures / standards.	Yes. In this case the accident was prevented if the diver kept in the truck according to the procedure.
Achieving world class safety performance conflicts other business objectives	No. Other than a commercial decision for putting extra requirements on the suppliers for the design of the equipment. Advising the client on safe offloading operations.
There is only one solution for safety: doing it the client's way	No
World class performance requires rigid compliance and minimal variability	No. Maybe with respect to following instructions to stay in the car.
The prevention of minor incidents will also prevent higher consequence incidents.	No.
All incidents should be investigated with the same thoroughness.	No.
Safety training of workers ensures that they will make safe decision .	Yes. The driver was trained but still made the wrong decision. But one of the measures will be to reinforce training of the receiving personnel.