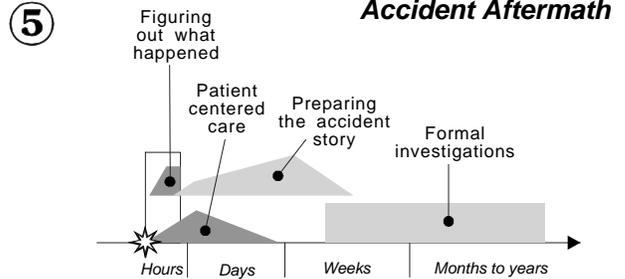
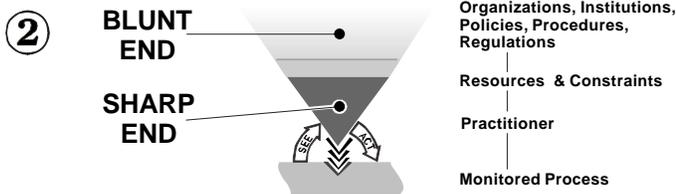


Complex systems fail because of the combination of multiple small failures, each individually insufficient to cause an accident. These failures are *latent* in the system and their pattern changes over time.

Modified from Reason, 1990

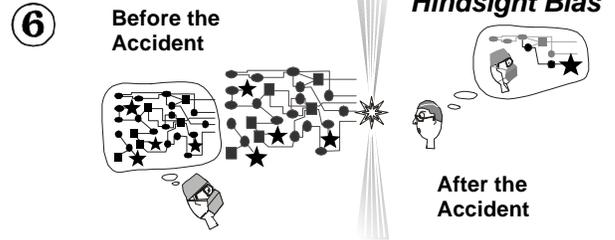


Accident/incident investigation normally stops with error. Sterile incident collections result. Learning halts. End of story.

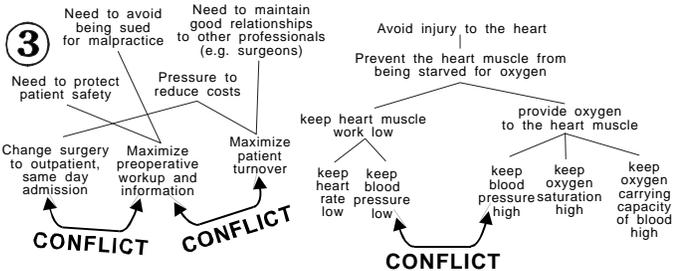


Practitioners at the *sharp end* of the system interact directly with the hazardous process. The resources and constraints on their technical work arise from institutional, management, regulatory, and technological *blunt end* factors.

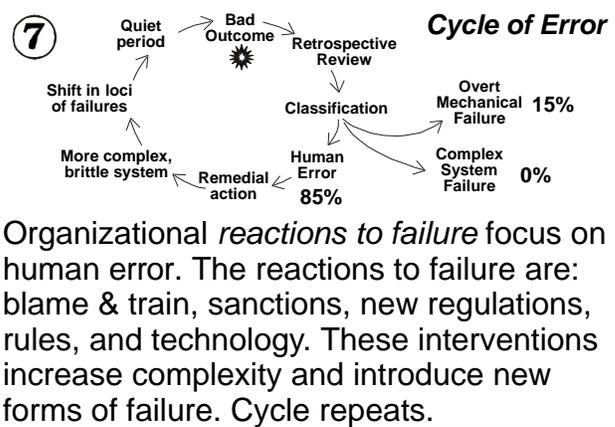
Modified from Woods, 1991



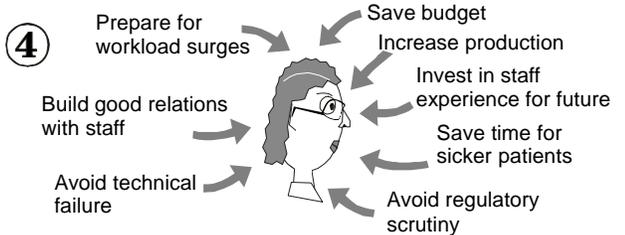
Post-accident reviews identify *human error* as the 'cause' of failure because of *hindsight bias*. Outcome knowledge makes the path to failure seem to have been foreseeable - although it was not foreseen.



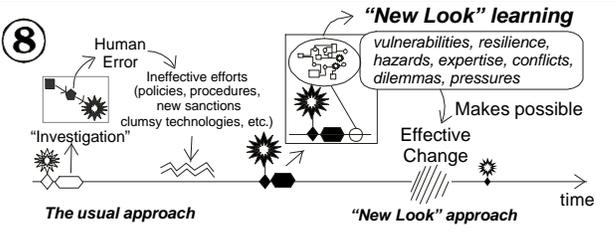
Competing demands, dilemmas, conflicts, and uncertainty are the central features of operations at the sharp end. Technical and organizational conflicts overlap and interact.



Organizational *reactions to failure* focus on human error. The reactions to failure are: blame & train, sanctions, new regulations, rules, and technology. These interventions increase complexity and introduce new forms of failure. Cycle repeats.



Work at the sharp end inevitably encounters competing demands for production and failure-free performance. Action resolves all dilemmas. Successful operations are the rule. Failure is rare.



People make safety. Improving safety depends on understanding the details of technical work, how success is usually achieved, and how failure sometimes occurs. Effective change follows.