

**A Human-Centered Risk Model for the Construction Safety**Ajith kumar<sup>1</sup>, Arul C<sup>2</sup>, B.Manoharan<sup>3</sup> and M. Jeganathan<sup>4</sup><sup>1,2</sup>Assistant Professor, Department of Civil Engineering  
Nehru Institute of Technology<sup>3</sup>Professor ( Tenure ), PMIST, Vallam, Thanjavur.<sup>4</sup>Associate Professor, Designed Environment and Research Institute (DEAR Institute) Trichy- 621 213.[erarul@gmail.com](mailto:erarul@gmail.com), [jegann1978@gmail.com](mailto:jegann1978@gmail.com)**ABSTRACT**

The paper aims at quantifying the human errors in the construction work and analysing their potential impact on the construction accident. It proposes to analysis the risks in the construction safety with the human reliability analysis (HRA) method. The paper adopted a fuzzy Bayesian network (BNN) approach to incorporate the cognitive reliability and error analysis method (CREAM), which is one of the representative HRA method, into the construction safety analysis. This fuzzy BNN was developed into a human-centered risk model. The model used the intuitionistic fuzzy sets (IFS) to represent the expert's judgment and generated the probability distribution by the mass assignment theory. A case study on the fire accident in the construction of Xiamen Metro Line 2 in China was provided. The model has proved to be able to analysis the construction accident from the human factor perspective and elicit meaningful quantification results.

Key words Cognitive science, construction, human factor, safety management.

**INTRODUCTION**

The construction industry is considered as one of the most significant contributors to the Gross Domestic Product (GDP) for most industrialized and developing countries [1]. In China, the GDP from building construction was 6180.8 billion RMB in 2018, which accounted for 6.87% of the total GDP of the whole year [2]. In the first half of the 2018, there were 85933 Chinese construction enterprises taking construction activities. The number of Chinese construction industry employees was up to 4.4 million over the same period. However, the large demand of new housing construction comes up with the increasing risks to the construction safety. The construction worker may take risky behaviour in the practical operations and these behaviours can eventually lead to the catastrophic accidents [3].

A series of approaches have been taken to assess and manage the risks in the construction safety. For example, Tam *et al.* [4] identify the weaknesses in the safety management for the construction project. These weaknesses include but not limited to the poor safety awareness, the lack of training and so on. Zou and Wang [5] take a broad view on the risks in construction projects and emphasize on the risk management strategies. The work of Shao *et al.* [6] reveals the accident pattern for the building construction and covers aspects such as the timing and the geographic condition for the accident. To manage the potential risks in the safety construction, more advanced approaches such as the building information modelling (BIM) [7], [8], unmanned aerial vehicle (UAV) [9], [10], etc., have been proposed and applied in practice. The general trends in the construction safety analysis that revealed in these studies includes the access and analysis of the huge data [7], [11], the collaborations and interaction between human and machine [9], [12] the comprehensive evaluation over both spatial and temporal information [7] and so on. All these studies have deepened the understanding of risks associated with the construction work. Nevertheless, it remains certain critical issues for analysing risks in construction project that need to be answered. (Vasanthy and Jeganathan 2007, Vasanthy *et al.*, 2008, Raajasubramanian *et al.*, 2011, Jeganathan *et al.*, 2012, 2014, Sridhar *et al.*, 2012, Gunaselvi

et.al., 2014, Premalatha et.al., 2015, Seshadri et.al., 2015, Shakila et.al., 2015, Ashok et.al., 2016, Satheesh Kumar et.al., 2016).

### *A. POSSIBILITY-PROBABILITY TRANSFORMATION*

As described in the last subsection, there is a structural difference between the probability and the possibility measures. The probability has fully taken advantage of the algebraic structure of the unit interval. The uncertainty described by the probability is additivity. For example, in a system constituting of identical independent components, the probability for an event as one component being failure and its complement must add up to one. Also, the failure probability of the system increases with the number of components in it. By contrast, the possibility measures use the unit interval as a total ordering. Still taking the system and its components as an example, the possibility of the system failure is equal to the failure possibility of one component. To fuse the uncertain information from the two different resources, it is necessary to adopt an automated reasoning procedure. In this study, the mass assignment theory has been taken to transform the possibility to the probability [17]. The crucial idea in the mass assignment theory is offering a normalised fuzzy subset  $A$  of the and generating a family of probability distribution  $\sigma$ . In this distribution family, each distribution corresponds to some redistribution of the masses associated with set to elements of those sets.

### *B. AWARENESS AND BEHAVIOR OF WORKER*

Another major risk influencing factor concerned in the construction safety study is the safety awareness and safety behavior of the construction worker [3],[4],[31]. The workers' awareness and behavior can be affected by various factors such as the company size [35], the management method [36], the safety program [37], the supervision [38] and so on. Nevertheless, an apparent limit in these studies is the lack of exploration on the cognitive process of the worker [39]. By contrast, there have been numerous HRA studies on the cognitive model of operator's safety perception and behavior [16]. In the CREAM, the human error is analyzed based on the four major cognitive processes as observation/identification, interpretation, planning/choice and action/execution. The cognitive analysis in the CREAM helps to reveal the mechanism of the operator's behavior and offers an insight to the happening of the accident. As a result, the use of the CREAM BNN in construction safety would much deepen the understanding of the worker's perception and behavior.

### **CASE STUDY**

To infer the probability distribution for the construction accident, it needs the expert to offer the CPT values. To ease the difficulties in offering the large amount of probabilities, the noisy-MAX model [41] is adopted here to help experts make their own judgements. The noisy-MAX model is the generalization of the noisy-or gate [42], which assumes that all the causes in the net are independent to each other and each of these causes can lead to the effect independently. The noisy-MAX extends this assumption to the parent nodes with multi-valued (non-Boolean) domains. **CASE STUDY**  
In this section, a numerical example is presented using the proposed fuzzy BNN CREAM approach. This example refers to the construction accident happened in the tunnelling process of the Xiamen Metro Line 2 (XML2) in Xiamen, Fujian, China in 2017.

## I. CONCLUSION AND FUTURE WORK

In this study, a human-centered risk model was developed for quantifying the HEP and the probability of the accident in the construction work. The approach is based on the a fuzzy BNN version of the CREAM that models the PSFs' effects on the human error and the construction accident. To build the model, it starts with collecting the expert's opinions. The experts have to offer their own judgements of the PSFs' effects. These judgements are represented as the membership degree for different fuzzy sets in each PSF. In this process, with introducing the concept as IFS, the uncertainties in the expert's judgement are considered from both the objective and the subjective perspective. The expert's judgements are adjusted with combining the uncertainty into the membership degree. The adjusted results, which are the possibility distributions to the fuzzy sets, are firstly convert to the MA and then to the probability distributions. These prior probability distributions of PSFs are input into the BNN for inferences. (Manikandan et.al., 2016, Sethuraman et.al., 2016, Senthil Thambi et.al., 2016).

In the risk model, the structure of the BNN follows the definitions in the CREAM, which determines the human error with nine PSFs. Also, each reasoning process in the CREAM is transferred into a local BNN. Eventually, a BNN modelling the PSFs' probabilistic influence on the human error can be achieved. To adapt the BNN to analysis the scenarios in the construction accident, two

modifications have been made. Firstly, the PSF as the working condition is given a much broader definition. In this definition, all the mechanical, physical and environmental factors having direct effects on the construction safety are considered as the working condition. Secondly, beside the unintentional human error, the violation is considered as another type of the unsafe act of the construction worker. In the model, the violation is defined as the deliberate deviations from the safe operation in the construction and should be evaluated separately. However, there are also certain limitations in this study and future work should be performed:

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