

VEHICLE INTERACTION CONTROL IMPROVEMENT WORK PACKAGE SUMMARY

WBS Reference:	4. Existing VI Control Effectiveness 4.4. Operational Validation
Work Packages:	4.4.2 Site Baseline Update
Package Owner:	Project Manager
Owner Organisation:	Your company
Participants:	Project manager, project team, selected operations personnel, site and divisional HSE personnel, workshop facilitators
Capability required:	Cross sectional team with site operations knowledge and experience. Facilitators with CFw experience. Oversight by project manager, project team and senior operations personnel
<p>Description:</p> <p>The Site VI Control Baseline is prepared by applying the EMESRT Control Framework (CFw) approach.</p> <p>The Control Framework approach is a methodology that is aligned with Failure Modes and Effects Analysis, Human Factors and the ICMM Critical Control Methodology. It considers required business outcomes and then maps in the real-world inputs required to achieve them with a focus on answering 'what has to be in place for work to go right?'</p> <p>Developing CFw requires a systematic review of the robustness and reliability of business inputs i.e. where the work is done.</p> <p>It follows these steps:</p> <ol style="list-style-type: none"> 1. Review and confirm that the <i>Required Operating States (ROS)</i> in the EMESRT VI Control Framework template are site relevant e.g. Operators Give Way 2. Review the <i>Credible Failure Modes</i> from Glencore VI Control Framework template to <ol style="list-style-type: none"> a. Confirm that they are site relevant i.e. they can compromise the <i>Required Operating States</i> b. Analyse site, region and sector incident information to confirm that all incident types can be assigned to <i>Credible Failure Modes</i> c. As required add new <i>Credible Failure Modes</i> d. Identify any <i>Credible Failure Modes</i> that are not site relevant 3. Use the EMESRT VI Control Framework template to map how each business input is specified, implemented, and monitored from: <ol style="list-style-type: none"> a. The table of requirements generated from 2.1.1, 2.1.2, 2.1.3 (outputs from the systematic review of general and specific vehicle interaction legislation, company standards and sector resources relevant to the operating site) 	

- b. The table of requirements from 2.1.4 (outputs prepared from site documentation and knowledge on all aspects of vehicle interaction)

The output from this step is CFw Version 1 (baseline)

4. Carry out Baseline Tool user training (20 min), then present Control Framework Version 1 to experienced and knowledgeable employees in a validation workshop for review, updating and validation. The output from this step is Control Framework Version 2 (validated baseline)
5. From the validation workshop, identify opportunities to restore and maintain existing vehicle interaction controls, prepare a plan to close any gaps and present for senior management review and endorsement
6. Maintain and update CFw information as a key reference for subsequent project steps in phases 2, 3 and 4. When enhancing existing or adding new vehicle interaction controls identify:
 - a. The details of the new business inputs
 - b. Any new credible failure modes e.g. consider changes in operator or pedestrian behaviour
 - c. Consider and update impacts on existing credible failure modes
 - d. Consider and update impacts on associated business inputs
7. Over the life of the Vehicle Interaction Control Improvement project use the CFw to manage project risk and as a 'single point of truth' reference for all relevant company and external obligations, procedures, risk analyses and registers, documents, work processes, external guidance etc.
8. Provide the current CFw to the operating site as part of project handover.

Completion State:

Updated Project Control Framework Version 1 (Steps 6-7).

References:

- PMBOK Version 6, 2017 Project Management Institute – Project Risk Management 395
- EMESRT VI Control Mapping Template
- Site Vehicle Interaction Control Sheets from validation workshop