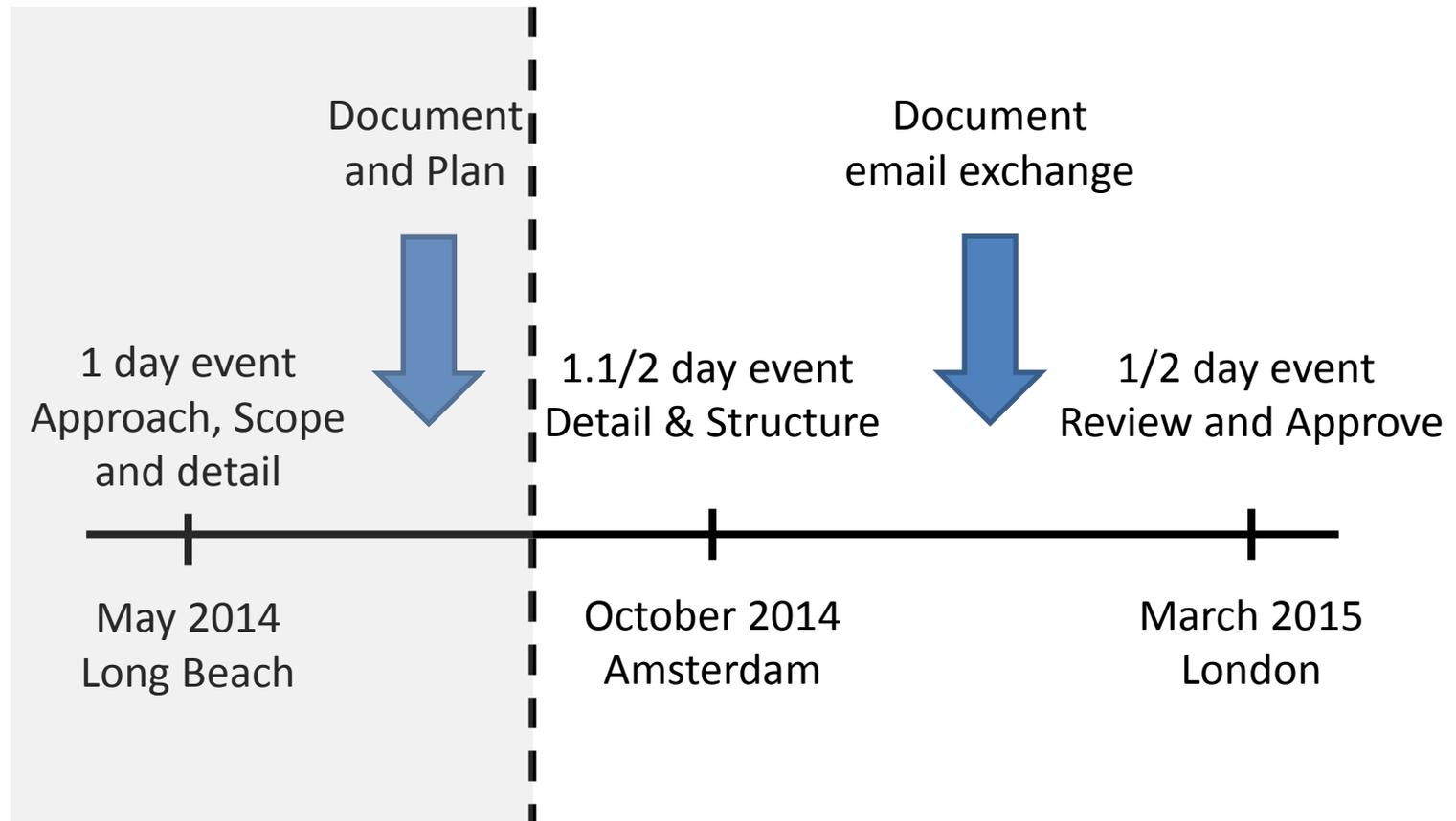


Collision Avoidance

Amsterdam – 27th October 2014

Timeline



Organisational Structure

The One of the statements made at the New Orleans meeting was that a Collision Avoidance rule needs to be presented within a management framework. Because of this and for completeness, all three goals identified at the meeting need to be addressed. These will be addressed by three teams:

- Unified Collision Avoidance Rule [UCAR – Steve Sawaryn]: Comparison of different collision avoidance methods, advantages and disadvantages.
- Assurance and Verification [A&V – Pete Clark]: When business partner does collision avoidance scan, assurance that SF is acceptably similar? Create test framework and index. Base the approach around the Operator Group work.
- Management Principles [MP – Bill Allen]: General expectation for the collision avoidance process. Base the approach around the existing ISCWSA Fundamentals of Good Collision Avoidance Management document.

Principles

- The ***recommendations*** may only refer to existing methods and algorithms, described in a recognised, publically available paper (preferably peer reviewed).
- We will recognise that future improvements are likely and we will be open to evolving the standard in a controlled manner, through peer review and management of change.
- The adopted method will distinguish between HSE and non-HSE collisions and be risk-sensitive.
- We will address rule(s) for both planning and for execution.
- Qualify first, then quantify.
- We will test the feasibility and practicality of execution of any proposal.
- We commit to developing and adopting the minimum set of rules that satisfies existing operating envelopes.
- We will define the limitation of the stated recommendations, or algorithms.
- The output generated by the attendees from the October 2014 meeting will be compiled into a draft standard by a group of 5 or so members endorsed by the wider group.