Work Package 4.2

VI Collision Technology   
Selection Process

Vehicle Interaction Control Improvement Project

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| WBS Parent | 4. VI Collision Control Deployment (Phase 4) |
| Work Package | 4.2 VI Collision Technology Selection Process  4.2.1 Technology Provider Request for Proposal  4.2.2 Option Functional Performance Analysis  4.2.3 Option Cost Benefit Analysis  4.2.4 Technology Option Short Listing |
| Package Owner | Project Manager |
| Owner Organisation | Your Company |
| Participants | Project manager, project team, experienced operations personnel, site and divisional HSE personnel, site technical personnel, experienced maintenance personnel. |
| Capability Required | Professional Project Management skills  Oversight by senior operations, maintenance, and technical personnel. |
| Description | Applying User Requirements to assess and select technology is assumed to be a core management competency for the sites and companies who adapt and apply the Vehicle Interaction Control Improvement Project Guide resources.  It is expected that the Project Manager will work with experienced site personnel to:   1. Prepare a comprehensive Request for Proposal (RFP) for potential collision control technology provider using outputs from WBS work package 4.1 Capable Solution User Requirements 2. Issue the RFP to potential technology providers asking for details of their product performance against site functional and performance requirements. 3. In the RFP, confirm site technical and infrastructure requirements if that technology option is selected. 4. Review each RFP response and summarise capability, installation and maintenance costs, logistical support, upgrade potential, data management and fit with future mine digitisation plans and other relevant information for each option. 5. Select the best fit from technology suppliers and prepare a shortlist for senior management review and decision. 6. Include an assessment of the capability, costs and benefit of each shortlisted option including:  * A detailed comparison of their ability to address the general and specific requirements set out in the EMESRT Functional Performance Scenario Storyboards * The Credible Failure Mode(s) being addressed from VICE Baseline * Potential new Credible Failure Modes such as over alarming leading to unwanted operator behaviour * Impact on other current Vehicle Interaction Controls * Practicality and impact, has the approach been applied elsewhere? * Time to effectively install, commission and integrate into business processes. * Ease of implementation e.g. workforce training and acceptance * Integration with other site technology strategies |
| Completion State | **A short list of the best fit technology suppliers for senior management review and decision.**  **A detailed summary of potential new Phase 4 vehicle interaction controls and assessment of how they meet current and future site needs.** |
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**References:**

* Outputs from WBS 4.1 Capable Solution User Requirements

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**Future recommendations and feedback**

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