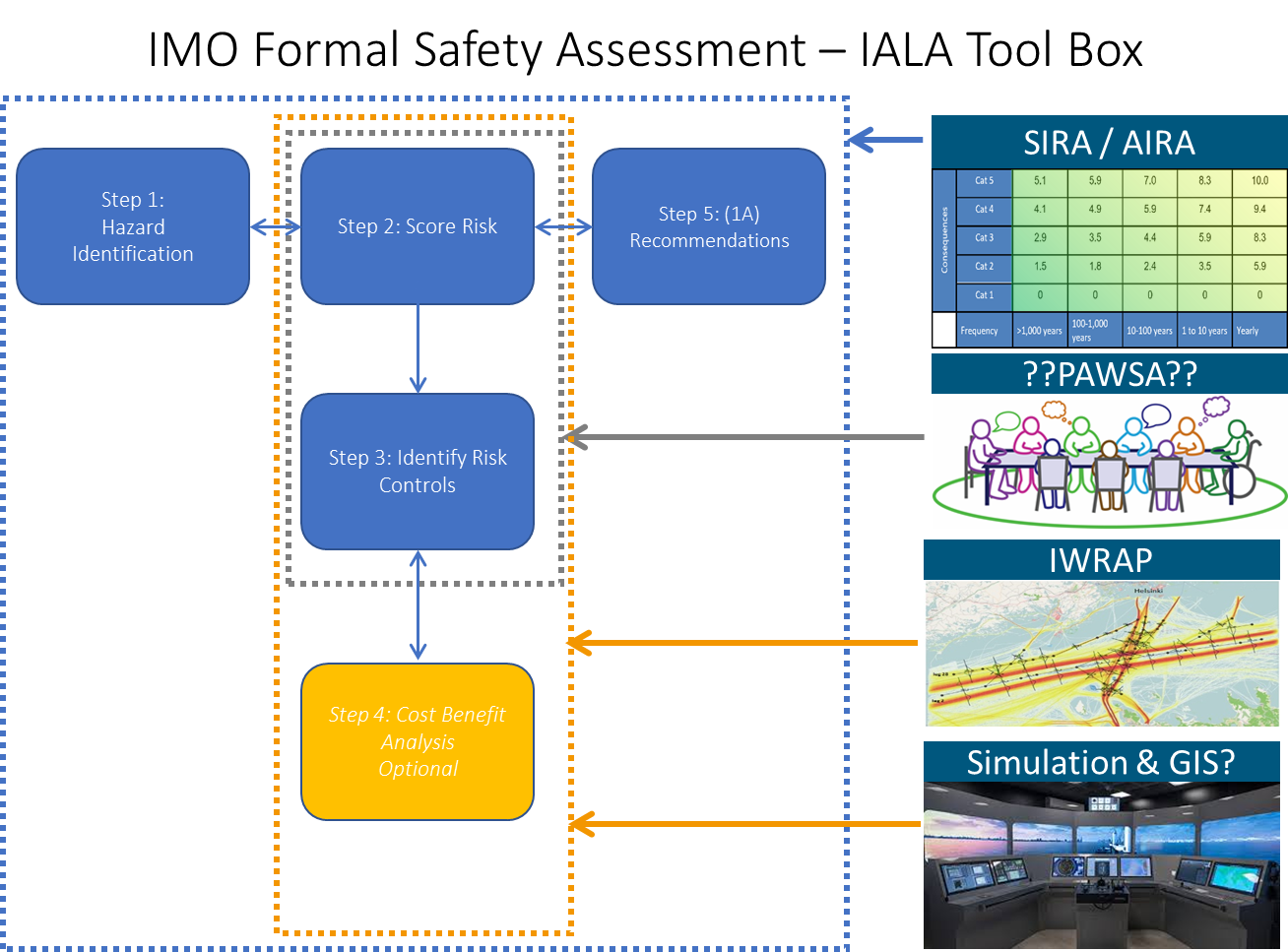
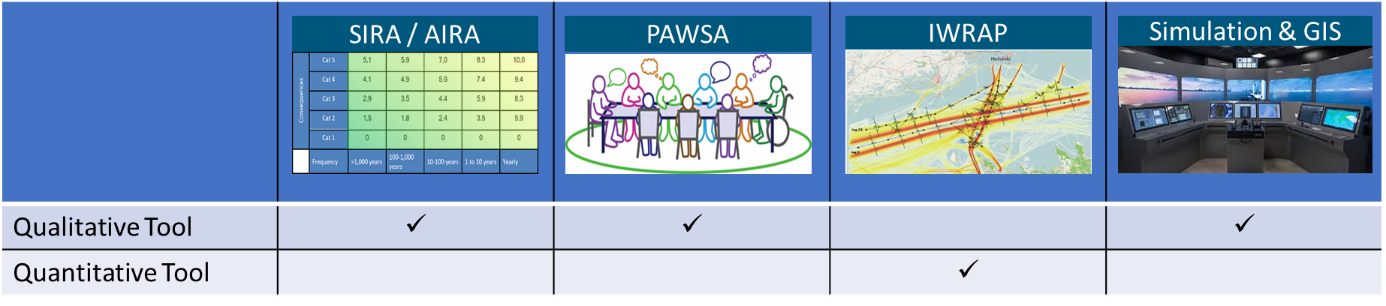
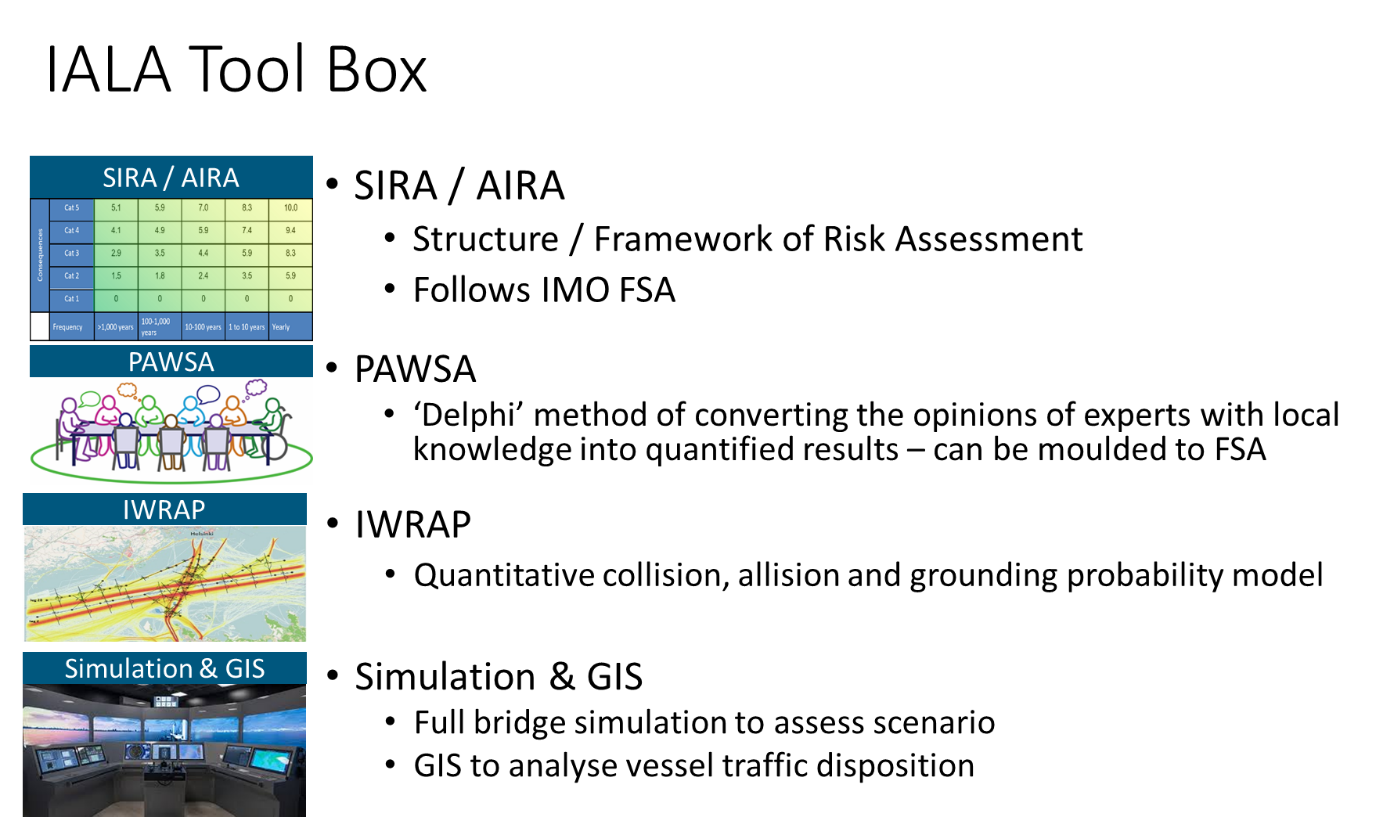
THE USE OF THE SIMPLIFIED IALA RISK ASSESSMENT METHOD (SIRA)

AIM – Formal and Structured Risk Management System

Structured risk assessment methodology based on IMO Formal Safety Assessment Methodology for Simple Risk Assessment and Advanced Risk Assessment for inclusion in 1018?







Investigate splitting Formal and Structured Risk Management System into SIRA and AIRA:

1. Simplified IALA Risk Assessment Method - SIRA - Basic risk assessment for localised simple areas of navigation where expertise and data maybe minimal. Includes the following:
   1. Simple overview of area
   2. Single consequence assessment
   3. None probability based assessment (Categorial only)
   4. Pre and Post risk control measures
   5. Reduce Zonal Description?
2. Advanced IALA Risk Assessment Method – AIRA – Advanced risk assessment for multiple areas including complex navigation, which can be supported and enhanced by other IALA Risk Management Tool box methods. Includes the following
   1. Multiple Consequence assessments
   2. Option to input “most likely” and “worst credible” assessments
   3. Introduction of Most likely / Worst Credible
   4. Introduction of risk control effectiveness calculations (assess individual risk control effectiveness and cumulative reduction in risk)
   5. Ability to feed in
      1. IWRAP results of probabilities
      2. PAWSA results for probabilities / consequences
      3. Simulation

Focus on below is with regards to SIRA and not AIRA

## Is the structure and annexes ok ?

Annex could do with a Step by Step process based on excel worksheet.

## Rewrite the “Introduction”

Introduction is largely ok.

## Do we need “Background”

Move onto introduction

## “Probability (or likelihood) etc.” must be aligned with G1018

G1018 does not have definitive likelihood levels. The guidelines show 3 x risk matrix with 3 levels of “impact” and “likelihood” as an illustration. As SIRA suggests a 5 x 5 risk matrix, then consideration should be made to remove the 3 x 3 matrix shown in the guidelines G1018.

## The SIRA risk assessment process steps must be aligned with G1018

Overall guidelines of SIRA must be incorporated into G1018 – along with other IALA Risk Tools (see figure above), but details on the procedure of conducting a SIRA should remain in . Currently the steps are broadly aligned to G1018, however they are no aligned to IMO FSA – consider realigning G1018 steps to IMO FSA steps.

## The text from the AMSA document must be merged into the guideline

TBA – email Mr Grant from AMSA – document received.

Take example report headings from AMSA and integrate into Annex of G1138: “SIRA Report Template”.

## Improve the zone definition and figure

This could be taken from G1018 Annex C Figure 5.

## Selection of zones: combine and merged for AMSA text

As above.

## Extend the last matrix with “Existing risk control measures/Additional risk control measures”

Naming of Risk Matrix for Hazard Log / Register – nomenclature needs standardising.

## New annex about “Reporting”, based on the template in the AMSA Document.

See above.

Integration of vessel traffic analysis - through GIS reference to latest examples and R0138 (O-138).