



جامعة الجميع الذكية
EVERYONE'S SMART UNIVERSITY

Everyone's Smart University

Project (Spring 2021)

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Section

Master

Date

Thursday

18 / 03 / 2021.

Course Code

(PMG510)

Project Risk Management

Instructions:

- اخر موعد للتسليم هو يوم السبت 2021-05-08 في تمام الساعة ٩ مساءً.
- الإجابة متاحة باللغة الإنجليزية أو اللغة العربية مع مراعاة أن تكون المصطلحات العلمية باللغة الانجليزية.
- يتم تسليم المشروع في صيغة ملف pdf مع الالتزام نموذج الجامعة ولن تقبل أي مستندات أخرى.
- يجب مراعاة أقسام البحث الرئيسية (مقدمة Introduction، دراسات علمية سابقة Literature Review، طريقة البحث Methodology، النتائج والمناقشة Results and Discussion، وأخيراً المراجع References. وان كان هناك ملحقات Appendices يتم إضافتها)
- يجب الالتزام بـ Theme موحد كما يلي:
- حجم الخط 12.
- نوع الخط Arial.
- لون الخط أسود.
- المسافة بين الأسطر line spacing 1.5
- عدد صفحات البحث (لا يقل عن ثلاث صفحات ولا يزيد عن ست صفحات).

Instructor's Name: Eng. Mosaab M. Hamed

Project:

Risk Identification and Analysis (Based on the project you chose in APM)

The objective of this report is to identify project risks, prepare a risk probability matrix, and carry out an analysis of selected risks. Referring to the project you select in **Advanced projects management APM course**, your task is to prepare a risk management plan that identifies potential risks in **the selected stage of the project** and identify risk management strategies.

From the course content and readings, you know that the overall purpose of risk planning is to anticipate possible risk events and be ready to take appropriate action when risk events occur—to eliminate or reduce negative impacts on the project.

You may wish to begin this exercise with a brainstorming about potential risks to get candidate risks “on the table” for consideration. And then identify and refine that wording for risks that have some realistic chance of occurring in this stage. For example, potential weather problems present a real obstacle to completing field data collection by the planned completion date. It is also an issue that the project manager will ultimately have to plan for, as opposed to other issues such as a major disaster (e.g., your office burning down), is not a high-enough probability event that requires much time in planning. As described below, you will select several of the identified risks and carry out a risk analysis.

You will use the distilled list of risks to make a risk probability/impact matrix. The matrix will have at least three categories (high/medium/low) for probability and impact.

Remember that it is important to name risks effectively—use words that describe the risk event and point to the impact on the project (e.g., “injury of field technician disrupts data installation work”).

After completion of the risk matrix, document a risk analysis for the selected risks. This detailed documentation for that selected risk will include:

- a description of the risk and potential impacts (schedule, quality of work, cost, etc.) on the project.
- indicators or triggers that would be monitored to help identify the risk as early as possible.
- specific risk response strategies to take.

Using probability and impact matrix calculate the **Expected Monetary Value (EMV)** for all risks that have the impact in terms of cost \$\$.

Best of luck...

المشروع:

التعرف على المخاطر وتحليلها (بحث مبني على مشروعك الذي اخترته في مادة ادارة المشاريع المتقدمة)

الغرض من هذا التقرير هو التعرف على المخاطر المحيطة بالمرحلة التي تختارها المرحلة من مراحل مشروعك (نفس المرحلة التي اخترت التطرق لها في مشروعك لمادة إدارة المشاريع المتقدمة Advanced project management) حيث أن مهمتك هي تحضير خطة متكاملة لإدارة المخاطر تشمل التعريف بالمخاطر المحتملة التي تحيط بتلك المرحلة وتحضير مصفوفة احتمالية المخاطر ومن ثم القيام بالتحليل لهذه المخاطر المختارة وتحديد استراتيجيات ادارة المخاطر المناسبة لكل خطر على حدة.

من محتويات المقرر والمصادر الأخرى المتاحة أصبحت تعلم الان أن الغرض العام لمرحلة التخطيط للمخاطر هي توقع أحداث المخاطر المحتملة والتجهز لاتخاذ ردة الفعل المناسبة عند وقوع الخطر – لمنع أو تقليل الاثار السلبية على المشروع.

قد تحبذ بداية هذا البحث بعصف ذهني عن ماهية المخاطر التي قد تحيط بتلك المرحلة من مراحل مشروعك, وذلك للحصول على قائمة بتلك المخاطر. ومن ثم تحديد وتصفية هذه القائمة للوصول إلى قائمة مختصرة بالمخاطر التي لها فرصة واقعية أكبر في الحدوث. على سبيل المثال: المشاكل الجوية المتوقعة والتي تمثل عقبة حقيقية أمام اكتمال جمع البيانات من المواقع في أو قبل الوقت المحدد، هذه تعتبر مشكلة على مدير المشاريع أن يضعها في الحسبان. من ناحية أخرى، فإن المخاطر غير الواقعية مثل الكوارث الطبيعية والأعاصير (تلك التي تسبب حريقاً بمكتبك وفقدان الأوراق المهمة) ليست لها احتمالية وقوع عالية وبالتالي لاتستدعي تضيق الكثير من الوقت في التخطيط لها. كما سيتبين لك، ستقوم باختيار عدة مخاطر من تلك التي قمت بالتعرف عليها لتحليلها.

سنقوم باستخدام هذه القائمة المختصرة لعمل مصفوفة المخاطر (الاحتمالية/الأثر). المصفوفة ستحتوي على الأقل على ثلاث تصنيفات (عالي/متوسط/منخفض) للإحتمالية والأثر.

لاتنس استخدام أسماء تصف طبيعة المخاطر بصورة فعالة – قم باستخدام كلمات تصف الحادثة الخطرة وتشير الى أثرها على المشروع (مثل: إصابة أحد الفنيين في الموقع مما يؤثر على أعمال التركيب).

بعد انتهاءك من مصفوفة المخاطر، قم بتوثيق تحليلك للمخاطر المختارة. هذا التسجيل المفصل للمخاطر يجب أن يتضمن:

- وصف للخطر واثاره المحتملة (الجدولة، جودة العمل، التكلفة، الخ)
- المؤشرات والمحفزات التي يجب مراقبتها للمساعدة في التعرف على هذا الخطر قبل وقوعه
- تفصيل للاستجابة المقترحة للتصدي لهذا الخطر

باستخدام مصفوفة الاحتمالات والتأثير ، احسب **القيمة النقدية المتوقعة (EMV)** لجميع المخاطر التي لها تأثير من حيث التكلفة \$\$.

مع تمنياتي بالتوفيق..

Briefly I will identify the important terms of risk management which is the process of minimizing any potential problem that may negatively impact the project timetable. Risk is any unexpected event that might affect the people processes, ethology, and resources involve in a project with estimated cost of value. The institute of risk management (IRM) defines risk as the Combinations of the probability of an event and its consequences can range from positive to negative.

I am working in company located in Riyadh capital city of Saudi Arabia, focused on spare part of vehicles in general, and electronic device and raw material. All these element are imported to our market place within a time frame and cost of the market value, which provided to all distribution center in our market and our centralize warehouses. After the blocked of Suze Canal brought traffic on central shipping route between Europe and Asia, And Africa. I felt the pressure of business risk, non-business risk, financial risk for shareholder and stockholders and value of profit, and manage a lot of consequences of risk. Recommended to apply a risk assessment, and control during all phases of a project is a strong necessity. I lost a lot of time of arrival product. Also my Customer complain for their purchased order. Therefore the cost of logistic going high on price of transportation, because I don't have a Coordinator logistic in our company for transportation. I rent a truck and sometimes rail way. Also the cost of late receiving Containers from the port, because if not picked up on the time of arrival will apply delay fees equivalent for one day cost 15k dollars per day, and also the fees of custom clearness that delayed its because of the transportation department and the risk of the delayed to carrying the containers on the right time that's paid the company high price of penalty, our logistic missing the position of logistic coordinator otherwise will save us from lose. Also global of logistics and supply chain management has been affected. Hundreds of ships are waiting to pass through the canal to links the Mediterranean to the Red sea. Many country around the word will increase the trade risk from the same route. Many traders figure to change the destination between Intercontinental going far west of Africa on the site of the West Country will cost them a time management and fuel budgets. All these under a rush of Suze Canal many

company lost a millions of dollars and the news mention up in head line of all international TV's Channels reach to billions of dollars of delaying products. I can considers the blocked Containers carrier shipment is a part of environmental connective phase. The wind reach a high speed on a tight rout, and a sandstorm that caused poor visibility and made it difficult to navigate, so cause unexpected blocked accident that refer to event of extreme weather its show the route through a google map and the satellite of modern theology GPS. Within a week of working hours 24/7 of Egyptians Construction Company has direct the big shipment to the right place and continue sailing. Government of Egyptians aware of the loss of all traders and apply the risk assessment to their employee maintained, and enhanced the operational to approach to solve the situation. Many policy and government agency from all over the word try to involve on Suze canal to provide a solution. Insurance company affected, that show to the word of the capability of the Egyptians performance can emerge the global economy within a week and play a role an African hub. Nearly 10% of the world trade is passing through the Suze Cannel. Also therefore there is a paper studies the Suze canal development project as an economy hub. "Insurers have been warning for years that the increasing size of vessels is leading to a higher accumulation of risk when something goes wrong. These fears are now being realized, with the MS Ever Given having blocked the Suez Canal for several days. The giant containership Ever Given, which ran aground in the Suez Canal last week, blocking passage on both sides of the waterway and creating a massive logjam, has finally been refloated. Luckily, the giant vessel was refloated and freed but global shipping logistics and supply chains will likely feel the impact for weeks to come. Rahul Khanna, Global Head of Marine Risk Consulting at AGCS, looks at what lessons can be learned from this incident. "

The Ever Given, a 220,000-ton, 1,300-foot-long ship, was freed Monday after being grounded in the Suez Canal for six days, blocking the crucial maritime route. ...

The Ever Given is capable of carrying 20,000 containers and was fully laden when it got stuck.

I will use Strategic Risk Severity Matrix to our logistic department to monitor a problem the company face after Suze Canal

No.#	List of Risk
1	Delay (not pick up the containers)
2	Transportation (not found a Truck at the time)
3	Coordinator (not hire coordinator position in logistic)
4	Compliance (products not arrive at same estimated time of arrive)
5	Product has been affected by humidity
6	Ships traffics

Now we have a list of risks, will implement the risks matrix (determine the probability and impact of each risk), which go after risk register then WMV.

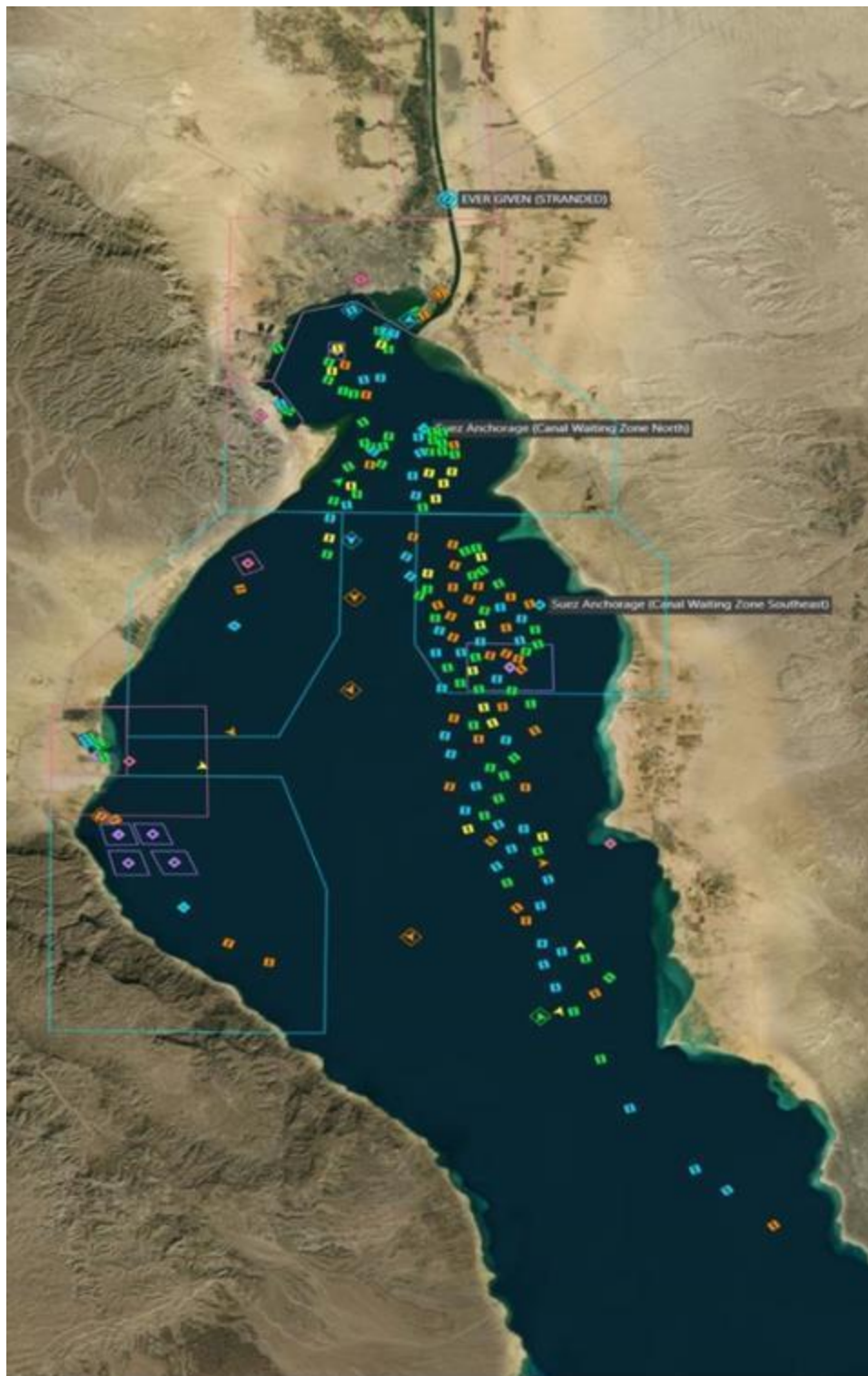
(Low= 0 to 0.29) (Medium= 0.30 to 0.69) (High=0.7 to 1)

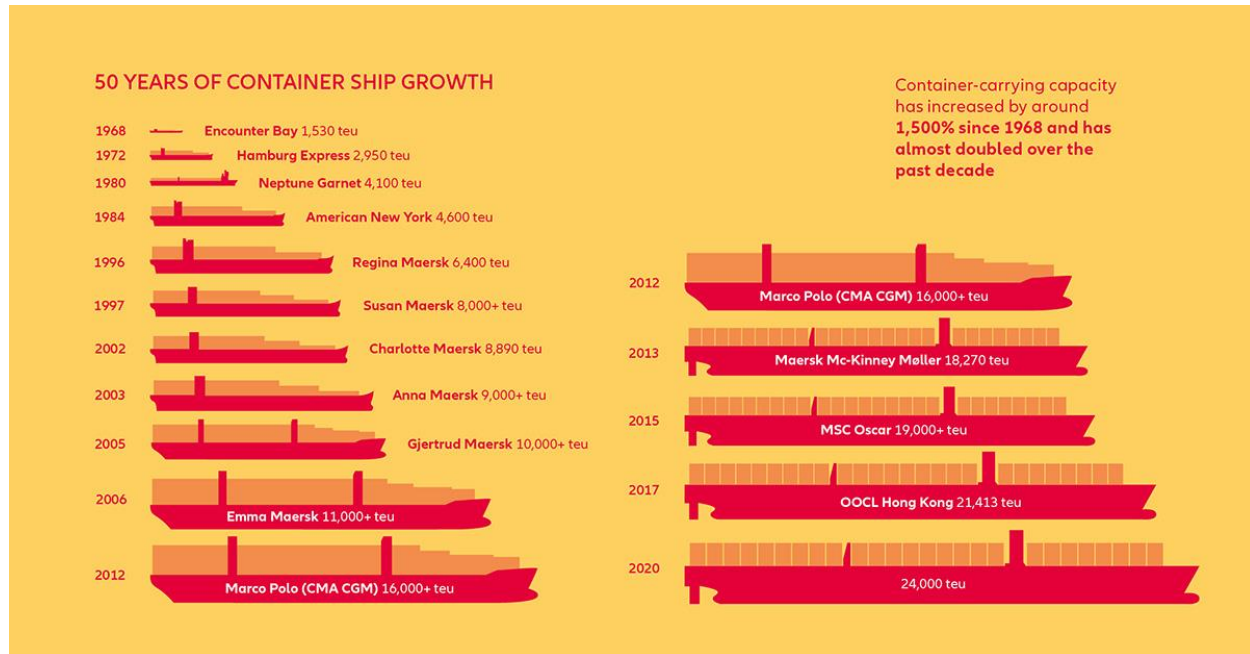
No.#	List of Risk	Probability	impact	EMV
1	Delay (not pick up the containers)	0.7	1	1500k per day
2	Transportation (not found a Truck at the time)	0.30	0.7	10k to our warehouses
3	Coordinator (not hire in coordinator in logistic)	0.7	1	0
4	Compliance (not arrive at estimated time of arrive) or damage [product	0.29	0.69	50k
5	Product has been affected by humidity	0.30	0.69	50k
6	Ships traffics	0.7	1	54 Billion loss

Evaluate the severity:-

(Low= 0 to 0.29) (Medium= 0.30 to 0.69) (High=0.7 to 1)

probabilit	0.7 to 1	High	High	Medium
	0.30 to 0.69	High	Medium	Low
	0 to 0.29	Medium	Low	Low
		0.7-1	0.30-0.69	0-0.29
		Impact		





(Improvement of shipping trade through the recent decade)

Nearly **19,000 ships** passed through the Suez Canal in 2020, according to the Suez Canal Authority - an average of **51.5 ships per day**. The Suez Canal has a good safety record overall with shipping incidents rare. There were **75 reported incidents** in total in the canal between 2010 and end of 2019. More than a third involved container ships (28).

However, **groundings** (such as the Ever Given incident) are the most common cause of shipping incidents in the canal – **25 in the past 10 years** or **1 in 3 of all shipping incidents** in the canal.

Together, **grounding, collision and contact incidents** account for **half of all shipping incidents** in the Suez Canal over the past decade.

Resource:-

<https://www.tandfonline.com/doi/full/10.1080/16874048.2020.1734347>

<https://www.agcs.allianz.com/news-and-insights/expert-risk-articles/suez-canal-lessons-learned.html>

<https://www.complianceweek.com/supply-chain/bracing-for-impact-supply-chain-risk-management-post-suez-canal-blockage/30298.article>