



# IRSO 2015 - Multi-year scheduling

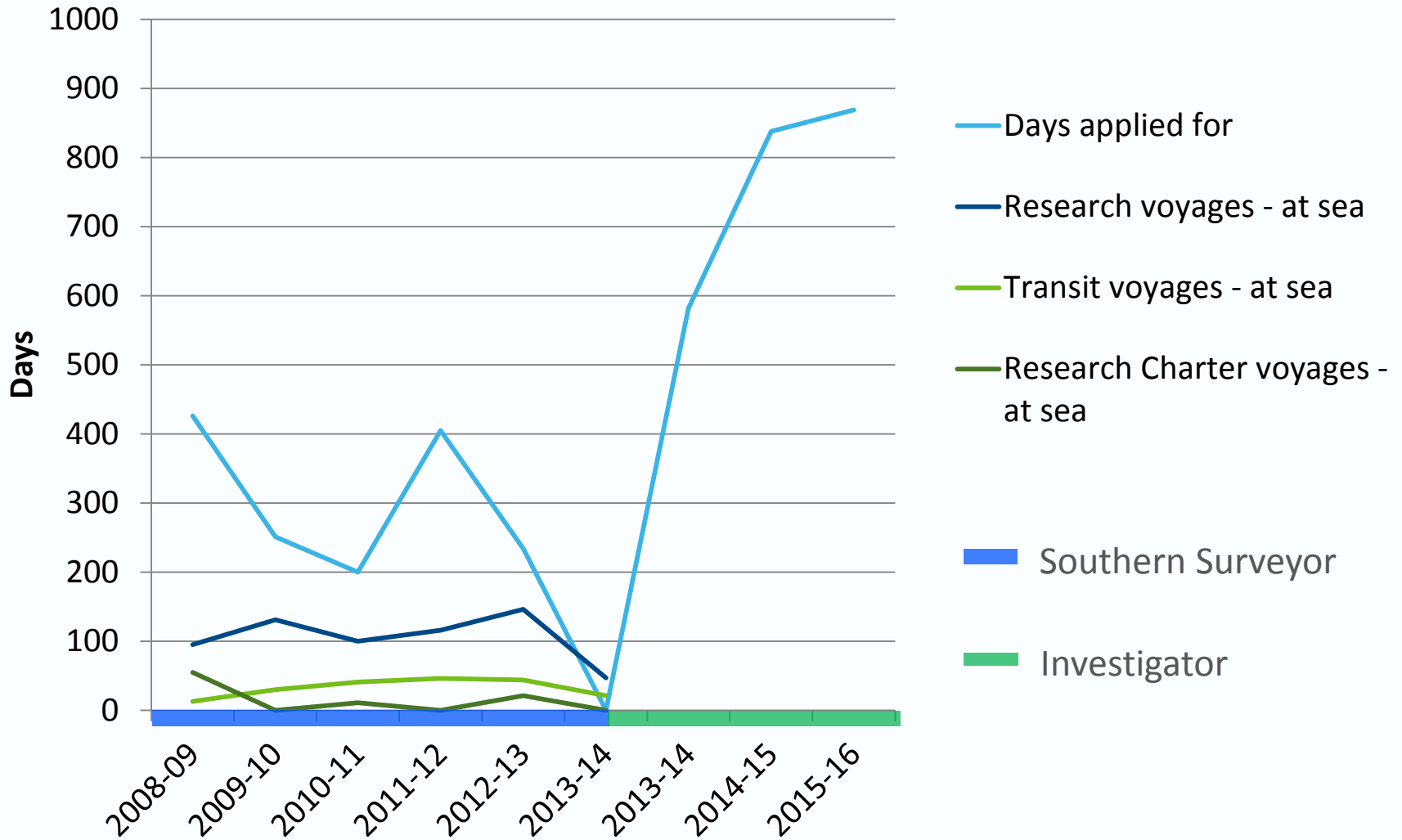
Ron Plaschke | Director, Marine National Facility



- MNF process for prioritising and scheduling ship time including single year and multi-year applications
- How do others do it?
- Should this become a regular IRSO discussion?

# Growth in interest with *Investigator's* arrival

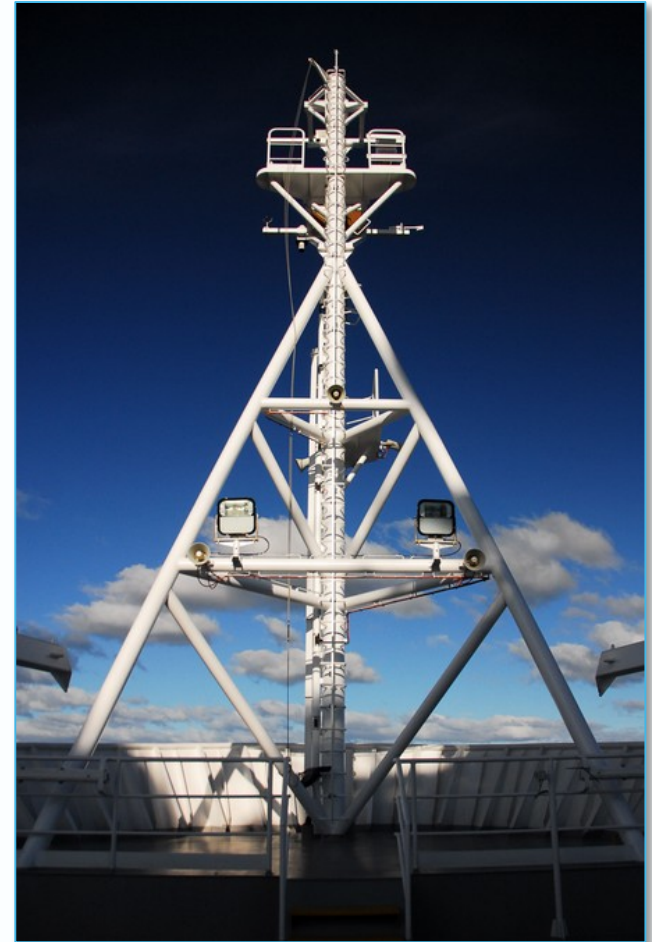
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# MNF applications process

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- MNF calls, independently assesses and schedules applications for sea time
- Applications called two years ahead of each annual schedule
- Single and multi-year applications up to three years ahead are accepted

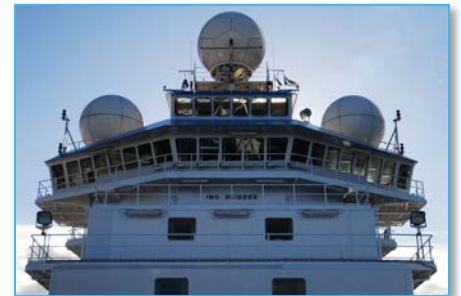


# Assessment process

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## Three equally weighted criteria:

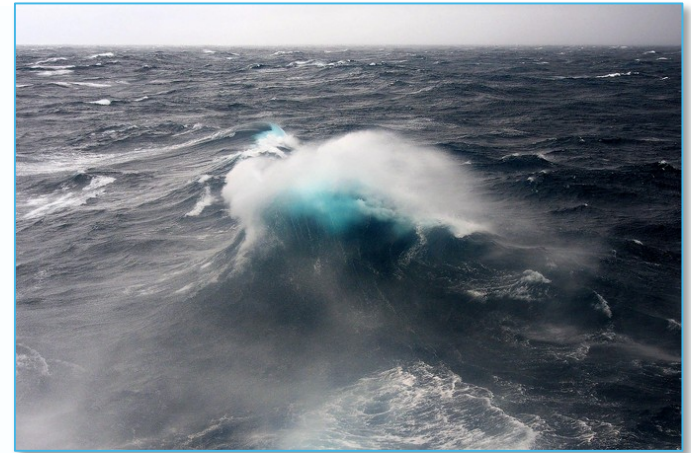
- Scientific and/or technical excellence
- National benefit
- Track record of research team (relative to opportunity)



# Scheduling

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- Applications for sea time are scheduled by ranking against assessment criteria
- Currently, multi-year moorings servicing make up around half the available sea time and the rest are single year applications
- Multi-year moorings servicing becomes the scheduling driver around which other work must fit

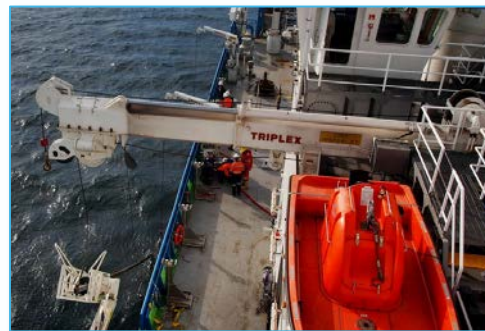




# Discussion

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- On what basis do other RV operators prioritise scheduling of sea time?
- How to determine and achieve a balance between single year and multi-year voyages?
- How strong are the national benefit drivers relative to science excellence – is there any room for frontier (blue-sky) science?



# Further discussion

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- If prioritising and scheduling sea time is a significant issue among RV operators, should this become a standing agenda item or even a Theme at IRSO meetings?





# Thank You

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