



Test results report for the modules at local port level

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1 Introduction

The purpose of the current document is to illustrate how are organized the results of the test activity performed on the different modules of APC project implemented in the port of Venice context.

This document don't want to summarize the results of the test (so little to say about this because at the end of the activity of testing and modifying what made the test fail, all the test passed) but to describe how the test report are organized for letting the observer to access to the file that report the true activity of testing.

The current document is a map for discovering that treasure represented by the test activity.



2 Test results

The results of the test activity have been collected in excel documents for convenience. It is easier, in fact, to execute statistics, if required, on the spreadsheet rather than in a Word document.

The spreadsheet has the following schema:

id	test scenario	test case	pre/conditions	test steps	test data	expected results	actual results	pass/fail
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Id: the id of the test case

Test scenario: is the group of the test case related to the same use case

Preconditions: the beginning status of the program (programs flow, db data modified, files modified, ...) required for the test to run.

Test steps: the steps usually the test user performs to accomplish the test

Test data: data set used as input for the test

Expected result: the ipothetical final status (programs flow, db data modified, files modified, ...) reached by the system as the test is finished correctly

Actual resul: the final status (programs flow, db data modified, files modified, ...) reached by the system as the test is finished

Pass/fail: the field report the synthetical results in text and in colour (pass=green, fail=red) for a faster displyaing of the final results

While the first six fields are compiled by the person who is in charge of editing the list of the tests, the last two fields are filled by the tester and represent the input for the programmers, in the case the test fails, for beginning the analysis on the software that needs to be corrected.

In the directory where the tests results have been grouped there are more veresions of the same test file. If one test has failed, the software has been modified for correcting the error and the entire test sequence has been performed again, reporting the result in another file to preserve the memory of the phases towards the complete test success.



Each component has been tested and modified till the entire test case list passed and from the above derives that the last version of the file is the one with no fail.

2.1 Test directories

Looking at the structure of the directory that put together the test result files you discover the components submitted to the test activity.

test

- + gsw
- + gsw integration
- + mobile
- + monitors
- + preannouncement

Inside these directories there are some files. The aforementioned excel files and some text files that, when are present, collect some particular large input like the xml data used for testing the GSW web services.

The name of the excel files is compound by a prefix “APC Venice test case result” a suffix

“_verxx” where xx is a progressive filled with 0 of the version number of test for the gsw and gsw integration

“_mobilexx” where xx is a progressive filled with 0 of the version number of test for the mobile

“_monitorxx” where xx is a progressive filled with 0 of the version number of test for the monitors

“_preannxx” where xx is a progressive filled with 0 of the version number of test for preannouncement

2.1.1 gsw

the test case for the local modules that extract the data from the DB populated with aggregation of data derived from LogIS DB and make them available to the requests forwarded by the central module of the Global Single Window.



2.1.2 gsw integration

the previous tests have been performed on data available on the development DB. In the contacts occurred among the partners for deciding the modalities for executing the test on the GSW, an agreement was reached for populationg each local database with the same ship so to have a common data for exchanging information about. In particular the instraction of TEIEP was to add at least two entries for:

ShipName: APC_FORZA
ShipLength: 199
ShipWidth: 34
IMOCODE: 9999007
Flag: Italy

The test being part of this section use these data as an input.

2.1.3 Mobile

The application for having an idea of the chances offered by the mobile devices was a prototype aimed to show an interface running more than looking at performance and data consistency. However it was submitted to test just to verify the coherence with the requirements for valuating the interface effectiveness in handling data in emergency occurrences when the user is not at his desk and the only device available is a smartphone or a tablet.

2.1.4 Monitors

The Customs Police agent and the Security operator will need tools very responsive, simple and effective for controlling the growing traffic of the new gates. Monitors are a crucial part of the developed software. No menu available but clear messages displayed for permitting a fast operation when errors or drawbacks occure.

2.1.5 Preannouncement

Most of the test cases concerns the theme of the preannouncement handling. No surprise about this because it is the new element added to the nowadays workflow for the entrance and exit procedures for goods transport in the port area. It needed a particular effort.



Glossary

Term	Description
Customs Agency	Stakeholder:
Customs Authority	Stakeholder: responsible for collecting and safeguarding customs duties and for controlling the flow of goods including animals, transports, personal effects and hazardous items in and out of a country. Depending on local legislation and regulations, the import or export of some goods may be restricted or forbidden, and the customs agency enforces these rules.
Customs Police	Stakeholder: is essentially responsible for dealing with financial crime and smuggling; it has also evolved into Italy's primary agency for suppressing the drugs trade.
Bayplan	Document: A schematic diagram of cargo bays within a shipping vessel. The bays represent vertical divisions of the entire stowage area and are numbered from bow to stern.
Customs Declaration	Document: it is a paper document with information related to importer, exporter, goods description and codes (TARIC),..., container id.
Ship Freight Forwarder	Stakeholder: is a person or company that organizes shipments for individuals or corporations to get large orders from the manufacturer or producer to market or final point of distribution. Forwarders will contract with a carrier to facilitate the movement of goods. A forwarder is not typically a carrier, but is an expert in supply chain management. In other words, a freight forwarder is a "travel agent," for the cargo industry, or a third-party (non-asset-based) logistics provider.
Bill of Lading	Document: A legal document between the shipper of a particular good and the carrier detailing the type, quantity and destination of the good being carried. The bill of lading also serves as a receipt of shipment when the good is delivered to the predetermined destination. This document must accompany the shipped goods, no matter the form of transportation, and must be signed by an authorized representative from the carrier, shipper and receiver.
Loading/Unloading Order	Document: List of containers to load/unload. Data declared: ship name and voyage; containers list (id, seal, type, port of provenance, weight, ...)
Forwarder	Stakeholder:
Haulier	Stakeholder:



Harbour Master's Office	<p>Stakeholder: in accordance with the Navigation Code and other special laws, carries out a policing and safety role as well as those administrative duties which don't come under the port authorities ambit.</p> <p>The Harbour Master's office activities can thus be summarised as follows:</p> <ul style="list-style-type: none"> • coast guard, search and sea rescue • safety of navigation (licensing and controlling vessel safety certificates, controlling on safe sailing conditions of the vessels) • maritime police (the regulating of traffic in and out of the port's waters, berthing and maritime traffic; organisation of ancillary services and relevant tariffs; inquiries and investigations on navigation accidents) • naval property and administrative regulation of vessels • marine environment safety and protection.
Bindello	Document: it is the weight ticket used to notify and certify the quantity of goods actually loaded on the trucks
Delivery Order	A document that contains information about the Ship name and voyage; container list (id, seal, type, weight, forwarder, ...)
Customs Clearance	Declaration references, container list, MRN, ...
Customs Declaration	Importer, exporter, goods description and codes (TARIC), ... , container id
Customs Declaration (Exit Certification)	Document: it is similar to Customs Declaration, but with Customs Police's stamp to certify goods exit from the port area
Discharging Order	Ship name and voyage; container list (id, port of discharge, weight, type, seal, booking number, ...)
CRM	Document: Goods description, truck destination, containers id, ...
CRM (Entrance Certification)	Document: Similar to CRM, but with Customs Police's stamp to certify goods entrance in port area. The document enables the presentation of the customs export declaration.
Port Gate Entrance Notice	Document: Container id, date/time of entrance, booking number, hauler, ...
A3	Document: temporary custody produced by the Ship Manifest
Kemler code	It is a code giving advice on the nature of the hazard presented by the goods. It is printed on the Hazard Warning Panel
UNDG number	It classifies the dangerous goods. It is printed on the Hazard Warning Panel



Acronyms

Acronym	Description
VPA	Venice Port Authority
PCS	Port Community System
APC	Adriatic Port Community
ITS	IT System
CRM	Convention relative au contrat de transport international de marchandises par route. It is equivalent to the Italian DDT (Documento Di Trasporto)
MRN	Movement Reference Number
MMA	Manifesto Merci in Arrivo equivalent to ACM
ACM	Arrival Customs Manifest
MMP	Manifesto Merci in Partenza equivalent to DCM
DCM	Departure Customs Manifest
TOS	Terminal Operating System: Computer system used by the terminal user to manage the activities and the operations at the Terminal
CPRE	Customs police Risk Evaluation: it is a system available from the Customs Police to the system for verifying the risk level for the driver, the truck, goods.
ACS	Access Control System: it is the SaFE component. A security application that identifies people and vehicle (by the plate number)
AGS	Automatic Gate System: the main system, the subject of this document



Referenced documents

Code	Title
ACVP_1103	Assessment delle procedure per l'accesso al porto 10ommercial di Venezia (marzo 2011) Assessment of the Procedures for accessing the Commercial Port of Venice (2011 March)
ITS_NAPA	Napa Port Organization and Processes Assessment
APC_VE_SUM	APC Venice Port Summary (2012 March)
APC_ITS_NAPA	APC vs ITS NAPA - a clarification/description of the relationships between the projects
APC_USR_REQ	User Requirements (at Venice Port level)
APC_SYS_SPEC	System Specifications at Venice Port level