

## T2 PILOT PROJECTS

D.T2.2.1 Pilot project no. 1 Port of Bar - Final report 03/2023

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## 1 ABBREVIATIONS

| PCS | Port Community System |
| :--- | :--- |
| ICT | Information and Communication Technology |
| ToR | Terms of Reference |
| GUI | Graphical User Interface |
| NMSW | National Maritime Single Window |
| MRN | Movement Reference Number |
| IMDG | International Maritime Dangerous Goods (code) |

## 2 INTRODUCTION

In accordance with EFINTIS objectives, the pilot actions in the Port of Bar intended to improve efficiency of the intermodal transport flows by improved ICT systems and further digitalization of the processes, ensuring optimal communication within the port community, including better planning and optimal use of available resources. These has been achieved with the extension of the existing PCS system and better use of available data in PCS, which is related to the implemented upgrades, as listed below:

- Connection with Customs Administration
- Improved BI reporting
- Full integration/implementation of the developed Android application
- Dangerous goods basic module
- Connection with NMSW
- Improved GUI
- Truck module enhancements
- Exchange of truck information with other ports

This document describes the final project results. This includes the list of all the activities implemented and the deliverables developed throughout the project cycle, an assessment of the degree to which the expected results were achieved and proposals regarding future needs of the Port of Bar in connection with the scope of the implemented contract.

## 3 IMPLEMENTED FUNCTIONALITIES

The existing port Community System has been extended with the new functionalities, as described below.

### 3.1 Customs PCS module

Customs PCS module comprises capturing data in PCS that is required by Customs and the integration with the Customs Administration IT system. The integration has been achieved by defining the XML structure of the messages to be exchanged between the two IT systems. The content is then inserted into the XML structure, giving the message its meaning.

Service Request screen has been amended with the tab 'MRN' and tab 'Annexes', where user can insert MRN number and attach customs declaration documents.

Business rules were introduced to determine whether a certain Service Request needs MRN number, depending on direction and customs status. MRN number can be entered per Service Request or per container or per vehicle. Multiple MRN numbers can be entered for the same Service Request (per its row), for the same container and/or for the same vehicle.

If MRN belongs to Service Request, it is entered within the MRN tab on the Service Request screen:


The entered MRN number is also displayed within the Rows tab on Service Request.


MRN number has been added as a searchable filed on the Service Request list screen, so a user can search through service requests containing particular MRN number:


The MRN number can also be entered per container, which is possible within Annexes tab in the Service Request, by choosing annex type 'Container Specification'.


Such MRN will be displayed within the Container specification section of a particular row in Service Request item.


The MRN number can also be entered per vehicle, which is possible within Annexes tab in the Service Request, by choosing annex type 'Vehicle Specification'.


The business logic within the PCS Truck module has been extended to use the status of MRN number of the cargo carried by the truck to enable truck procedures in accordance with customs and internal port procedures.

Besides entering MRN, user can also submit Customs Declarations within the Annexes tab in the Service Request, by choosing annex type 'Customs Declarations'.

```
Interreg-IPA CBC % % %
[\Rows \Annexes O- Remarks Qe Messages (2) Lubaris Storage docs (0)
```



```
Attachment
Showing 1 to 1 of 1 entries

Within Annex tab on Service Request user can view all types of Annexes that have been submitted for that Service Request:


Service Requests (SR), containing the requested cargo manipulation, have been extended with checking the status of the required MRN number within the Customs system before proceeding with the submission of the Service Request. Based on the received MRN status, certain actions on SR are allowed or not and SR processing can be stopped or continued. This feature is configurable, so it could be decided in the later stages whether to allow or ban further manipulations with the cargo.

The XML structure includes all necessary data fields in order to get the appropriate response from the Customs systems. These are declaration type, declaration date, customs procedure type etc., including the error segment with type and description of the error, in case of any errors encountered.

The structure and code of the MRN messages as sensitive data are delivered to the Port of Bar and are not part of this report.

\subsection*{3.2 Improved BI reporting}

The existing data, as well as new data resulting of the PCS extensions, has been made available to the authorized users for searches within the PCS database and included in the various reports. The searchable data has been made available as filters, upon which resulting reports are created.

Here are some examples of the improved reports on offer:

\subsection*{3.3 Truck arrivals on the particular date}

Report parameters (type of the report and requested date) for truck arrivals can be chosen as shown on the screen:


The resulting truck arrivals report for 9.2.2023 is then shown as follows:
\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline \multirow[t]{2}{*}{\begin{tabular}{l}
LUKA BAR \\
Parking za vozila
\end{tabular}} & \multicolumn{12}{|r|}{m Štampe: 10/02/2023 08:11} \\
\hline & \multicolumn{9}{|c|}{09 / 02 /2023} & & & \\
\hline & \multicolumn{3}{|r|}{GOTOVINSKI} & \multicolumn{4}{|r|}{BEZGOTOVINSKI} & \multicolumn{5}{|c|}{UKUPNO} \\
\hline Tip voz. & \begin{tabular}{l}
b.voz. \\
(1)
\end{tabular} & \begin{tabular}{l}
parking \\
(2)
\end{tabular} & \begin{tabular}{l}
saobrać. \\
(3)
\end{tabular} & ukupno
\[
(2)+(3)
\] & & \begin{tabular}{l}
parking \\
(5)
\end{tabular} & \begin{tabular}{l}
saobrać. \\
(6)
\end{tabular} & \multicolumn{2}{|l|}{ukupno b.voz.} & parking
\[
(2)+(5)
\] & saobrać. & UKUPNO \\
\hline PA & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\
\hline MK & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\
\hline VK & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\
\hline UKUPNO: & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\
\hline
\end{tabular}

\subsection*{3.4 Daily parking income report}

Report parameters (type of the report, time period, payment type and operator) for daily parking income can be chosen as shown on the screen:


The resulting daily parking income report will be created as follows:

\section*{LUKA BAR}

GOTOVINSKI RAČUNI U PERIODU
16.02.2023 00:00-18.02.2023.00:00

VRSTA PLAČANJA: Gotovinski
OPERATER:Anđela Vučeraković
Strana: 1
\begin{tabular}{ccccc}
\hline Izlaz & Račun & Reg.oznaka & Vlasnik & Iznos (EUR) \\
& & Ukupno gotovinsko: & \(\mathbf{0 . 0}\)
\end{tabular}

\subsection*{3.5 Vehicle diary report}

Report parameters (type of the report, time period, vehicle type and permit type) for vehicle diary can be chosen as shown on the screen:


The resulting vehicle diary report for the period 01-16.03.2023 is shown below. Sensitive data has been masked due to GDPR regulations.


\subsection*{3.6 Statistics report - Manipulations per day}

Time period and other parameters that can be chosen for the statistics report on daily manipulations is shown below:


The resulting statistics report for daily manipulations for the period 14-19.2.2023 is shown below:


\subsection*{3.7 Statistics report - Stock records per day}

Time period and other parameters that can be chosen for the statistics report on daily stock records is shown below:


The resulting statistics report for daily stock records for the period 14-19.2.2023 is shown below:


\subsection*{3.8 Scale document report}

A scale document list for certain period can be extracted in an Excel format from the PCS.


The resulting Excel report for 01.03.2023-02.03.2023 is shown below:


\subsection*{3.9 Implementation and integration of the Android application}

All the existing and new functionalities were developed also for Android devices, taking care of the responsive design for better user experience. This includes MRN checks and truck pre-announcements.

The functionalities available on Android are:
- Vessel announcements
- Truck announcements
- Work orders
- Service Requests
- MRN Checks

Following are the main Android application GUIs, which were developed and integrated into the PCS.
Interreg - IPA CBC
Italy - Albania - Montenegro
EFINTIS



TEL: +382 (0)30 300400 EXECUTIVE MANAGER OFFICE
mail: kabinet@lukabar.me
TEL: +382 (0)30 300590 COMMERCIAL DEPARTMENT
mail: prodaja@lukabar.me
TEL: +382 (0)30 300428
MARKETING OFFICE
e-mail: marketing@lukabar.me
TEL: +382 (0)30 300500
FINANCIAL AND ACCOUNTING DEPARTMENT
mail: vilka.grabovica@lukabar.me
TEL: +382 (0)30 300522 DEVELOPMENT DEPARTMENT
mail: dejana.bokan@lukabar.me

TEL: +382 (0)30 300450 ADMINISTRATION DEPARTMENT

TEL: +382 (0) 30300475
OPERATIONAL DEPARTMENT
 Home Vessel sch... Truck Ann... Dashboard Work Orde... Service Re
 4:04 ..॥ 厄 \(\equiv\)

Vessel schedule

Q Search
33.2023 20:30

ALFA SEA
Jadroagent
3.3.2023 11:20

EAST COAST
Jadroagent
3.3.2023 17:00

BEGONIA S
Nimont
3.3.2023 12:00

DUBROVNIK
Capris
3.3.2023 19:00

EPSILON SEA
Maersk
3.3.20223 10:00

C3 MAGNAR
Jadroagent
3.3.2023 00:00

CMA ESTRELA
CMA CGM



Q Search
3.3 .23

MEDITERAN SHIPPING - 3
3.3.23

NIMONT - 1
3.3.23

PGS MONTENEGRO DOO \(\cdot 4\)
3.3.23

PORT OF ADRIA AD BAR \(\cdot 2\)
3.1.23

LUKANA D.O.O.EXPORT IMPORT - 18
3.1.23

PORT OF ADRIA AD BAR - 2




Status

Shift

Customer

StartTime

EndTime


\subsection*{3.10 Dangerous goods basic module}

Dangerous goods basic module has been implemented, containing advanced pre-notifications for all DG cargo arriving by sea or land, alert management, UN code list, reporting and IMDG history tool. The DG cargo notifications have to be submitted with all standard required data for dangerous cargo. Luka Bar terminal is going to receive email notifications every time DG cargo has been announced. The service request contains and displays DG cargo specific information.

Dangerous cargo information is obtained from NMSW application, where agents need to submit FAL7 declaration, adding each DG item with all required fields (IMDG for container cargo, MARPOL for liquid DG cargo):

DANGEROUS CARGO LIST
\begin{tabular}{|c|c|c|c|c|c|c|c|}
\hline Classfication* & \(\checkmark\) & Portof Looding & \(\checkmark\) & Portof ofischarge & \(\checkmark\) & Marks 8 Numbers & \\
\hline Number of Packages & \(\hat{\imath}\) & Typeof Packages & \(\checkmark\) & ems & & Sthipping Name* & \\
\hline Class & \(\checkmark\) & un Number & & Packing group & \(\checkmark\) & Subsidiay & \\
\hline Flashpoint (c) & & Maine Polutant & \(\checkmark\) & Gross Mass * \(^{\text {- }}\) & \(\hat{\imath}\) & vom & \(\checkmark\) \\
\hline Net Weight & \(\hat{\imath}\) & Stowage Postion* & & Reference Number & & & \\
\hline Additional Information & & & & & & & \\
\hline
\end{tabular}

A complete list of all DG cargo received from MSW is displayed below:

DANGEROUS CARGO LIST
\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline Sequence number & Port of Loading & Port of Discharge & Stowage Position & Reference Number & Marks \& Numbers & Number of Packages & Type of Packages & UoM & Shipping Name & EMS & \begin{tabular}{l}
DG \\
Classification
\end{tabular} & Class & UN No. & Packing group \\
\hline 1 & SIKOP-Koper & MTMLA-Valletta & asd & 123 & 123 & 2 & AE-Aerosol & M3-Cubic Meters & Aerosol & asd & IMDG & 1.2 & 1234 & 11 \\
\hline 2 & SIKOP-Koper & MTMLA-Valletta & asd & 123 & 123 & 2 & AE-Aerosol & M3-Cubic Meters & Aerosol & asd & IMDG & 1.2 & 1235 & II \\
\hline 3 & SIKOP-Koper & MTMLA-Valletta & asd & 123 & 123 & 2 & AE-Aerosol & M3-Cubic Meters & Aerosol & asd & IMDG & 1.2 & 1236 & II \\
\hline 4 & SIKOP-Koper & MTMLA-Valletta & asd & 123 & 123 & 2 & AE-Aerosol & M3-Cubic Meters & Aerosol & asd & IMDG & 1.2 & 1237 & 11 \\
\hline 5 & SIKOP-Koper & MTMLA-Valletta & asd & 123 & 123 & 2 & AE-Aerosol & M3-Cubic Meters & Aerosol & asd & IMDG & 1.2 & 1238 & II \\
\hline 6 & SIKOP-Koper & MTMLA-Valletta & asd & 123 & 123 & 2 & AE-Aerosol & M3-Cubic Meters & Aerosol & asd & IMDG & 1.2 & 1239 & II \\
\hline
\end{tabular}

DG cargo list needs to be confirmed by the Terminal Operator before entering the specific port terminal.
Service Request has been amended with the DG information. Dangerous goods must be declared on the Service Request within all required IMDG fields (IMDG package, IMDG class, IMDG number), as shown on the GUI:


Following the IMDG announcement on Service Request, an automatic email is generated from PCS and sent to the Terminal Operator. Recipient email addresses are configurable within the PCS. An example of the automatically generated email message for the abovementioned Service Request follows. Please note it is intentionally left in its original format, in local language.

Subject: Najava opasnog tereta na dispoziciji
Date: 7 March 2023 09:59:06 +0200
From: pcs-info@lukabar.me

\section*{Najava opasnog tereta (IMDG) na dispoziciji}

\section*{Podaci o najavi}
\begin{tabular}{l|l|}
\hline Agent/Špediter & \\
\hline ServiceRequest Number & 886891 \\
\hline Type & \(862-\) DISPOZICIJA - Tranzit \\
\hline Manipulation & \(3948-\) Obala-brod \\
\hline DischargeCondition & \(10-\) FIOS \\
\hline ImporterExporter & \(130-\) RAZNI KUPCI \\
\hline
\end{tabular}

Lubaris broj

\section*{Podaci o opasnom teretu}

KONTEJNER PUN - PRAZAN - 379522 ImdgPackage: III ImdgClass: 1. ImdgNumber: 3092

Ovaj mejl je automatski generisan i poslat od strane PCS-a Bar 7.03.2023 9:59:06

Upon receiving the alert of arriving DG cargo, the terminal operator authorized user needs to confirm the DG cargo list in PCS, before DG cargo can enter the terminal.

\subsection*{3.11 Connection with NMSW}

For the purpose of 'one time only' data entry, the existing manual entry of requested data into the existing PCS system (Vessel module) has been replaced by the integration with the new NMSW system, by means of the XML message exchange between the two systems.

\subsection*{3.12 Message structure for data exchange}

Data is exchanged between systems in XML format based on a defined XSD schema. There are five types of messages defined:
- B2MSW - not used in this integration
- MSW2G
- RECEIPT
- RESPONSE
- REFERENCE

\subsection*{3.13 MSW2G}

The message is intended to transmit MSW data to state authorities and relevant institutions, in this case the existing PCS system. It is allowed to send the message only in the direction of MSW to organizations. The message contains all the data types that the organization needs. The definition of receiving data types is defined at the organization level. An organization never receives a data type for which it is not authorized in the MSW system.

The message can contain data types:
- Metadata
- MAI
- NOA
- COA
- ETA
- ATA
- NOD
- ETD
- ATD
- SEC
- PAX
- HZA
- HZD
- VRQ

Metadata and MAI data types are always present and mandatory in every message.
PCS receives vessel arrival and departure related data from NMSW in a MSW2G type message. An example of the full message is given in chapter An example of the XML exchange message.

PCS receives Dangerous goods information from the NMSW with the MSW2G type message, HZA data type on arrival.

The example of the DG segment within the message as a sensitive data is not part of the report but it is delivered to the Port of Bar.

\subsection*{3.14 RECEIPT}

The message is intended for technical confirmation of receipt of other types of messages. These types of messages are issued by all systems that receive or send data to MSW, as well as by PCS itself. RECEIPT contains a data type that conveys information about how the message was received.

The message contains data types:
- Metadata
- REC

\subsection*{3.15 RESPONSE}

The message is intended to convey the institution's response to the ship visit data received from the MSW. These types of messages are therefore only issued by institutions, including MSWs. They serve as feedback to the reporter. RESPONSE contains a data type that carries information about whether the ship visit data is accepted or rejected. In case of rejection, it also contains information about why the data was rejected and how to complete it. This is the information given by the user of the institution who has refused the data.

The message contains data types:
- Metadata
- RES

\subsection*{3.16 REFERENCE}

The message is intended for the transmission of MSW codes to reporters and institutions. The message is static only. It contains a data type that carries all the necessary information for exchanging codebook data. The data type contained in REFERENCE is never part of other messages. Data type MSW is sent only at the
request of the reporter or institution. Technically, REFERENCE behaves similarly to RESPONSE, but for ciphers and vice versa.

The message contains data types:
- Metadata
- REF
- RRQ

\subsection*{3.17 Data types}

For communication purposes, the data types have been defined, being a key part of each message. Data types are declared so that message content is unambiguosly understood and reporting formalities are fully supported. By filling in the data in the data types, the message can be easily interpreted and the reporter can fulfill all the formality requirements that he has to report.

\subsection*{3.18 Business rules}

The business rules are delivered to the Port of Bar.

\subsection*{3.19 An example of the XML exchange message}

The example of the MSW2G type message is delivered to the Port of Bar.

\subsection*{3.20 Improved GUI}

The GUI design has been optimized where possible, improving user experience. This includes minimizing the required number of user clicks, improving visual appearance and organization of data on the screens.

\subsection*{3.21 Adding hyperlinks to the documents in the grid}


\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline Actions & Id & \(\checkmark\) & Status & \(\uparrow\) & Customer & \(\uparrow\) & Entrance lubaris SR number & \(\uparrow\) & VehideType & \(\uparrow\) & Chassis & \(\uparrow\) & \multicolumn{2}{|l|}{Arival date} & \multicolumn{2}{|c|}{\(\dagger\)} & & \multicolumn{4}{|l|}{Departed date} \\
\hline - & 10021 & I & Announced & & LOGICAR D.O.O. BAR & & 7710 & & & & 12231210 & & & & & & & & & & \\
\hline - & 10020 & I & Announced & & Logicar d.o.o. bar & & 7710 & & ABCF DBCF & & 12231220 & & & & & & & & & & \\
\hline - & 10019 & I & Announced & & LOGICAR D.O.O. BAR & & 7710 & & ABCF DBCF & & 12231230 & & & & & & & & & & \\
\hline - & 10018 & I & Announced & & LOGICAR D.O.O. BAR & & 770 - & & & & 12231211 & & & & & & & & & & \\
\hline - & 10017 & I & Announced & & LOGICAR D.O.O. BAR & & 7700 & & ABCF DBCF & & 12231221 & & & & & & & & & & \\
\hline - & 10016 & I & Announced & & LOGICAR D.O.O. BAR & & 7700 & & ABCF DBCF & & 12231231 & & & & & & & & & & \\
\hline - & 10015 & I & Canceled & & LOGICAR D.O.O. BAR & & 7700 & & & & 12231241 & & & & & & & & & & \\
\hline - & 10014 & I & Canceled & & LOGICAR D.O.O. BAR & & 770 日 & & ABCF DBCF & & 12231251 & & & & & & & & & & \\
\hline - & 10013 & I & Canceled & & LOGICAR D.O.O. BAR & & 7700 & & ABCF DBCF & & 12231261 & & & & & & & & & & \\
\hline - & 10012 & I & Canceled & & LOGICAR D.O.O. BAR & & 7700 & & ABCF DBCF & & 12231271 & & & & & & & & & & \\
\hline wing 1 & 0 of 63 & entries & & & 4 & & & & & & & & Previous & 1 & 2 & 3 & 4 & 5 & 6 & 7 & Next \\
\hline
\end{tabular}



\subsection*{3.22 Moving 'eye' icons to the beginning of each grid item}


\subsection*{3.23 Adding filters}

New filters have been added to the Vessel Announcement list: Status, Id and Lubaris number:


\subsection*{3.24 New style for the side navigation bar}

Styling has been updated to match the colors of the Port of Bar logo sign. Graphical icons haver been added preceding the menu titles.

Top navigation bar:


Logon screen:


Port Community System

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EFINTIS

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Colours of the buttons:

Q Search \(\times\) Clear


Q Search \(\times\) Clear

Styling for the language and profile dropdown selector:

ntainerSize

\subsection*{3.25 Removing redundant whitespaces and improving borders}

GUI screens have been optimized with white spaces and soft borders:

TResults
\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline Actions &  & Number & * & customer & ث & Staus & \(\uparrow\) & Manipulation & \(\uparrow\) & Type & \(\uparrow\) & Date & † & Warchouse & \(\uparrow\) & vessel & * & & Forca & & & & Interl & \\
\hline - & 204204 & & & pacorin montenegro & I & Soved & & Skladistevagon & & Dispoziclua - Tranzit & & 7/25/17 & & & & & & & - & & & & [ & \\
\hline - & 19191 & & & pacorin montenegro & I & Sent & & Repacking & & dispozicya. -Ivoz & & 3/29/17 & & & & & & & & & & & \(\square\) & \\
\hline - & 190190 & & & LOGICAR D.O.O. BAR & I & Soved & & Kamion-skladiste & & Dispoziclad -Ivoz & & 2/27/17 & & & & & & & - & & & & \(\square\) & \\
\hline - & 189189 & & & Logicar d.o.o. Bar & I & Soved & & Kamion.skladiste & & dispozicya -İvoz & & 2/27/17 & & & & & & & a & & & & a & \\
\hline - & 187188 & & & Logicar do.o. BAR & I & Soved & & Kamion-sklodiste & & Dispozicila - Tranzit & & 2/9/17 & & & & & & & - & & & & - & \\
\hline - & 187187 & & & Logicar do.o. bar & I & Soved & & Brodteerminal & & dispozicya - Tranzit & & 2/9/17 & & & & Juniper & & & & & & & ] & \\
\hline - & 186186 & & & Logicar do.o. Bar & I & Sved & & Brod-terminal & & Dispozicya- - Tranzit & & 2/9/17 & & & & Juniper & & & \(\square\) & & & & \(\square\) & \\
\hline - & 185185 & & & LOGICAR DO.O. BAR & 1 & Soved & & Skiadstee-kontejer & & dispozicia . woz & & 11/18/16 & & SKLADISTE "MONTENGGROBONUS" & & & & & a & & & & - & \\
\hline - & 184184 & & & LOGICAR D.O.O. BAR & I & Soved & & Kamion-skladiste & & dispozicia - wvoz & & 97716 & & SkLADISTE "CENTROPROİVOD CG" & & & & & - & & & & 百 & \\
\hline - & 181181 & & & Logicar do.o. Bar & I & Canceled & & Kamion-skladiste & & dispozicla - - azzoz & & 67716 & & & & & & & - & & & & a & \\
\hline owing 1 t & 0 of 254 e & & & & & & & & & & & & & & & Previous & 1 & 2 & 3 & 4 & 5 & ... & 26 & Next \\
\hline
\end{tabular}

\subsection*{3.26 PCS truck module enhancements}

The existing PCS Truck module has been extended with further data entry requirements, in order to connect it with the cargo carried by the trucks. Freight Forwarder creates a truck pre-announcement in PCS, related to the specific Service Requests, containing data of the specific cargo and the number of trucks carrying it. The system then assigns as many PINs as the number of trucks. Freight Forwarder then sends the created PINs to the carrier, in order for each truck driver to give his PIN to the gate operator upon exiting the parking. The operator then enters the respective PIN to the truck announcement in the PCS Truck Module. This way, the relation is established between the truck announcements and the newly introduced truck preannouncement, which carries the information about the cargo in the truck and the related Service Request. The essence of this new functionality is that the port knows the reason why each truck is coming.

\section*{4 FURTHER PROPOSALS}

Since PCS is constantly evolving around changing processes and new regulations, it is reasonable to expect that PCS is going to adopt to the new circumstances when they arise and implement amendments. PCS is designed in order to facilitate these changes as much as possible. There are many configurable parameters that can be used for this purpose. The database model and application code has been designed to be easily extendable. The connections with Custom and NMSW are prepared (NMSW will start on Feb 2024 and new Custom system will also start on 2024).```

