

Harbor Master's Office

- Stopovers
- Berth Authorization Request
- Collect of Weapons Request
- Return of Weapons Request
- Departure Authorization Request
- Port Planning
- Movements
- Vessel services

Customs

- Formalities and requests

Referential

- Referentials
- Companies
- Users
- Subscriptions

Terminal Park

- Tracking stored cargounits
- Transport orders
- Damage reports

Import

- Unloading operations
- Unbundling operations
- Freight forwarder tracking
- Folders
- Material accounting
- Statistics

Transshipment

- Folders

Export

- Bookings
- CargoUnits announced
- Freight forwarder tracking
- Folders
- Material accounting
- Loading operations
- Statistics

Port Victoria Management Information System Project

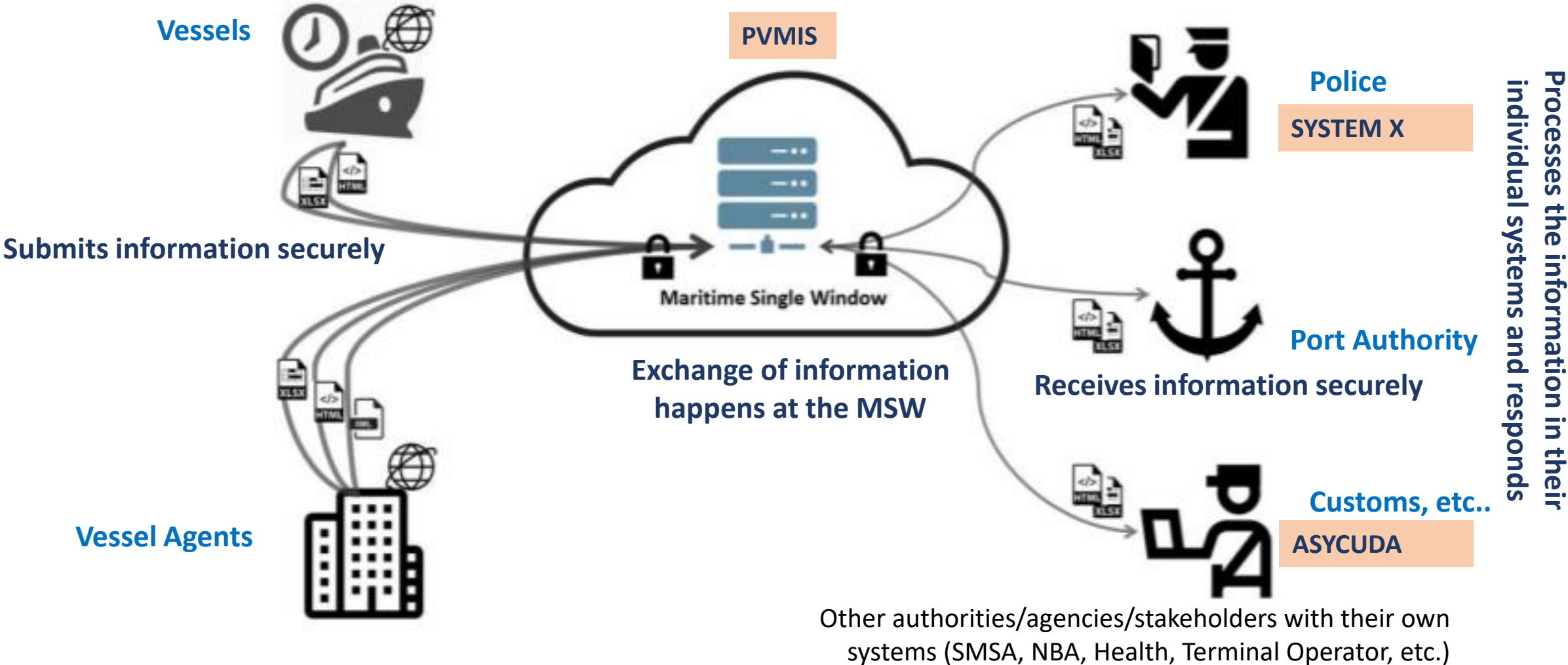
Port Victoria Management Information System

PVMIS

Single Window Platform

PVMIS is a **system** for the **electronic submission** of **standardized information** to a **single-entry point** by traders, transport operators, and regulatory agencies.

Maritime Single Window Conceptual Architecture



The single window system, for exchange of data via a single input point, **will become a mandatory requirement from January 2024**, under the FAL Convention by the International Maritime Organisation

PVMIS Implementation Partners



International Companies/Organizations

- InfoPort of La Reunion
- 4SH of France
- AfricaRise (EU)

SPA Team.

- The Board members
- CEO's Office
- PVMIS Implementation Team (SPA Committee)



Advantages of Integrating PVMIS with CCS

Risk Management: Better data sharing and transparency help in identifying and mitigating risks more effectively

Cost Savings: Reduced administrative burdens and streamlined operations can lead to significant cost reductions for all parties involved.

Regulatory Compliance: Integrated systems simplify adherence to regulations by providing a unified platform for documentation and approvals. IMO FAL Compliance

Streamlined vessel calls, berth allocation and better planning of the port services

Improved Data Accuracy - Centralized data sharing; stakeholders work with the same information; no duplication

Seamless Communication: Enhanced collaboration among customs, shipping lines, and logistics providers leads to better coordination.

Real-Time Visibility & Transparency - Real time operational information: e.g. real-time insights into cargo status

Technological Advancements: integration of systems to leverage data analytics, automation, and other innovations effectively.

Sustainability Initiatives: Streamlined processes can lead to reduced emissions and waste, supporting environmental sustainability goals.



Disadvantages

- **High Implementation Costs:** The initial investment required to develop and integrate these systems can be significant. This might be a barrier for smaller ports and operators with limited budgets.
- **Complexity of Integration:** Merging two distinct systems can be technically challenging, requiring careful planning and expertise to ensure compatibility and smooth data transfer.
- **Cybersecurity Concerns:** Increasing connectivity between systems raises potential cybersecurity risks. Protecting sensitive data from breaches and ensuring robust security measures are essential.
- **Resistance to Change:** Stakeholders accustomed to traditional processes may resist adopting a new integrated system. Effective change management strategies will be necessary to facilitate a smooth transition.
- **Dependence on Technology:** Over-reliance on integrated systems can expose stakeholders to risks related to system failures or outages, making it crucial to establish contingency plans.

Phased Approach for implementation

Phase 1: Process Mapping and Re-design

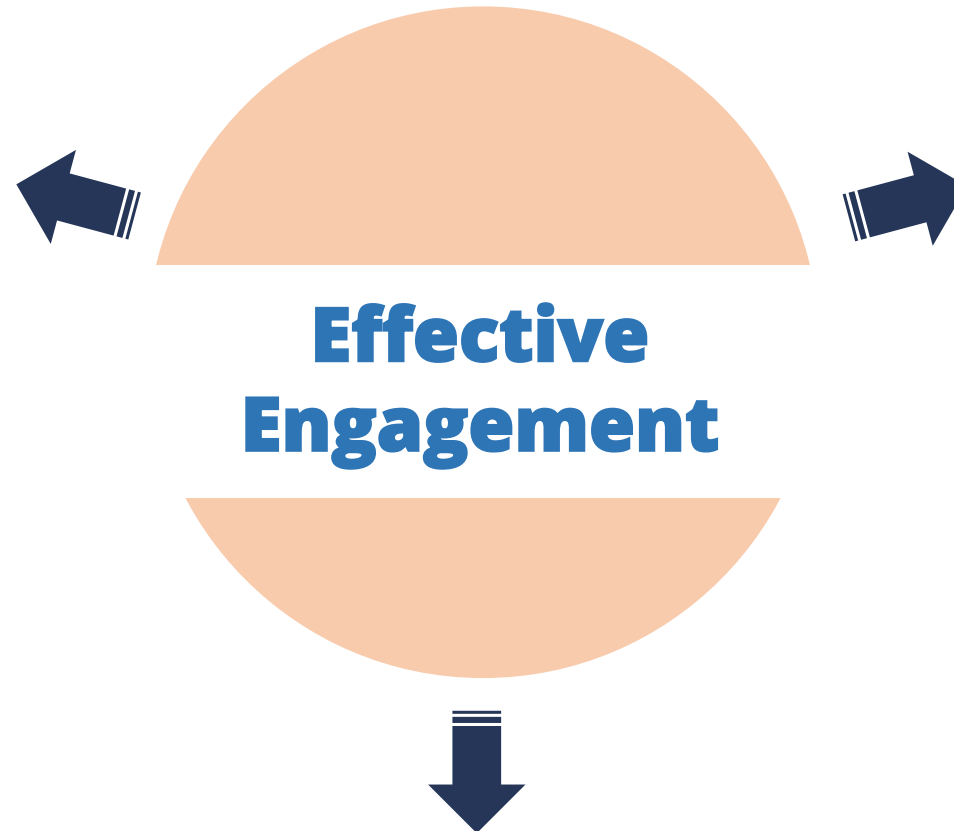
Phase 2: Digitisation: PVMIS

Phase 3: Enhancements

Engagement Strategy

Internal Engagement

- Internal PVMIS Committee set-up
- Internal engagement & appointing Champions (initiate culture change)
- Internal PVMIS briefing with Directors
- Obtained the support of the Board of Directors



Government Commitment & Engagement

- Support of the Minister of Transport
- Legal framework for the system
- Data sharing agreement with SRC, Immigration, border control agencies & DICT has been drafted and sent for their inputs. SFA & SMSA;
- Information note to the Cabinet

Other parties (e.g. Terminal Operator, Shipping Agents, etc..)

Signing of MOUs or User terms of use has been drafted and being reviewed by the PVMIS committee

The design is based on the existing Cargo Community System software, and “Systeme Informatique Maritime et Aerien de la Reunion” the **SIMAR**.

PVMIS incorporates the following modules:

- Integration of a Harbor module for the declaration of vessels and maritime line.
- A Stopover module to manage vessels and stopovers.
- Request for Services - Vessels/Agents
- An Import module to manage unloading, clearing and delivery of cargo.
- An Export module to manage bookings, clearing and loading of cargo.
- A Fishing module to manage Import & Export Fishing specific features.
- A TOS module is integrated to the CCS, an Integrated Terminal Operating basic features.
- Included also are other modules such as Transshipment, Break-Bulk function and Transport.
- Visiting Yachts & Super-yachts management.
- Weapons Declaration Management.
- The system handle the IMO FAL forms 1 through to 7.

Implementation



- The import module of the PVMIS is ready for use, but because the stakeholders still have the choice of doing the processes manually, some of them just continue with the manual system because they see it as duplication. From August 1st 2024, the import module was launched with a minimum number of Users.
- The regulation to make it mandatory to use PVMIS is drafted, the user fee needs to be inserted and the modality is being researched by a committee.
- There will be a user fee and possibly an annual subscription fees as well.
- It is hoped that by January or March 2025 the regulation would have gone through its normal process so that fees can be applied.
- The link/integration with SRC's Asycuda is being completed.

Challenges



1. Stakeholder Coordination

- **Diverse Interests:** Aligning the goals of multiple stakeholders (government agencies, port authorities, shipping companies) can be complex.
- **Communication Gaps:** Ensuring clear communication among all parties involved may be difficult.

2. Resistance to Change

- **Cultural Resistance:** Employees accustomed to manual processes may resist adopting new technologies.
- **Fear of Job Loss:** Concerns about automation leading to job redundancies can hinder acceptance.
- **Managing Expectations:** Clearly communicating the benefits and impacts of the new system to all stakeholders is vital.

3. Training and Skill Development

- **Training Requirements:** Significant training may be needed for users to adapt to the new system.
- **Knowledge Gaps:** Existing staff may lack the necessary technical skills to operate the new system.

4. Technical Challenges

- **Integration Issues:** Integrating the new system with existing legacy systems can be technically complex.
- **Software Reliability:** Ensuring the software is robust and reliable under various conditions is crucial.

Challenges (Cont)



10. Implementation

- **Phased or Complete:** Deciding whether to implement the system all at once or in phases can affect project complexity.

11. Operational Disruption

- **Workflow Disruption:** Transitioning from a manual to a digital system can disrupt existing workflows.
- **Service Continuity:** Ensuring continuity of operations during the transition period is a significant concern.

12. Scalability and Future-Proofing

- **Planning for Growth:** Ensuring the system can scale with increasing traffic and evolving needs is crucial.
- **Adapting to Changes:** The system should be adaptable to future technological advancements and regulatory changes.



Immediate Strategy

- Request for Services - Vessels/Agents
- Complete the Roll-out of the Import module.
- Included also are other modules such as unbundling, Break-Bulk function and Transport orders.
- Complete the Export module .
- Start on the Fishing module to manage Import & Export Fishing specific features.
- Visiting Yachts & Super-yachts management.
- Weapons Declaration Management.
- The system handle the IMO FAL forms 1 through to 7.
- Complete policies and MoUs with relevant authorities and Agencies.
- Continue working with SMSA to complete domestication of FAL.
- Continue reviewing relevant laws and regulations to ensure that they do not contradict or hinder the implementation of the PVMIS.

Future Enhancements

- **Mobile Applications:** Develop mobile platforms for stakeholders to access information and services on the go, improving accessibility.
- **Interoperability & Integration with Other Systems:** Ensure compatibility with other national and international systems, enhancing data exchange and collaboration.
- **Real-Time Notifications and Alerts:** Provide automated alerts for critical events, such as shipment delays or compliance issues, to keep all stakeholders informed.
- **Sustainability Reporting Tools:** Add features for tracking environmental impacts, such as emissions and waste management, to support sustainability initiatives.

Future Enhancements

- **User Training and Support Resources:** Offer comprehensive training programs and resources for stakeholders to maximize system use and efficiency.
- **Feedback Mechanism:** Establish a feedback loop for users to provide insights and suggestions for ongoing improvements.
- **Multi-Language Support:** Implement multi-language options to accommodate diverse user groups and improve accessibility.
- **Artificial Intelligence (AI) Integration:** Utilize AI for automated risk assessments and compliance checks, streamlining processes and reducing human error.

Mahe Quay Fishing IPHS Zone 14

Date 29/07/2024 Hour 21:02 Now

Stopover Hide previsions Legend

BERTH 1 QUAY

BERTH 2/3 QUAY

Bunker Pier & B4 >



March Week 31

	Sunday 29 / 07				Monday 30 / 07				Tuesday 31 / 07				Wednesday 01 / 08				Thursday 02 / 08				Friday 03 / 08				Saturday 04 / 08							
	00	06	12	18	00	06	12	18	00	06	12	18	00	06	12	18	00	06	12	18	00	06	12	18	00	06	12	18	00	06	12	18

UAFL LIBERTY POV00163

07-28 13:00
07-30 06:00

B1-1 to B1-4

Playa de Aritzatxu POV000164

07-31 02:15
08-01 20:45

B1-1 to B1-6

ORNELLA POV00183

08-02 15:30
08-04 01:30

B1-1 to B1-7

UBENA POV00172

07-29 09:40
07-30 04:30

B2/3-1 to B2/3-4

STI OPERA POV00184

07-30 14:00
07-31 15:00

B2/3-1 to B2/3-4

SC MONTREAL POV00184

08-01 10:30
08-02 15:50

B2/3-1 to B2/3-14

SPIL NIKEN POV00170

07-29 14:00
07-31 15:00

B2/3-14 to B2/3-118



THANK YOU

IMO's FAL FORM

- ❖ General Declaration (FAL Form 1)
- ❖ Cargo Declaration (FAL Form 2)
- ❖ Ship's Stores Declaration (FAL Form 3)
- ❖ Crew's Effects Declaration (FAL Form 4)
- ❖ Crew List (FAL Form 5)
- ❖ **Passenger List (FAL Form 6)**
- ❖ Dangerous Goods (FAL Form 7)