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| IALA Guideline |

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Acceptance of VTS SYSTEM

Edition 1.0

Document date

Revisions to this IALA Document are to be noted in the table prior to the issue of a revised document.

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# Introduction

## Document Purpose

The purpose of this document is to advise authorities providing Vessel Traffic Services on the acceptance process of a VTS System or functional parts of a VTS System (as specified in IALA Recommendation V128 – Preparation of Operational and Technical Performance of VTS Systems).

IALA Guideline G.1111 – Preparation of Operational and Technical Performance Requirements for VTS Systems provides a framework to assist these authorities in preparing requirements for a VTS System(s) or any functional part of a VTS System.

This document provides a framework for the acceptance process such that the specified system:

* is working according to the agreed requirements (e.g. verification); and
* is suitable for the intended services (e.g. validation).

As a result, there will be a common understanding between the authority and the system supplier about the set requirements and the procedures that demonstrate compliance.

This document’s suggested steps can be tailored depending on the system’s size and/or complexity.

## Definitions

For the purposes of this document, the following definitions apply:

|  |  |  |
| --- | --- | --- |
| **Customer** | – | Authority providing Vessel Traffic Services |
| **Supplier** | – | The organisation provides a VTS System or functional parts of a VTS System. |
| **System** | – | A system is an arrangement of parts or elements that together exhibit behaviour or meaning that the individual constituents do not [8]. This can be a group of items or devices working together. |
| **Test Procedure** | – | A (detailed) sequence of steps to be executed to demonstrate compliance to a requirement. |
| **VTS System** | – | within this document, the VTS System is considered the VTS software, hardware, communications and sensors. This excludes personnel and procedures [3]. |

## References

1. IALA Recommendation V-119 The Implementation of Vessel Traffic Services
2. IALA Recommendation V-128 Preparation of Operational and Technical Performance Requirements for VTS Systems
3. IALA Guideline 1111 Preparation of Operational and Technical Performance Requirements for VTS Systems
4. IALA Guideline 1150 Establishing, Planning and Implementing VTS
5. IEEE 1012-2016 IEEE Standard for System, Software, and Hardware Verification and Validation
6. ISO 9000-2005 Quality Management Systems
7. ISO 15288-2008 Systems and Software Engineering – System life cycle processes
8. INCOSE-TP-2003-002-03.2.2 INCOSE Systems Engineering Handbook. A Guide for System Life Cycle Processes and Activities, Ver. 3.2.2 October 2011

# Acceptance Process Planning and Management

The acceptance process shall demonstrate the compliance of the VTS system, before an operation, to the agreed requirements.

This section provides a general framework to manage an acceptance process and suggests possible acceptance steps.

This chapter focuses on the possible steps and documentation in the Acceptance Process. In the following chapters, these steps are subsequently worked out in more detail.

## Framework Acceptance Process

A VTS System is a complex system that includes many different technologies at multiple sites to support the operational process. These technologies include in, e.g. communications system, monitoring system, sensors and environmental monitoring systems.

A typical acceptance process demonstrates compliance, starting from the lowest-level building blocks to functional subsystems and, finally, the complete VTS System. This process may include multiple subsystems at multiple sites (e.g. the VTS centre and multiple sites for sensors and communications).

The acceptance process is the same at all levels:

* There is a set of applicable requirements;
* There is a (physical) implementation of the requirements (sub-) systems;
* There is a set of test procedures with acceptance criteria.

Once the lower levels are satisfactory tested, testing at the next higher level can commence, as Figure 2 illustrates.

Setting up a proper Acceptance Plan allows detecting mismatches/requirements not being met at an early stage. It prevents expensive rework in a later stage that could have been detected earlier.



1. VTS System breakdown structure and order of acceptance

### Acceptance Steps

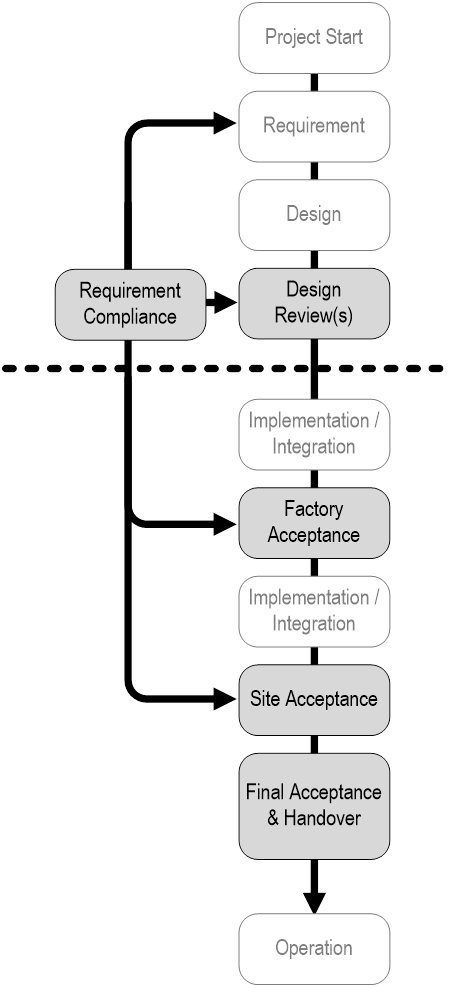
Typically, the acceptance of a VTS system starts during the system’s design phase and continues while implementing it.

Figure 1 shows the typical steps to establish a VTS System, and illustrates acceptance steps in grey boxes:

* Acceptance at Design Review(s);
* Factory Acceptance;
* Site Acceptance;
* System Acceptance; and
* Final Acceptance.

The steps illustrated by the white boxes are important steps in the establishment, planning and implementation of a VTS system. Still, as these steps are not directly a part of the system acceptance, this document does not discuss it.

This acceptance process can apply equally well to the different functional parts of a VTS System.



1. Acceptance steps within the establishment of a VTS System

## Acceptance Documentation Management

The purpose of a proper Acceptance Process is that the system to be delivered is, when set operational, meets all the requirements. In a complex VTS system, the Acceptance Process may be problematic. Therefore, it should be considered to organise the Acceptance Proces and the documentation belonging to that process. During the acceptance process, both Supplier and Customer develop a mutual understanding of the requirements to be fulfilled. All the performed acceptance process, e.g. planning, set-up and result, should be documented.

### Requirement Traceability Matrix

The Customer and Supplier should develop a clear mutual understanding of:

* The requirements: which need to be as smart as possible to avoid any ambiguity and be able to test;
* The overall test processes: which should be documented and maintained during the entire project, which includes:
* Test Plan
* Test Criteria;
* Test Procedure; and
* Test Report;
* The timing to conduct each test at the early stage of the project; and
* Responsibility.

It is essential to record, map and trace the link between the requirement and implementing a VTS system or functional parts of a VTS system. The Customer can manage the status of each and all Requirements by using the Requirement Traceability Matrix (RTM); for example:

* which tests are passed or filed and their test plan, result;
* who is dealing with what developing issues (e.g. discrepancy, defects and project delay) relating which requirement;
* if a certain functionality has not demonstrated properly, the RTM can be used to analyse the effect and control which test(s) have to be repeated after correction (regression testing).

Therefore, the RTM should at least contain followings, as illustrated in Figure 3:

* uniquely identified requirement;
* unique test plan ID; and
* pass/fail indication.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Req No | | Requirement | System | Test Plan ID | Status |
| 1- | 1 | VTS System provides situational awareness | VTS System | TP101 | Pass/Fail |
| 2 | Radar A | TP201 | Pass/Fail |
| 3 | Radar B | TP202 | Pass/Fail |
| 4 | AIS | TP301 | Pass/Fail |

1. An example of the Requirement Traceability Matrix

### Acceptance Test Plan

The Test Plan describes an overview of overall acceptance steps, how the Supplier intends to fulfil the requirements. The Customer should approve the Test Plan before executing tests.

There are following discussions and practices in the process of producing the Acceptance Test Plan:

* It makes it easier to control discrepancies and when the Acceptance Test brake down a System to smaller subsystems (e.g. Radar System can break down into antenna, rotation unit, antenna control unit, transceiver);
* It makes it easier to handle discrepancies by testing in the earlier Acceptance Step;
* If a new system planned to connect to an existing system;
* it may need to consider in which step to demonstrate interaction with the current system;
* it makes it easier to handle discrepancies and identifies a critical item.
* Prioritise and simplify the Acceptance Steps and reduces cost and time: every system may need not to test in detail, and checking a test report can be good enough.

The Acceptance Test Plan can be split into one high-level Test Plan and associated multiple Test Plans for a functional part of a VTS System depending on:

* The level of effort and detail;
* the system complexity and criticality;
* Timing of the testing; and
* Cost of testing.

The Acceptance Test Plan of a VTS System should describe how the overall acceptance steps are organised, and this may include:

* Scope;
* List of items to be tested: which can be a plan to design, implement, integrate and/or interface a VTS System or a functional part of a VTS System;
* Test approach;
* Test readiness criteria;
* Resources and Schedule;
* Acceptance Criteria(may be included in the RTM);
* Risk assessment (including action plan how to deal with discrepancies)
* Risks if the test do not fulfil the requirement and its contingency (e.g. back-up plan);
* Regression testing, e.g. a new software version has released;
* Role and responsibility of the stakeholders (e.g. the personnel involved or conducting the acceptance test);
* Dependencies between process and steps;
* Logistics arrangements;
* Key milestones;
* Test procedure and sequence.

Also on forehand thought should/could/may be given a classification of discrepancies encountered during testing. E.g. they may be classified as:

* Major/blocking; the test procedure cannot continue before solving this issue, and the responsible person should decide (preferably on the forehand ) the level of regression testing;
* Corrective: the Supplier can solve the issue during the test process, and after that testing can continue; and
* Cosmetic; testing can continue, and the issue may be solved in a later stage.

The personnel who accept VTS System and/or a functional part of systems should be:

* familiar with the set-up and operation of the system;
* appropriately qualified to review test report and accept the system and/or VTS System; and
* appropriately qualified to make decisions in case of discrepancies.

The personnel who conduct the VTS System and/or a functional part of systems should be:

* familiar with the set-up of the system to be tested;
* appropriately qualified to perform the test; and
* appropriately qualified to decide the direction in case of discrepancies.

### Acceptance criteria

The Acceptance Criteria specifies conditions which consider the system fulfils requirements. It should consider how to handle any discrepancies.

Acceptance criteria should:

* Be uniquely identifiable
* Have an acceptance criterion
* Be SMART (Specific, Measurable, Achievable, Relevant, Time-bound).

All requirements may not be SMART, or can easily be turned into SMART requirements. This might be the case with so called non-functional requirements. e.g. the system should be ergonomic, easy to use/intuitive, robust or etc. These requirements usually require special attention in the Acceptance Process.

### test procedure

Test procedures should describe how to execute a functional part of the system and/or overall VTS System. It includes the test:

* Scope;
* Type of test;
* Functionality;
* Capacity;
* Compliance;
* Stress;
* Security;
* Test conditions, equipment, and environments;
* Test methods;
* Acceptance Criteria (if not maintained separately);
* Expected outcomes (e.g. test measurement result and log file); and
* Test scenario’s; describing the different scenario’s used in demonstrating a Requirement.

The basic test methodologies applicable to system acceptance may include the following:

|  |  |  |
| --- | --- | --- |
| Inspection | – | Inspection determines acceptance by whether the system is in proper condition and right quantity involving examination and observation (e.g. paint colour, weight, physical dimensions, etc.); |
| Similarity | – | Similarity determines acceptance by whether the system is modified or similar to an existing accepted system. It needs to be a similar system and/or system architecture. |
| Analysis: | – | Analysis determines acceptance by showing theoretical compliance under defined conditions between the proposed system and the agreed requirement. Analysis (including simulation) is used where testing to realistic conditions cannot be achieved or is not cost-effective. |
| Demonstration | – | Demonstration determines acceptance by a practical or qualitative exhibition and explains how the system works or performs functionally. Demonstration may be conducted by using a set of system stimuli or test jig. Demonstration can be used to show that the system responses to the stimuli are suitable. Demonstration may be appropriate when requirements or specifications are given in statistical or practical terms (e.g. mean time to repair, average power consumption, etc.) or test item is a partial system of a larger system (e.g. replace or repair of system module). |
| Verification: |  | The Verification is an action to confirm an item’s operability, supportability, or performance capability. Verification is often occurred under controlled conditions, which is real or simulated, and uses special test equipment or instrumentation to obtain very accurate quantitative data for analysis. |
| Operational Trial | – | Operational Trial is a period to demonstrate system performance and reliability. |
| Certification | – | Certification is a written assurance that the product can perform its assigned functions by legal or industrial standards. (e.g. CE certification, UL certification, etc.) |

### Test script

describing the tests (if applicable) to be executed and the order in which they are executed step by step should be agreed upon and available;

The steps described in the FAT should be performed step by step in the given order.

### Test report

After each test performed according to the Acceptance Test Plan, the Supplier should produce Test Report. The purpose of the Test Report is to record and have a reference on:

* Tested requirement(s);
* List of items to be tested;
* Configuration details (e.g. Customer, software revisions, hardware revisions, parts and serial numbers);
* Test date and time;
* Test environment (e.g. weather, temperature, humidity, and air pressure);
* Person(s) who performed/witnessed the test and Signatories;
* Test outcome (e.g. Pass/fail);
* Functional and performance test results (e.g. measurement result, log file) and comments (e.g. measurements, findings, etc.);
* Updated Compliance matrix to the requirement and design;
* Documentation (e.g. Manuals, Quality assurance document, copy of certifications); Documentation (e.g. Design Document, System configuration drawing, Manual);
* References to project name;
* List of instruments and their calibration status; and
* Report of discrepancies (if applicable).
* acceptance criterium; and
* remarks (if needed).

# Test Execution / Acceptance steps

## Design Review

### Introduction

The acceptance process can include Design Review(s) depending on the VTS system complexity. The Design Review evaluates whether or not the developing system meets requirements. Early involvement of relevant stakeholders in the process of the system architecture and design development:

* Reduces risk of misunderstandings of requirements;
* Be aware and develop an approach for possible risks (e.g. first-time development risk, delay of delivery);
* Develops mutual understandings of the system design and architecture;
* It is input for the way, steps and timing to accept the system;
* Demonstrates the system design fulfils the requirements before implementation; and
* Aware issues based on the design, performance and legal.

Typical in a Design Review a ‘walk through’ might be done to check if all the required elements/subsystems are designed for and, they are integrated form a coherent system. In this stage also issues like flexibility, expandability, security etc. might be clarified. This is also a base for a more detailed lower level Design, based upon which subsequent orders may be placed.

### Test readiness

The Customer should make sure documentations by Supplier are ready before Design Review, which can include:

* A high-level design document (e.g. system architecture diagram, overall system configuration, technical datasheet) ;
* A low-level/detailed design which is available at this stage (e.g. network diagram, circuit diagram, manual, );
* Interface designs and arrangements;
* A risk assessment by Supplier, for example:
* interference or unwanted reflection of radio transmitting system;
* Site survey report (if applicable): (e.g. a new radar implementation may require a site survey to test that the planned location doesn’t lead to unexpected/unwanted side effects, like reflections from large objects in the neighbourhood);
* Analytic or demonstrated documentation of proposed system under defined conditions (e.g. coverage simulation, strength calculation and wind load calculation).
* (if applicable or available), Technical documents (e.g. Technical data sheet and Manuals).

### test execution

The Customer can execute Design Review by inspection of the documentation against the requirements. The Design Review execution should take into account:

* To check all requirement has a design to be implemented;
* To check the design meets expectations; e.g. centralised vs de-centralised;
* To check all (external) interfaces projected in the design;
* To check the total number of inputs and outputs are available; and
* Besides all these aspects, to walk-through’ regarding outage and calamity.

### test result

The Design Review’s execution results in:

* Developing mutual misunderstandings of the requirement;
* The awareness and developed an approach for possible risks;
* Developing the system design and architecture with mutual understandings;
* Input for the way, step and timing of the acceptance;
* Be aware of the design, performance and legal issues.

In that Design, various subsystems may have been identified performing a particular task each other. The requirement and RTM should be updated if necessary in the process of the Design review.

## Factory Acceptance

### Introduction

The Customer can set an acceptance step at the factory level (Factory Acceptance) for a functional part of the system or overall VTS System, depending on the VTS system complexity to demonstrate the functional and technical performance and their interaction to the requirement before installation on-site.

The Factory Acceptance may be an only opportunity to demonstrate that the developed system is in line with the requirement and design before integration or installation on-site.

The Factory Acceptance is unique in the Acceptance Steps because the specific and specialised test equipment (e.g. measuring equipment and test jig) and the controlled environment are available, which makes Factory Acceptance:

* Methodical;
* Efficient;
* Precise; and
* Repeatable.

Depending on the importance and criticality of the system, the Customer can select to conduct Factory Acceptance by:

* Documentations, which the Supplier publishes (e.g. a quality assurance document and factory test report); or
* Customer or Customer’s representative witnessed the Factory Acceptance Test (FAT).

The above way of the Factory Acceptance could be decided at earlier stage (e.g. Design phase and Design Review).

### Test readiness

The Customer should make sure the Supplier who has prepared the followings before Factory Acceptance, which can include:

* The Factory Acceptance Test Plan;
* The Factory Acceptance Test Procedure;
* The Factory Acceptance Test Scripts
* Detailed system design documentation;
* The Implemented system is placed at the factory and ready for the test.

The Customer should take into account followings when checking test readiness of the Factory Acceptance:

* The test set-up fits for the test purpose;
* Condition of the test set-ups;
* The test is capable of demonstrating one or more requirements; and
* Condition of the production and integration of a functional part of the system or overall VTS System.

### Test Execution

Factory Acceptance should be executed based on agreed Test Plan, Test Procedure and Test Scripts. The Supplier should issue the FAT report, which includes the items listed in Section 2.3.3, after Factory Acceptance.

Factory Acceptance could include the following activities:

* Inspection of Documentation (including Production Test Reports);
* Review of Quality, Health, Safety and Environmental processes;
* Demonstration and Test by FAT.

In case the FAT is performed by test, the FAT could include the following activities:

* Inspection of physical configuration(including items to be tested and test equipment) ;
* Visual inspection;
* Inspection of set-up, parameter adaptations, and tuning;
* Execute the Test Plan step by step;
* fill in the result into the Test Report.

If Failing a test, a ‘Fail’ should be noted, and re-test may occur, any adjustments made for re-test should be reported and agreed. As far as possible, clarification for the difference between test and re-test should be given

### Test Result

Factory Acceptance execution results in:

* Factory Acceptance testing has been performed, and results are available;
* The Customer confirms the tested system perform to meet requirements (The RTM need to be updated);
* The Customer obtains Factory Acceptance Test Report by the Supplier;
* The Customer confirms that there are no blocking issues noted to the tested system
* The Tested system is ready for the next step (e.g. prepared to ship, install and integrate on-site).

On request, Both Customer and Supplier have to agree upon discrepancies found during testing and the belonging Classification (e.g. Major/blocking, Corrective, Cosmetic).

## Site Acceptance

### Introduction

The Customer can set an acceptance step on-site (Site Acceptance) to demonstrate a functional part of the system or overall VTS System, depending on the VTS system complexity, against the agreed design and requirements after installation. The Customer can select to set Site Acceptance as a single test or multiple tests depending on the VTS system complexity.

Site Acceptance may be the only opportunity to test fulfilling the requirements in the operational environment before the operation launches. The Customer should consider conducting Site Acceptance test because:

* The Customer can perform dynamic performance measurement;
* The Customer can obtain live data;
* The Customer can confirm the interaction and integration between:
* the developed system to the developed system; and
* the developed system to the present system and infrastructure;
* representative environment (e.g. geography);
* to demonstrate compliance and suitability for the purpose of the system.

The Customer needs to consider the Factory Acceptance result not to repeat the tests done at FAT.

### Test readiness

To avoid the situation that the installed system does not meet the requirement or expected result, the Customer and the Supplier should ensure the following aspects before conducting Site Acceptance:

* The developed system fits the installation environment or facility;
* Possible radio transmission-related interference does not occur between the installed system and the existing system which place at the same or nearby facility; and
* To check the installation location doesn’t lead any unexpected and unwanted side effects by conducting a radar system site-survey (e.g. reflections from objects nearby, unwanted ghost echo).

The Customer should make sure the Supplier to prepare the followings before Site Acceptance, which can include:

* The Site Acceptance Test Plan;
* The Site Acceptance Test Procedure;
* The Site Acceptance Test Scripts
* The on-site condition report (e.g. installation, set up, integration and construction work)
* The status of possible corrective actions from previous acceptance steps (e.g. Design Review and Factory Acceptance);
* The site access and physical security;
* Facilities and environmental conditioning (e.g. power supplies (grid / non-grid / back-up));
* Safety measures (e.g. proper grounding, fire and lightning protection);
* Ergonomics;
* Communication and network connections on-site and, if required, off-site;
* Presence of authorised and qualified personnel (both Customer and Supplier)

### Test Execution

Site Acceptance could include the following activities:

* Physical Configuration Audits;
* Inspection of installation and workmanship including regulatory compliance;
* Inspection of operational mode testing of:
* the system;
* the system interface; and
* integration (e.g. communications);
* Inspection of set-up, parameter adaptations, and tuning; and

I should be noted if:

* there is any modification made for performing the Site Acceptance test; and
* “’a failure to the test;
* the determined error classification; and
* the assessed impact under discussion between the Customer and the Supplier.

### Test Result

Site Acceptance execution results in a developed system:

* meets the requirement (RTM should be updated accordingly);
* is accepted by the Customer;
* is in line with the system (detailed) design;
* operational input data is available;
* the external interface is available;
* all test result is available;

The test results should be discussed/spoken through with Customer. If no blocking issues have been noted the (sub-) system under test, is ready for the next phase in the Acceptance Plan, which may be e.g. a further integration or releasing it for operational use.

## System Acceptance

### Introduction

The Customer can conduct System Acceptance depending on the complexity of the system. System Acceptance is:

* A complete acceptance test for a specific system set up to be ready for the operation;
* End-to-end testing where the Customer test entire system flows (from login to logout) based on the requirement (both functional and non-functional); and
* Conducted before Overall Acceptance.

The System Acceptance purpose can include operational readiness testing, which refers to evaluate that the Customer can work and maintain a developed system under the operational process and procedure, which include:

* back-up facilities;
* disaster recovery procedures;
* training for end users;
* maintenance procedures;
* security procedures.
* Failover (Within the same data centre);
* Component fail-over;
* Network fail-over;
* Functional Stability;
* Accessibility;
* Stability;
* Usability;
* (IT) Service Management (Supportability);
* Monitoring and Alerts (to ensure proper alerts are configured in the system if something goes wrong);
* Recovery (across data centres);
* Application/system recovery;
* Data recovery;
* Reliability;
* Back-up and Restoration (Recovery);
* Disaster Recovery;
* Maintainability;
* Performance, Stress and Volume;
* Procedures (Operability) and Supporting Documentation (Supportability); and
* Security and Penetration.

### Test Readiness

* The tester(s) has/have full access to the system
* all subsystems have passed previous tests
* all subsystems have been installed and operate cf. requirements

### Test Execution

Also, overall Acceptance could be performed over a period of time and could monitor the performance of the Overall VTS System including:

* Communications (e.g. Networking);
* Interfaces and Integration;
* Reliability and Availability;
* Coverage.

# Final Acceptance

### Introduction

The VTS System or functional parts of a VTS System should go through a Final Acceptance.

The Final Acceptance for the overall VTS System should demonstrate that the system is fit for operational use and compliant with the requirements.

Reasons for a Final Acceptance for the overall VTS System are:

* Opportunity to test the complete VTS system
* Ensures the interfaces are performing correctly
* Ensure the VTS system is performing as intended
* Ensure the VTS system is reliable
* Observe the VTS system across different Meteorological and Hydrographical conditions

The Final Acceptance for the overall VTS System is a separate process. It may follow acceptance documentation(s) to those listed in Section 2.3 of the functional parts of the VTS System. The process and acceptance criteria should be pre-agreed and the time period defined with the Customer in advance.

### Test Readiness

The VTS System may have been through its own:

* Design Review acceptance
* Factory Acceptance
* Site Acceptance.

The VTS System is in the intended operational mode.

### Execution

In this stage, the system is accepted by Customer from Supplier and should be performing according to the requirements.

Therefore a check has to be done on:

* Completeness of delivery;
* Completeness of documentation;
* user manuals
* technical manuals
* training
* warranty certificates
* project documentation (e.g. test documentation and test results)

# Annex

Example of different test procedures / reports for single system and complex system.

1. Requirement Traceability Matrix

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | Factory Acceptance Test | | | | |  | Date | Time | |
|  | Customer Company | | | | |  | Customer Representative | | |
|  | Subject/Equipment | | | | |  |  | | |
|  |  | | |  | | | | | |
| Test ID | Requirement ID | | Requirement Description | TC ID | TC-Description | | TC-Result | | Pass/Fail |
|  |  | |  |  |  | |  | |  |
|  | R-0265 | | User protected login | TC-01 | Login with valid username/password | |  | |  |
|  |  | |  | TC-02 | Login with invalid Username | |  | |  |
|  |  | |  | TC-03 | Login with invalid Password | |  | |  |
|  |  | |  |  |  | |  | |  |
|  | | R-020 | The system should be log errors | TC-45 | Produce Error xyx | |  | |  |
|  | |  |  | TC-98 | Produce Error vwx | |  | |  |
|  | | |  |  | | |  | |  |
|  | | |  |  | | |  | |  |
| Approved | | | Supplier | Customer | | |  | |  |

1. Factory Acceptance Report

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | Factory Acceptance Test | | | | |  | Date | Time | |
|  | Customer Company | | | | |  | Customer Representative | | |
|  | Subject/Equipment | | | | |  |  | | |
|  |  | | |  | | | | | |
| Test ID | Requirement ID | Test Description | Type of Test | | Test result | | Remark | | Pass/Fail |
|  |  |  |  | |  | |  | |  |
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|  |  |  |  | |  | |  | |  |
| Approved | | Supplier | Customer | | | |  | |  |

1. SAT Report

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | Site Acceptance Test | | | | |  | Date | Time | |
|  | Customer Company | | | | |  | Customer Representative | | |
|  | Subject/Equipment | | | | |  |  | | |
|  |  | | | | |  |  | | |
|  | On Site Installation details : | | | | |  |  | | |
|  |  | | | | |  |  | | |
|  | Site Installation Approved | | | | |  |  | | |
|  |  | | |  | | | | | |
| Test ID | Requirement ID | Test Description | Type of Test | | Test result | | Remark | | Pass/Fail |
|  |  |  |  | |  | |  | |  |
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|  |  |  |  | |  | |  | |  |
| Approved | | Supplier | Customer | | | |  | |  |