**MCP plc**
**Port Community Systems**

## Port Community Systems – the integrated approach to extended use of business-to-business supply chain data.

Maritime Cargo Processing plc (MCP) is the company behind UK's premier port community system (PCS), Destin8.

Destin8, which is operated in 17 major UK ports[1] handles and processes huge volumes of data and information relating to international trade – collecting, storing, exchanging and distributing it among and between almost 750 national and international companies and Government agencies involved in international trade and transport.

It provides for the electronic exchange of information between all port sectors, including Shipping Lines/Agents, Port Authorities, Terminal Operators, HM Revenue & Customs (UK Border Force) and other Government Agencies (Port Health, Department of Agriculture, Department of Forestry, Department of Plant Health, Department of Transport, Maritime Coastguard Agency, Trading Standards, Environment Agency), Clearing Agents, Logistics Providers, CFS/ICD Operators and road/rail operators. Electronic Data Interchange (EDI) is used extensively between all stakeholders in core functional areas such as Vessel/Voyage processing, Customs Declarations, Imports, Exports, Transhipments, Road/Rail Transportation, CFS/ICD Inland Clearance, Dangerous and Polluting Goods, Maritime Statistics, Waste Reporting and Public domain tracking facilities.

Destin8 is estimated to process some 75% of the UK's maritime containerised trade and the level of business-to-business (B2B) information contained within it provides an enabling and compliant gateway to the facilitation of regulatory trade procedures at government-to-



government (G2G) level.

Efficient communication of information through a port environment is obviously essential to its smooth operation. Whilst port community systems have been a part of the industry for some time now it is evident the implementation of such practices hold even more value in the current economic climate. Added to that, regulatory requirements now make clear references to electronic reporting formalities being submitted in a harmonised and coordinated manner for dissemination amongst competent authorities involved in cross-border trade facilitation. A fully integrated port community system has the advantage that it already acts as a clearing centre – and trusted third-party – guaranteeing confidentiality of all stakeholders and potentially faster implementation of a range of framework initiatives such as those envisaged in the EU.

---

[1] Felixstowe, Harwich, Ipswich, Immingham, Hull, Teesport, Tyne, Grangemouth, Aberdeen, Glasgow, Greenock, Liverpool, Bristol, Chatham, Sheerness, London Thamesport and Tilbury

One of the primary aims of the Destin8 Port Community System is to facilitate the re-use of data from a single submission, in particular, in order to satisfy the requirements of UK legislation, EU Directives and other Governmental regulations.

Destin8 has therefore been designed to easily accommodate a whole raft of EU legislation recently introduced, including: customs legislation requiring pre-arrival and pre-departure information for security purposes (ICS); new regulations relating to vessel, waste and hazardous goods monitoring and reporting (Directive 2002/6/EC, 2009/17/EC, 2011/15/EU) and is amongst other things compliant with the SAD-H system, harmonising customs import and export declaration forms in the EU and is well prepared for the impending Union Customs Code.

Interoperability between different types of inter-organisational information systems (IOISs) have already been achieved in several areas such as:-

**Maritime Statistics**

The vessel/voyage and manifest data received and stored on Destin8 is used to create the GESMES (General Statistical Message) UN/EDIFACT messages required by the national collecting agent, in order to fulfil the requirements of the EU Maritime Statistics Directive. Destin8 fulfils the requirement of the EU Maritime Statistics Directive 2009/42/EC in respect of cargo.

**Dangerous & Polluting Goods (DPG)**

For imports, exports and remaining on board (ROB) cargo, the CUSCAR (Customs Manifest), COPARN (Container Pre-Arrival Notification), IFTDGN (International Freight Transport Dangerous Goods Notification) UN/EDIFACT messages include segment groups for Dangerous & Polluting Goods declaration. This data is supplied by the carrier in the respective message thus enabling all DPG carried on a vessel to be reported to the relevant authority as appropriate. The DPG information is stored on Destin8 for use by the port's safety department in cases of incident or emergency. The DPG data, together with details of the carrying vessel/voyage, is also available for use by the national authority responsible for maritime safety and notifications and where necessary, are sent to the appropriate party, fulfilling the requirements of the Port Waste Directive (Directive 2000/59/EC), Port State Control Directive (Directive 2009/16/EC), Vessel Traffic Monitoring Directive (Directive 2002/59/EC, as amended by Directive 2009/17/EC & Directive 2011/15/EU)

**FAL Forms & Single Window**

Directive 2010/65/EU compels Member States to accept and implement the fulfilment of reporting formalities in electronic format and their transmission via a Single Window as soon as possible and, in any case, no later than 1 June 2015.

This Single Window, linking SafeSeaNet, e-Customs and other electronic systems, shall be the place where, in accordance with the Directive, all information is reported once and made available to various competent authorities and the Member States.

Vessel/Voyage data submitted to and contained within, Destin8 already includes most of the requirements of the FAL1 form. Those data elements not already contained in Destin8 will be added in order to conform to the EU Reporting Formalities in Directive

2010/65/EU. The arrival of a voyage on Destin8 fulfils the requirements of EU Directive 2913/92/EEC.

Cargo manifests were traditionally received by a PCS primarily for port operational purposes and for Customs fiscal controls. Almost 100% of manifests are now received electronically into Destin8, predominantly using the UN/EDIFACT CUSCAR message and which therefore fulfils the data requirements of the FAL2 form. A screen input facility is available for the very few companies that do not have the capability to send data electronically. The data included in the manifest received by Destin8 enables it to fulfil regulatory requirements on behalf of the ports and carriers, while allowing the carriers to submit data only once.

The manifests submitted to Destin8 are used by Customs for all fiscal control purposes and manifests submitted to the system in CUSCAR format are forwarded to a central Customs anti-smuggling system, for profiling and risk management purposes. The CUSCAR also accepts the additional data elements required for the Import Control System (ICS). HCI facilities exist on Destin8 to allow for ICS Arrivals and Diversions.

An extract of the manifest is sent to the port operator's own computer system, for operational purposes. The manifest is also made available to other government departments, such as quarantine, veterinary and agriculture, that also use the system. An example of their use of Destin8 is for X-ray scanning, where the relevant law enforcement agency uses Destin8 to notify scanning requirements and for releasing containers after scanning. No paper manifests are required to be produced to either Customs, to the port operator, or to

other government departments using the system. The manifest data is stored on the Destin8 database and amendments can be made by the carriers without the need to obtain prior approval, with notification of sensitive amendments being immediately notified to Customs.

**Destin8 Principal Message Flows** - Notification of Arrival and Presentation, Summary Declaration and Customs Declaration:
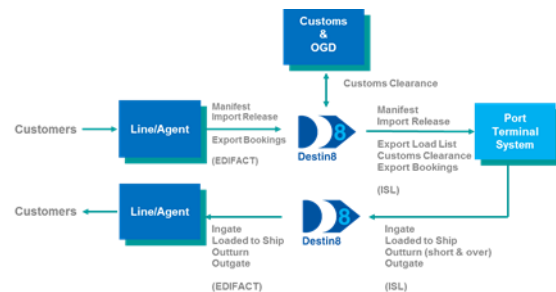


**Maritime Cargo Processing plc – Corporate Summary**

Our ethos is based around a commitment to provide a complete cargo community system, encompassing exports, imports, transhipments, shed operations, hazardous cargo and inland clearance locations. Proactive, fast, flexible and multi-faceted, the Destin8 system supplies real-time information whenever it is required, safe and secure without the paperwork.

MCP is also heavily involved in assisting and promoting trade facilitation through involvement with government organisations in the UK and internationally at the World Customs Organisation, the International Association of Ports and Harbours and the UN, as well as undertaking consultancy projects in this field. MCP is a Founding Member of the European Port Community Systems Association (EPCSA).