**This information is provided through the European Port Community Systems Association (EPCSA) - http://www.epcsa.eu/**

**Annex to the United Nations Publication (ECE/TRADE/411)**

**Annex 4**

**The Netherlands Example, Portbase**

As starting point in the Netherlands it was recognized that Portbase already covers the majority of the B2G market for ICS and ECS. This means that Portbase can be considered as the National Port Community System.

However the National Single Window setup under development at present is only meant for coverage of the national governments. On top of that the NSW will also be used to cover the information exchange for SafeSeaNet.

Left outside the NSW is the B2B part of the data exchange. This topic has been raised in various meetings with the government. This because the value proposition for the Dutch market is B2B and B2G together, both handled by PCS Portbase. Splitting this would mean an efficiency decrease in transport & logistics trade.

To avoid this unnecessary burden in the Netherlands we have been discussing the ESW (Extended Single Window) setup. ESW means that for the market environment nothing will change whereby the PCS is taking care of the communication with the NSW.

From customer point of view we note that there is a demand to have one entry to receive a complete overview about the means of transport and commodities. This means that customers using both airfreight & seafreight nowadays need to log in 2 separate PCS environments while at the same time there is a need to receive information from the government.

 In the Netherlands we have a PCS environment covering the airfreight section (Cargonaut) and ourselves covering the seatransport and logistics.

With the ministry of transport, the main ports, associations of logistic services, terminals, carrier agents and forwarders, Portbase, Cargonaut and Logius (digital centre covering the governments) a covenant has been signed to setup NLIP (Neutral Logistic Information Platform)

The idea behind NLIP is to optimize the exchange of logistic information, to make this more efficient and sustainable, reducing administrative burdens. The NLIP equals to the basics of IOS as described.

The difference with the IOS view is that only 3 entities are connected to each other where IOS describes a variety of solutions to be merged in an IOS network.

The variety of solutions is not valid for the Netherlands. That part is already covered by the PCS-es. Both PCS (airfreight and seafreight related) do already cover the various aspects of transport logistics. Currently the NLIP is in Dutch only.

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