



EU Regulation 2020/1056 on electronic freight transport information (eFTI)

Updates on implementation

10th Workshop of the EU4Digital: eTrade
Network – 8 June 2021

Some key aspects

- eFTI Regulation provisions & implementation timeline
- Relationship with transport documents (contracts of carriage)

eFTI Regulation - Key elements

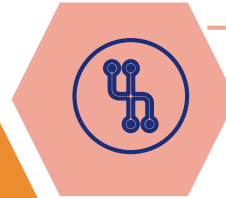
Obligation for all competent authorities in all EU MS

- To accept the information electronically
- To use the same requirements/technical specifications for acceptance



Common requirements for service providers and platforms

- Platforms' functionalities
- Service providers' obligations



Option for the economic operators

- Can present the information electronically or use paper
- When opting for electronic, obligation to use certified eFTI platforms or service providers



One stop shop certification

- Harmonised rules for third-party certification valid EU-wide

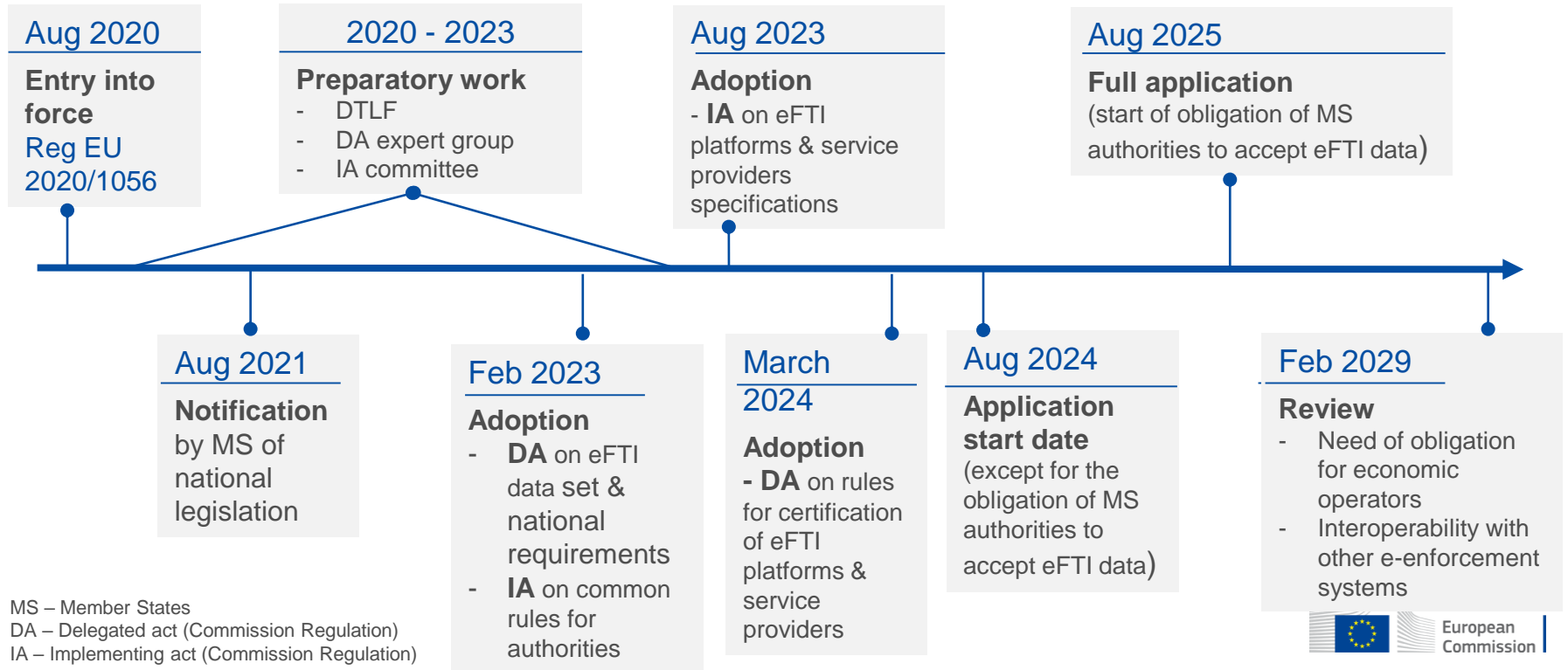


Information requirements

- EU and national legislation regulating freight transport in the EU hinterland
 - Rail, road, inland waterways, aviation
 - Rules concerning the means of transport and the personnel not concerned



eFTI Regulation implementation and application – Indicative timeline



eFTI Regulation and the international conventions on transport contracts

"The obligation for competent authorities to accept information made available electronically by economic operators should also apply whenever provisions of Union legal acts or national law falling within the scope of this Regulation require information that is also referred to in relevant international conventions such as the conventions governing the international contracts of carriage in the different transport modes, for example the UN Convention on the Contract for the International Carriage of Goods by Road (CMR), the Convention concerning International Carriage by Rail (COTIF), the IATA Resolution 672 on E-air Waybill, the Convention for the Unification of Certain Rules for International Carriage by Air (Montreal Convention), and the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI)." (eFTI Reg., Recital 6)

eFTI Regulation and the international conventions on transport contracts – an illustration for road

eFTI Regulation EU 2020/1056

Conditions and **implementation specifications** for the use of electronic means to prove compliance with rules on freight transport in the EU by **rail, air, inland waterways** and road

Use of electronic documents in cross-border transport of goods by road



eCMR Protocol to UN CMR Convention**

Conditions for the legal equivalence of the electronic form of the international road transport contract (aka consignment note/CMR)

Information required to prove compliance with transport rules

- Use for inspection by authorities
- Use in B2B communication*
- Use in courts*

90-95% of CMR information



Information required to be included in the transport contract/CMR

- Use in B2B transactions/communication
- Use in courts
- Use for inspection by authorities*

All EU MS + EEA, directly applicable

Currently 12 EU MS / 29 countries party



Open to all UN countries, subject to ratification

*Not covered, but allowed (i.e. not prevented)

** Convention on the Contract for the International Carriage of Goods by Road (CMR) (1956)

Early implementation preparations

Support from the Digital Transport and Logistics Forum (DTLF) expert group

Digital Transport and Logistics Forum

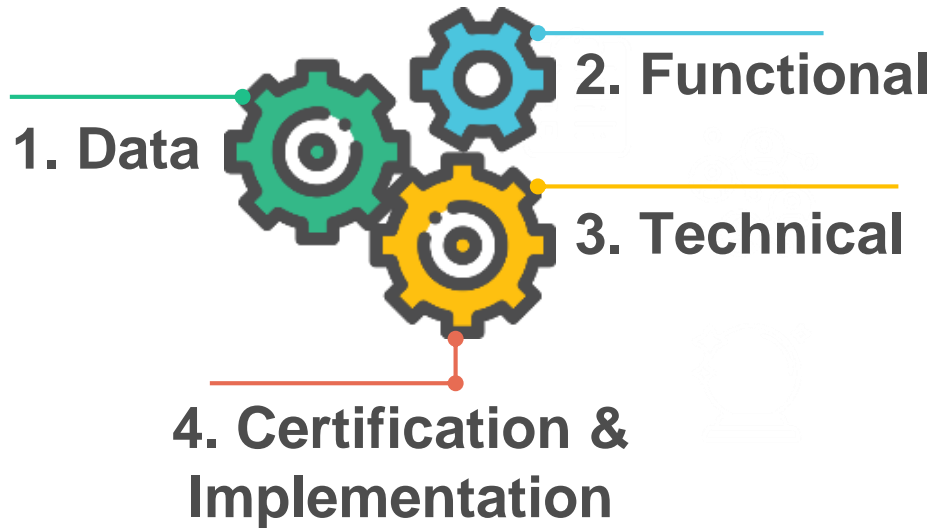
Expert Group of the Commission

- Mission: To provide **a platform for structural dialogue, exchange and provision of technical expertise, cooperation and coordination between the Commission, Member States and relevant stakeholders**, with a view to assisting the Commission in the development and implementation of the Union's activities and programmes aimed at the digitalisation of the transport and logistics sector and at fostering a more efficient electronic exchange of information in transport and logistics.
- First mandate: **2015 – 2018**
- Second mandate **2018 -**
- Achievements: **preparatory work for eFTI and a Concept of Digital Corridor Information Systems**



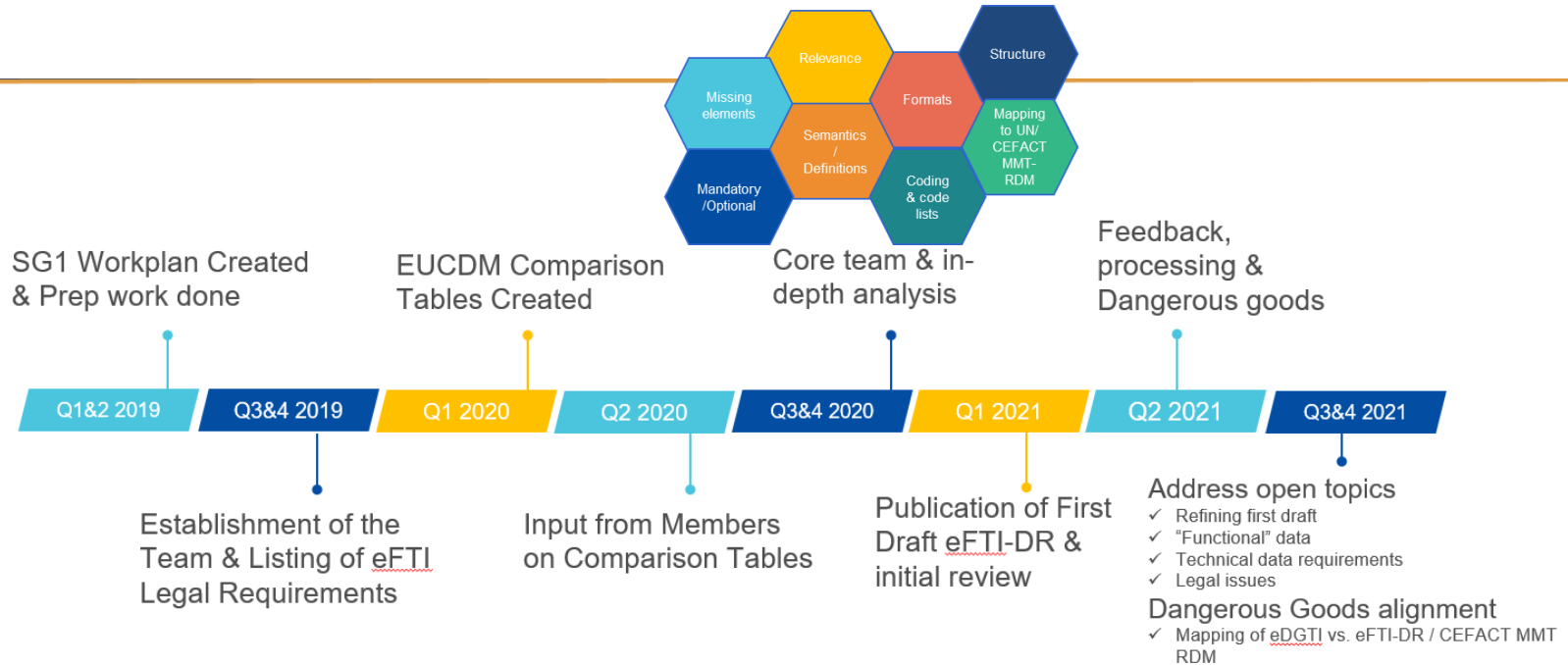
DTLF Subgroup (SG)1 “Paperless Transport” – Support to EC preparatory work on eFTI Reg. implementation specifications

Teams & Deliverables linked to eFTI Regulation provisions



- ✓ **+/- 100** experts (public, private, NGO's, academia)
- ✓ All modes of transport
- ✓ 6 Tasks – 4 Teams
- ✓ Online calls every week in different settings
- ✓ Bilateral calls & participation in Webinars and online meetings of MS authorities and other stakeholders
- ✓ Incremental approach – results delivered in separate parts instead of all at once

DLTF SG1 Team 1 - Data Aspects – Progress of work (1/2)



DLTF SG1 Team 1 – Data Aspects – Progress of work (2/2)

General conclusion of the Core Team

1. The UN/CEFACT Multi Modal Transport Reference Data Model (MMT-RDM) provides the most suitable base for the establishment of the common dataset and subsets because of its:

- International character
- Coverage of all modes of transport
- Use for related EU legislation such as Customs and EMSwE
- Use for related transport documentation such as the eCMR
- Generic character, which on the one hand allows harmonisation and on the other hand specific requirements of legislation or transport environment can still be respected

2. Where possible, coding of data is preferred over textual depiction (e.g. the identification of parties involved and identification of goods or identification of locations)

3. Functional issues (SG1-team 2) need to be resolved in certain cases (e.g. for Waste Shipments and Dangerous Goods) before data requirements are included in the common dataset and subsets.

4. Full harmonisation might not be possible due to specific legal requirements, operational practices and existing IT systems but at the same time current requirements, practices and systems can not remain entirely in their current state either

5. A need/wish to include additional data or detailing of data which is not (explicitly) required by the legislation covered by the eFTI Regulation because of:

- A need for the overall functioning of the data exchange through the eFTI platforms and the requirements for them (e.g. a unique electronic identifying link, the eFTI definition of a shipment or identification of the carrier)
- Anticipation of future digital needs
- Anticipated benefits for both the public and private sector by including certain data elements as optional

6. The information required by the legislation covered by eFTI is actually not always the specific data as required in that legislation

- (e.g. in some cases consignor and consignee are required, however the purpose is not to identify those parties, but to identify loading and unloading locations)

7. Various legal questions remain which need further analysis such as:

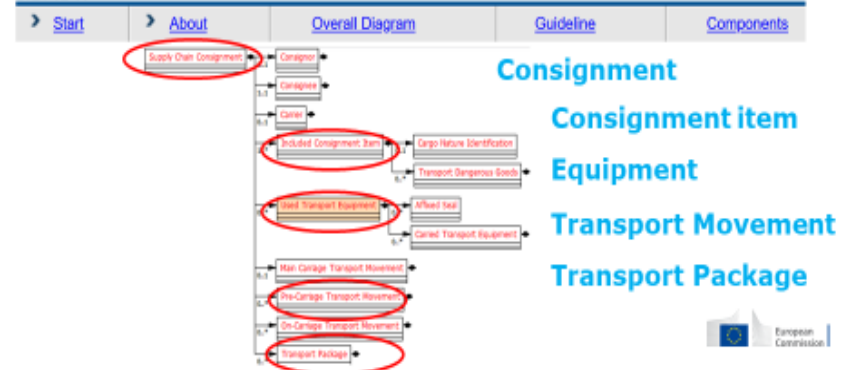
- Within the eFTI Regulation itself (e.g. the definition of 'Shipment')
- Within the legislation covered by the eFTI Regulation (e.g. definitions, purpose and relevance of the data requirement in a digital environment)
- Within legislation and/or conventions which are not in the scope of the eFTI Regulation but nonetheless have an overlap in requirements and/or are linked to the provision of the eFTI data requirements

eFTI Data Requirements - Main Building Blocks

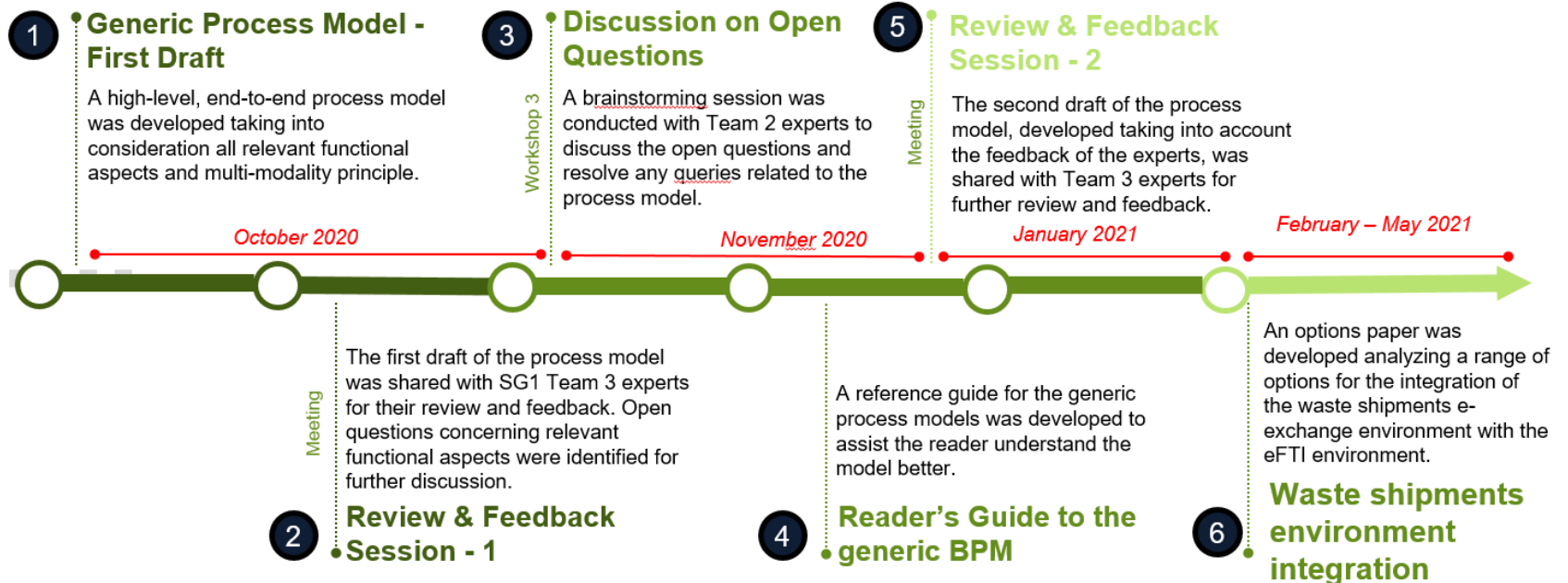
DG MOVE – eFTI Data Requirements 1st draft

eFTI-DR

eFTI Data Requirements as a profile of the Multi-Modal Transport Reference Data Model (MMT-RDM)
2021-02-05



DLTF SG1 Team 2 – Functional Aspects – Progress of work (1/2)

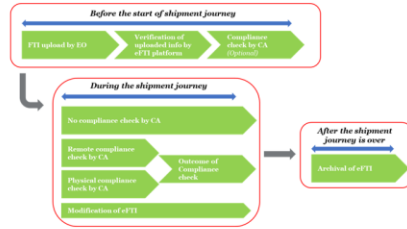
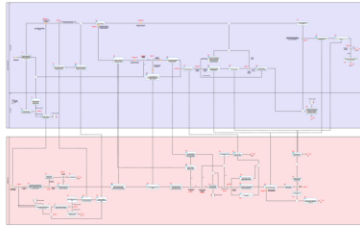


DLTF SG1 Team 2 – Functional Aspects – Progress of work (2/2)

WSR integration options (Version 0.9)

Generic Business Process Model (Version 1.0)

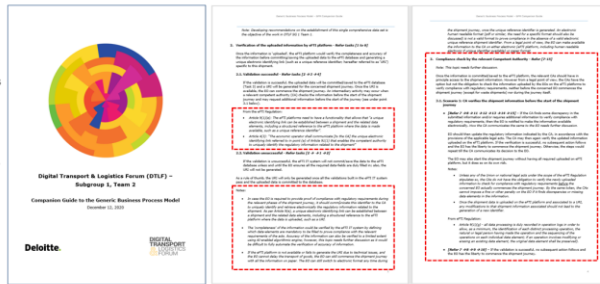
The generic [Business Process Model](#) provides a high-level visual representation of the end-to-end freight transport process – how EO shall make the FTI available digitally, and how authorities shall retrieve and check the information and archive.



Note:
 • FTI – Freight Transport Information | EO – Economic Operator | CA – Competent Authority | eFTI – eFTI IT
 • Generic means that for certain good types (e.g. DG and VS, a different variation of the process flow might be applicable)

Reader's Guide to the generic BPM

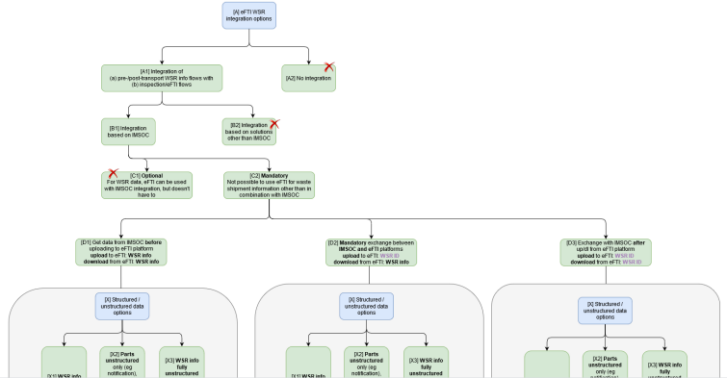
- Companion to the generic end-to-end process model
- Provides detailed explanation of different process flows to assist the reader to understand the model better.
- Maps relevant Articles and Recitals from the eFTI Regulation with different functional specifications
- Highlights open points at relevant sections for further investigation



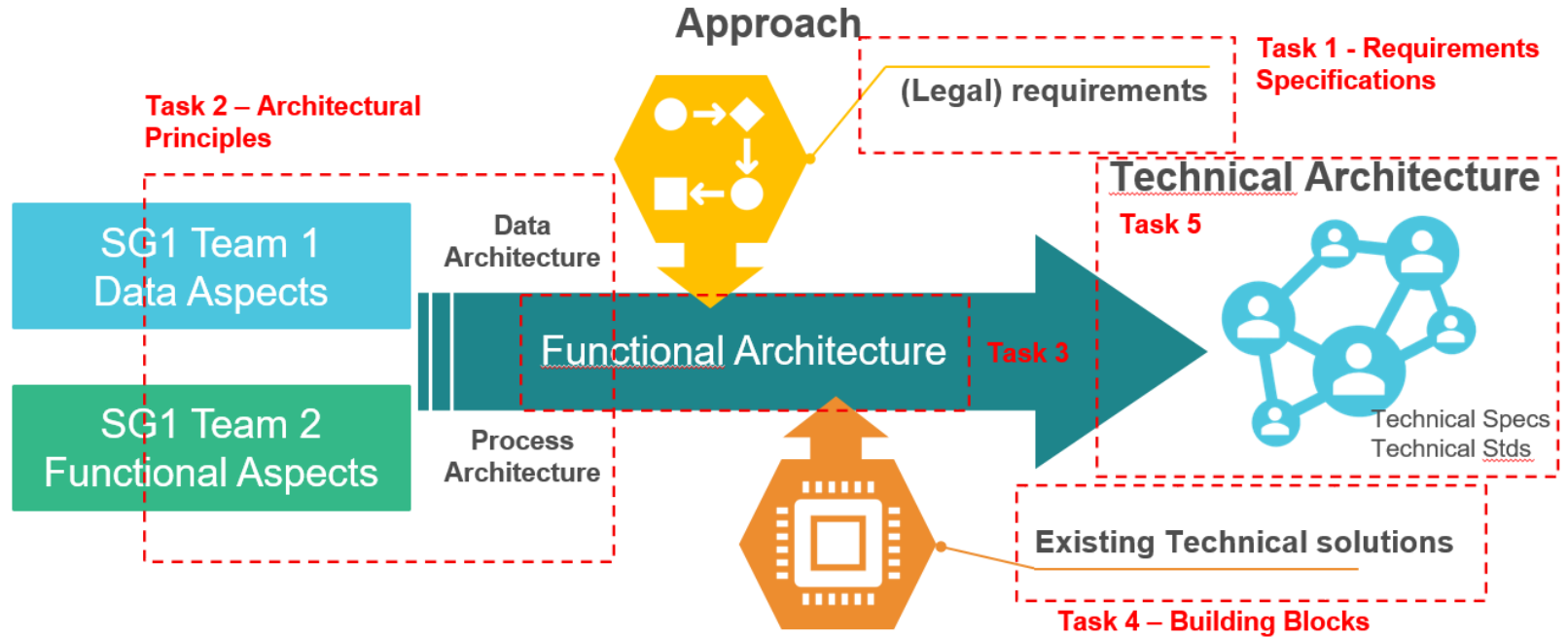
Introduction
 see WSR-411 introduction

Principles and Goals
 see WSR-411 principle

Options overview - Notification and Movement Document



DLTF SG1 Team 3 – Technical Aspects – Progress of work (1/2)



DLTF SG1 Team 3 – Technical Aspects – Progress of work (2/2)

Legal Analysis

Regulatory provisions

The legal texts are analyzed and the relevant provisions are extracted.

What makes a provision relevant is that it relates to

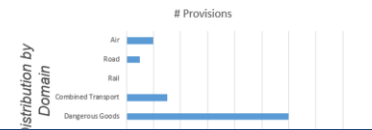
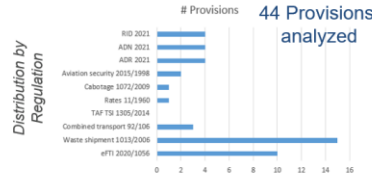
- the exchange of regulatory information between the economic operator and the competent authority
- the use of regulatory information by the competent authorities (including exchange between authorities, and reporting)

The status of each provision reflects the work progress:

- extracted: the provision is extracted from the associated regulation
- repeated: the provision is out of scope
- analyzed: the provision is analyzed and the related requirements are specified

Legal-Provisions-list

Regulation	Article #	Provision
Waste shipment 1013/2006	WSR Art. 16(1)	The notifier shall retain a copy of the movement document. The movement document and copies of the notification document containing the written consent and the conditions of the competent authorities concerned shall accompany each transport.
eFTI 2020/1056	eFTI Art. 4(2)	Where the economic operator concerned make regulatory information available electronically to a competent authority, they shall do so on the basis of data processed on a certified eFTI platform and, if applicable, by a certified eFTI service provider. The regulatory information shall be made available to the economic operators concerned in machine-readable format and, at the request of the competent authority, in human-readable format.
eFTI 2020/1056	eFTI Art. 4(3)	Information in machine-readable format shall be made available via an authenticated and secure connection to the data source on an eFTI platform. The economic operators concerned shall communicate the unique electronic identifying link referred to in point (c) of Article 3(1) that enables the competent authority to uniquely identify the regulatory information related to the shipment.
eFTI 2020/1056	eFTI Art. 4(4)	Information in human-readable format requested by competent authorities shall be made available on the print-out screen of an electronic device owned by the economic operator concerned.
eFTI 2020/1056	eFTI Art. 5(1)	As from 30 months after the date of entry into force of the first of the delegated and implementing acts referred to in Article 3(1), the economic operators concerned shall accept regulatory information made available electronically by the economic operators concerned. The competent authorities concerned shall accept regulatory information as requested by competent authorities in additional information.
eFTI 2020/1056	eFTI Art. 5(2)	Where the economic operator concerned has made, regulatory information requested pursuant to Article 3(1) and 3(2) shall be made available to the competent authorities in accordance with Article 4 of this Regulation, the competent authorities concerned shall also accept regulatory information made available electronically by the economic operators concerned in Article 3(3) and (4) of Regulation (EC) No 1013/2006.



DLTF SG 1 meeting
21/04/2021

Architectural Principles

P1	Data sovereignty	P11	Generic principle of providing the data
P2	Data at source, Pull/Push	P12	Open specifications and standards
P3	Trust among participants, authentication and non-repudiation	P13	Level playing field
P4	Security, appropriate authentication	P14	Benefits outweigh investments for all types of participants
P5	Roles and responsibilities	P15	Support concurrent paper and digital processes
P6	Once-Only Principle	P16	Scalability
P7	Decentralized approach	P17	Modularity
P8	Enable interoperability and integration with existing solutions and standards	P18	KISS, Keep It Simple and Stupid (... and robust)
P9	Architecture implementation as platform specific model	P19	Holistic Thinking
P10	Technology independence, platform specific model		

Building Blocks Categorisation

LEGAL REQUIREMENTS

ARCHITECTURAL PRINCIPLES

DATA DISTRIBUTION
(data at source, service registries)

DATA DISCOVERY/QUERY
(metadata, NAP layer, query data model)

IDENTIFICATION, AUTHENTICATION

AUTHORISATION, ROLES
(roles, powers, mandates)

DATA ACCESS, DELIVERY, EXCHANGE

DATA SECURITY

DATA MODEL, VOCABULARY, SEMANTICS

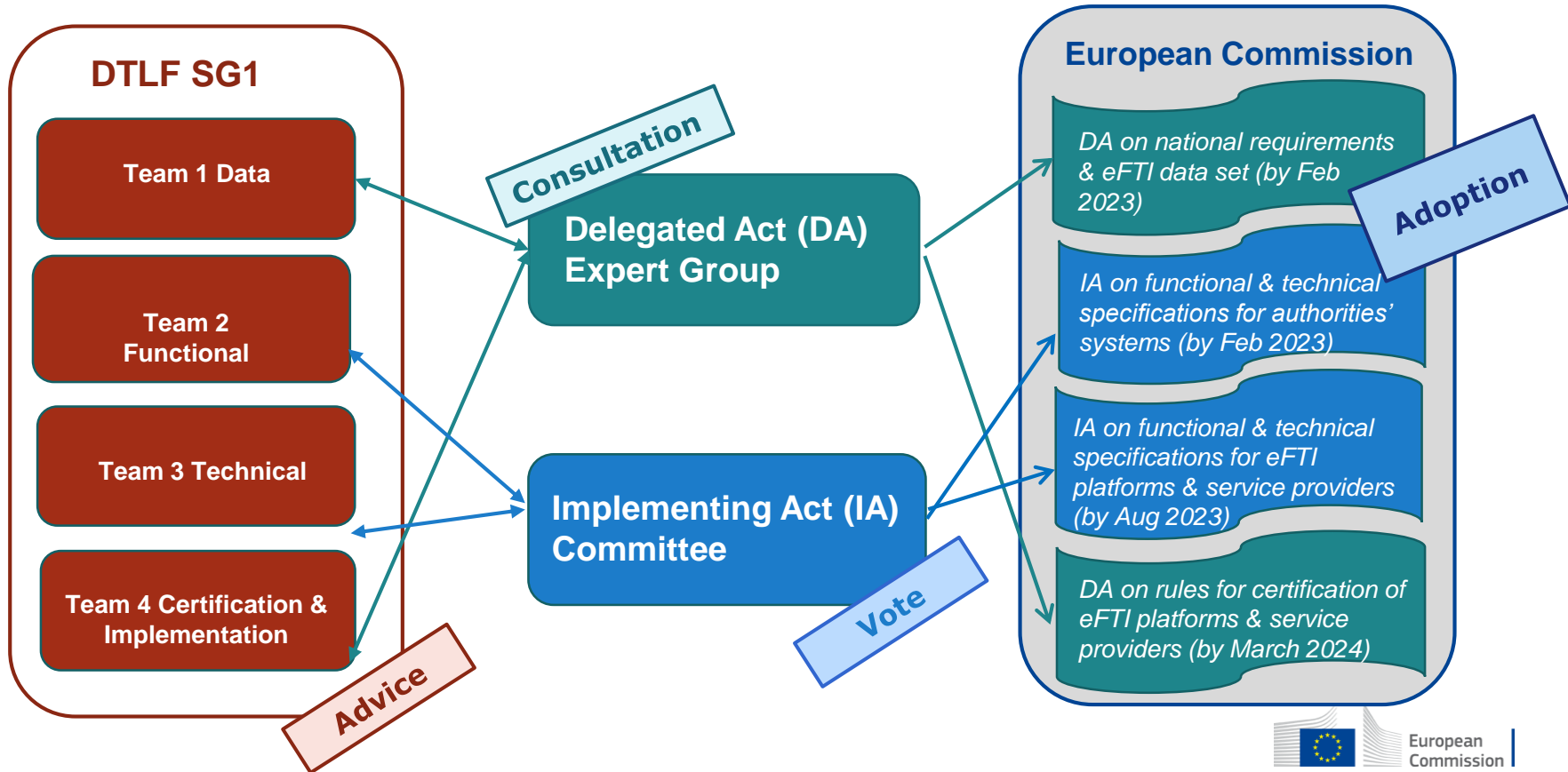
AUDITING, EVIDENCE, LOGGING
(logs, seals, signatures)

DLTF subgroup 1, Team 3, Task Group 4 (Christian, Ulrika, Maarten, Roberto & co) (WORK VERSION April 2021)

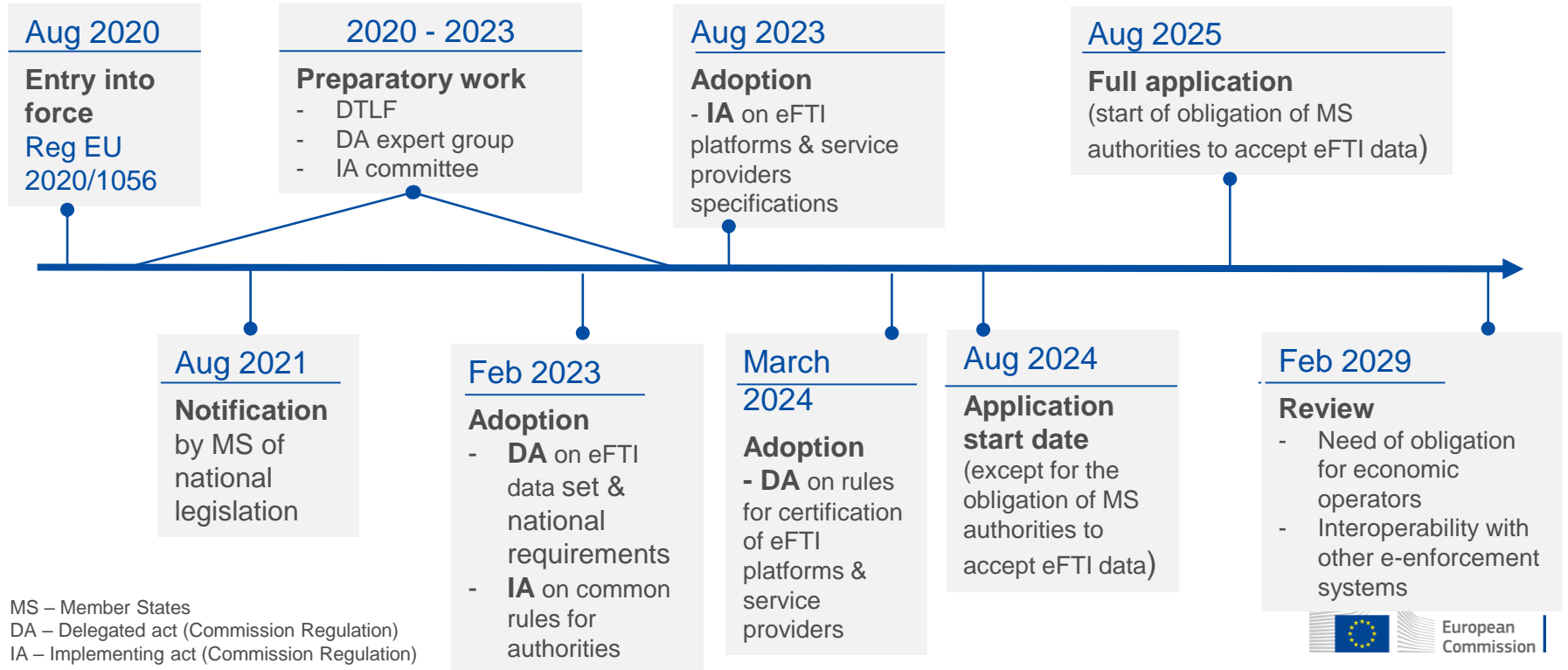
Preparation and adoption of the supplementing and implementing legislation

- eFTI Delegate Acts
- eFTI Implementing Acts

Preparing eFTI Reg. secondary acts - *Who does what ?*



Implementation and application of eFTI Reg. – Indicative timeline (reminder)



Keep in touch



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[eFTI Regulation](#)

[eFTI Regulation impact assessment](#)



[Digital Transport and Logistics Forum](#)

[Expert group register: DTLF](#)



[Watch video here](#)

Thank you

Lia Potec, Policy Officer
Unit D1 Maritime Transport and Logistics
Directorate General for Mobility and Transport



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