EU Regulation on electronic freight transport information (eFTI) & DTLF Paperless Transport

UN CEFACT FORUM

5 October 2021
Digitalisation of transport documents – Impact assessment main findings

Drivers
- Multiple and non-interoperable systems for electronic documents/information exchange
- Multiple legal requirements/fragmented legal framework (at international, EU and national levels)

Problems
- Low level of acceptance of electronic documents/information
  - Enforcement authorities and courts
  - Banks and insurance companies
  - Carriers, shippers, forwarders
- Different administrative practices between MS authorities concerning the acceptance of electronic documents/information

Consequences
- Large majority of freight transport operations within EU involve the use of paper documents
  - Enforcement authorities and courts
  - Banks and insurance companies
  - Carriers, shippers, forwarders
- Costs and inefficiencies for the market players
- Barriers to Single Market
- Barriers to multimodality

Drivers to Problems
- Enforcement authorities and courts
- Banks and insurance companies
- Carriers, shippers, forwarders

Problems to Consequences
- Enforcement authorities and courts
- Banks and insurance companies
- Carriers, shippers, forwarders

Consequences to Market impact
- Costs and inefficiencies for the market players
- Barriers to Single Market
- Barriers to multimodality

<1% of freight transport operations within the EU are fully paperless
eFTI Regulation - Key elements


Obligation for all authorities in all EU MS to accept the information electronically – For EO’s an option (for now)

Certified systems will be eFTI platforms - Can still be anything like a cloud solution, eCRM solution, PCS, TMS or ERP. “Pull Mechanism” is standard

Common requirements
Data, processing & interfaces
Certification is required to ensure harmonisation, acceptance & security

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

<table>
<thead>
<tr>
<th><strong>eFTI Regulation EU 2020/1056</strong></th>
<th><strong>eCMR Protocol to UN CMR Convention</strong></th>
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<tbody>
<tr>
<td>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</td>
<td>Conditions for the legal equivalence of the electronic form of the international road transport contract (aka consignment note/CMR)</td>
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<tr>
<td>Use of electronic documents in cross-border transport of goods by road</td>
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<tr>
<td>Information required to prove compliance with transport rules</td>
<td>Information required to be included in the transport contract/CMR</td>
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<td>→ Use for inspection by authorities</td>
<td>→ Use in B2B transactions/communication</td>
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<tr>
<td>→ Use in B2B communication*</td>
<td>→ Use in courts</td>
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<tr>
<td>→ Use in courts*</td>
<td>→ Use for inspection by authorities*</td>
</tr>
<tr>
<td>All EU MS + EEA, directly applicable</td>
<td>Currently 12 EU MS</td>
</tr>
<tr>
<td></td>
<td>/ 29 countries party</td>
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<td></td>
<td>Open to all UN countries, subject to ratification</td>
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*Not covered, but allowed (i.e. not prevented)

** Convention on the Contract for the International Carriage of Goods by Road (CMR) (1956)
eFTI Regulation implementation and application – Indicative timeline

Aug 2020
Entry into force
Reg EU 2020/1056

2020 - 2023
Preparatory work
- DTLF
- DA expert group
- IA committee

Aug 2023
Adoption
- IA on eFTI platforms & service providers specifications

Aug 2025
Full application
(start of obligation of MS authorities to accept eFTI data)

Aug 2020
Notification by MS of national legislation

Feb 2023
Adoption
- DA on eFTI data set & national requirements
- IA on common rules for authorities

March 2024
Adoption
- DA on rules for certification of eFTI platforms & service providers

Aug 2024
Application start date (except for the obligation of MS authorities to accept eFTI data)

Feb 2029
Review
- Need of obligation for economic operators
- Interoperability with other e-enforcement systems

MS – Member States
DA – Delegated act (Commission Regulation)
IA – Implementing act (Commission Regulation)
Organisation of the DTLF

European Commission, DG MOVE

DTLF

Subgroup 1 – Paperless transport
- Team 1 – Data modelling
- Team 2 – Functional aspects
- Team 3 – Technical aspects
- Team 4 – Certification & Implementation

Subgroup 2 – Corridor freight information systems
- Team 1 – Plug & Play
- Team 2 – Technology independent services
- Team 3 – Federation of platforms
- Team 4 – Trusted, safe and secure

Rapporteur SG1

Rapporteur SG2
DTLF Subgroup (SG)1 “Paperless Transport” – Mandate

DTLF I recommends EU action on Paperless Transport

EU Commission’s DG MOVE Proposes eFTI Regulation

DTLF II SG1 advises & assists in Creation and Implementation of eFTI sub legislation

Creation of eFTI Delegated & Implementing acts

eFTI Implementation
DLTF SG1 Team 1 – Data Aspects

**Done so far**

Publication of First Draft eFTI Data Requirements for initial review
- End of January
- First Draft eFTI Data Requirements

Received most of the feedback & input from Members & functional
- DTLF SharePoint in the folder named: Initial Review of eFTI Data requirements
- 436 comments of feedback received
- Consolidated feedback published

Dangerous Goods alignment
- Expert group created
- Options paper created & discussed

Aviation Security
- Expert group created
- First meetings held

**Currently working on**

Processing of feedback from Members
- Adjusting eFTI Data Requirements
- Mode or domain specific discussions

Determining approach for open topics
- Refining first draft
- “Functional” data
- Technical data requirements
- Legal issues
- National data requirements

“Exotic data requirements”
- Dangerous Goods
- Waste Shipments
- Aviation Security
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 | eFTIp – eFTI IT platform
- Generic means that for certain good-types lie DG and WS, a different variation of the process flow might be required.
DLTF SG1 Team 3 – Technical Aspects

Approach

Task 2 – Architectural Principles

Data Architecture

Task 1 - Requirements Specifications

Task 3

Functional Architecture

Task 5

Technical Architecture

Task 4 – Building Blocks

Existing Technical solutions

Technical Specs Technical Stds

SG1 Team 1 Data Aspects

SG1 Team 2 Functional Aspects
Thank you

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