Deployment of e-freight and implementation of the eFTI Regulation in the Western Balkans

February 8, 2024
Accelerating shift: the increasing pace of digitalization of freight transport information and related services

- eFTI
- UN/CEFACT Multi-Modal Transport Reference Data Model (MMT-RDM)
- National Computerised Transit System (NCTS) / CATs (CAREC Advance Transit System)
- eCustoms solutions, e.g. SEED/SEED+
- National e-way bills, National eLogistics Systems (NeLS)
- Middle Corridor Digital Hubs
- TRACECA cross-border data exchange initiative
- …
Why eFTI for Western Balkans and why now?

It’s the time! The EU has already actively started the preparation for the eFTI deployment.

EU trade relationship with Western Balkans

• The EU is the **#1 trade partner** in the Western Balkans

• EU – Western Balkans trade exceeds **70%** of total Western Balkan trade

• Potentially **millions of cost-savings and opportunities** for administrative simplification are missed without digitisation of freight information exchange

• The **EU has already recognized the benefits** of digitisation of the freight transport information

Impact assessment in the Western Balkans:

… economic impact:

• Overall **administrative costs** reduction about **EUR 27.3 M** annually

• **Compliance costs for authorities from EUR 11.1 M to EUR 18.6 M**, depending if eFTI solution is based on existing system

• **One company could save up to EUR 75,000** annually on cutting the administrative costs

• **One-off expenses** for a company could vary from **EUR 7,750 to EUR 142,500** depending on company size

• The payback period varies from **11 to 23 months**, depending on company size

… environmental impact:

• Over **26,000 trees** saved annually
Roadmap of eFTI deployment in the Western Balkans*

**Timeline to be reviewed based on the actual start of the programme!**
Phased approach of e-freight deployment

- The Western Balkans have developed the action plan of 3 cycles and estimated the budget for the eFTI deployment.

- In the Western Balkans, the phased approach of e-freight deployment was chosen with the aim to have multimodality and cross-border with the EU aspects covered in the last cycle.
  - **Cycle 1** focuses on one transport mode (road) and involves only three Regional Partners in the piloting process.
  - **Cycle 2** focuses on the multimodality aspect and involves the whole region.
  - **Cycle 3** differentiates from previous cycles by connecting local developments (eFTI gates and platforms) with the EU.

- According to the action plan, the eFTI deployment should last 7 years in the Western Balkans.

<table>
<thead>
<tr>
<th>Areas</th>
<th>Cycle 1: E-freight pilot in road</th>
<th>Cycle 2: Regional multimodal E-freight Living Lab</th>
<th>Cycle 3: Connection with the EU</th>
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<tbody>
<tr>
<td>Transport modes</td>
<td>Road</td>
<td>Road, Rail and Inland Waterways</td>
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<td>Multimodality aspect</td>
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<td>Cross-border aspect with the EU</td>
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<td>Participants</td>
<td>Montenegro, North Macedonia and Serbia</td>
<td>All Regional Partners</td>
<td>All Regional Partners and the EU member states</td>
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<td>Period</td>
<td>1.5 years</td>
<td>3.5 years</td>
<td>2 years</td>
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<td>Alignment with the EU developments</td>
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<td>Potential economic impact</td>
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<td>Under 100% uptake rate businesses would save about EUR 7.2 million annually</td>
<td>Under 100% uptake rate businesses would save about EUR 27.3 million annually</td>
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</tbody>
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Important eFTI deployment aspects to consider

- Stakeholders' awareness and engagement
- Institutional institutional capacities and capabilities
- Legal harmonisation
- Regional and national governance
- Varying digital systems and standards
- Data privacy and security
- Digital identity and trust
Contacts

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