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

An overview

Transport Community Technical Committee for Waterborne Transport and Multimodality

29 November 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 (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
- <1% of freight transport operations within the EU are fully paperless

Market impact

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

Drivers

Problems

Consequences

Market impact
EU policy intervention objectives

“This Regulation establishes a [harmonised] legal framework for the electronic communication of regulatory information between the economic operators concerned and competent authorities in relation to the transport of goods on the territory of the Union” (Article 1)

1. Acceptance by public authorities of freight transport information made available electronically
2. Uniform implementation of the obligation of acceptance by authorities
3. Interoperability of the IT systems and solutions used

- Promote use of digital technologies for fulfilling regulatory requirements within the EU
- Reduce administrative cost for operators and enhance the efficiency of rule enforcement
eFTI Regulation - Key elements

**Existing regulatory information requirements → Common data specifications**

- **EU and national legislation** regulating freight transport in the EU hinterland (rail, road, inland waterways, aviation)
  - Combined transport, cabotage (road), dangerous goods and waste shipments, aviation security, non-discrimination of tariffs
  - Rules concerning the means of transport and the personnel not concerned

**Obligation for all competent authorities in all EU MS**
- To accept the information electronically
- To use the same requirements/technical specifications for acceptance

**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

**Common requirements for service providers and platforms**
- Platforms’ functionalities
- Service providers’ obligations

**One stop shop certification**
- Harmonised rules for third-party certification valid EU-wide
eFTI Regulation in practice – Vision

1. Enter transport data
2. Generate unique shipment (eFTI) identifier
3. Transmit unique shipment (eFTI) identifier (B2B)
4. Read/edit data
5. Transmit unique (eFTI) identifier (B2A)
6. Officer identification & authorisation (access rights)
7. Data access request
8. Data retrieved
9. Transmit information to officer
5'. Transmit human readable information (B2A)

(National) Authority Access Point

Common eFTI data sets

Harmonised access procedures, rules and technical specifications for authorities

ICT systems:
- EO’s own company system
- IT service providers
- eFTI platform / certification

1. Enter transport data
2. Generate unique shipment (eFTI) identifier
3. Transmit unique shipment (eFTI) identifier (B2B)
4. Read/edit data
5. Transmit unique (eFTI) identifier (B2A)
6. Officer identification & authorisation (access rights)
7. Data access request
8. Data retrieved
9. Transmit information to officer
5'. Transmit human readable information (B2A)
Complementarity with EU e-customs and e-maritime systems

*Regulation (EU) No 952/2013 laying down the Union Customs Code (UCC)
**Regulation (EU) 2019/1239 establishing the European Maritime Single Window Environment (EMSWe)
eFTI Regulation implementation and application – Indicative timeline

Aug 2020
Entry into force
Reg EU 2020/1056

Aug 2021
Notification by MS of national legislation

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

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)

Aug 2025
Full application
(start of 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)
**Preparing eFTI Reg. secondary acts - Who does what? (1)**

<table>
<thead>
<tr>
<th>Entity</th>
<th>Composition</th>
<th>Role</th>
<th>Scope</th>
</tr>
</thead>
</table>
| **Digital Transport and Logistics Forum (DTLF)** | ✓ Industry representatives (majority)  
✓ Member States experts (≈12 MS currently actively represented) | Advise the European Commission (EC) in considering different implementation options  
→ **Recommendations** | ✓ All aspects covered by eFTI secondary acts  
(eFTI data (sub)set(s), functional & technical specifications for authorities and private sector systems, certification) + uptake |
| **Delegated Act (DA) Expert Group**  
(DTLF Subgroup 3) | ✓ Member States experts (all MS should be represented)  
✓ European Parliament experts  
✓ Industry representatives (selected DTLF representatives) | Assist the EC in defining the implementation specifications  
→ **Consultation**  
→ EP & Council 2 months to formulate any objections after EC adoption | ✓ National legislation requirements (Art. 2)  
✓ eFTI common data set and subsets (Art. 7)  
✓ Certification rules for eFTI platforms & service providers (Art. 12 & 13) |
| **Implementing Act (IA) Committee**  
(Digital Transport and Trade Facilitation Committee) | ✓ Member States experts (only!) | Assist the EC in defining the implementation specifications  
→ **Vote** before EC can adopt the IA | ✓ Functional & technical specifications for authorities’ systems (Art. 8)  
✓ Functional & technical specifications for eFTI platforms & service providers (Art. 9 & 10) |
Preparing eFTI Reg. secondary acts - Who does what? (2)

DTLF SG1 Team 1 Data  
Team 2 Functional  
Team 3 Technical  
Team 4 Certification & Implementation

Consultation

Delegated Act (DA) Expert Group (SG 3 of DTLF)

Consultant Team

Implementing Act (IA) Committee (DTTF Committee eFTI)

Vote

European Commission

- DA on national requirements & eFTI data set (by Feb 2023)
- IA on functional & technical specifications for authorities’ systems (by Feb 2023)
- IA on functional & technical specifications for eFTI platforms & service providers (by Aug 2023)
- DA on rules for certification of eFTI platforms & service providers (by March 2024)

European Commission
Expected impacts of eFTI Regulation implementation

**Investment costs**
- EUR 4.4 billion*
- EUR 268 million*

**Benefits**
- EUR 20-27 billion administrative cost savings*
- EUR 75-102 million work hours**
- More efficient and innovative logistics services
- Risk-based checks → More efficient & smart enforcement
- Better statistics → Better targeted policy making
- 1300+ tones CO2 emissions savings*
- 180 000 – 900 000 trees saved**

*Total EU28, 2020-2040 (2018 prices)
** Annual
Keep in touch

European Commission, DG MOVE, Unit D.1 Maritime Transport and Logistics

MOVE-DIGITAL-TRANSPORT@ec.europa.eu

Watch video here
Thank you

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