



Electronic freight transport information (eFTI) Regulation

Trade facilitation and digital transformation of multimodal data and document exchange along the Trans-Caspian corridor

Capacity-building seminar, Aktau, Kazakhstan, 11-12 June 2024

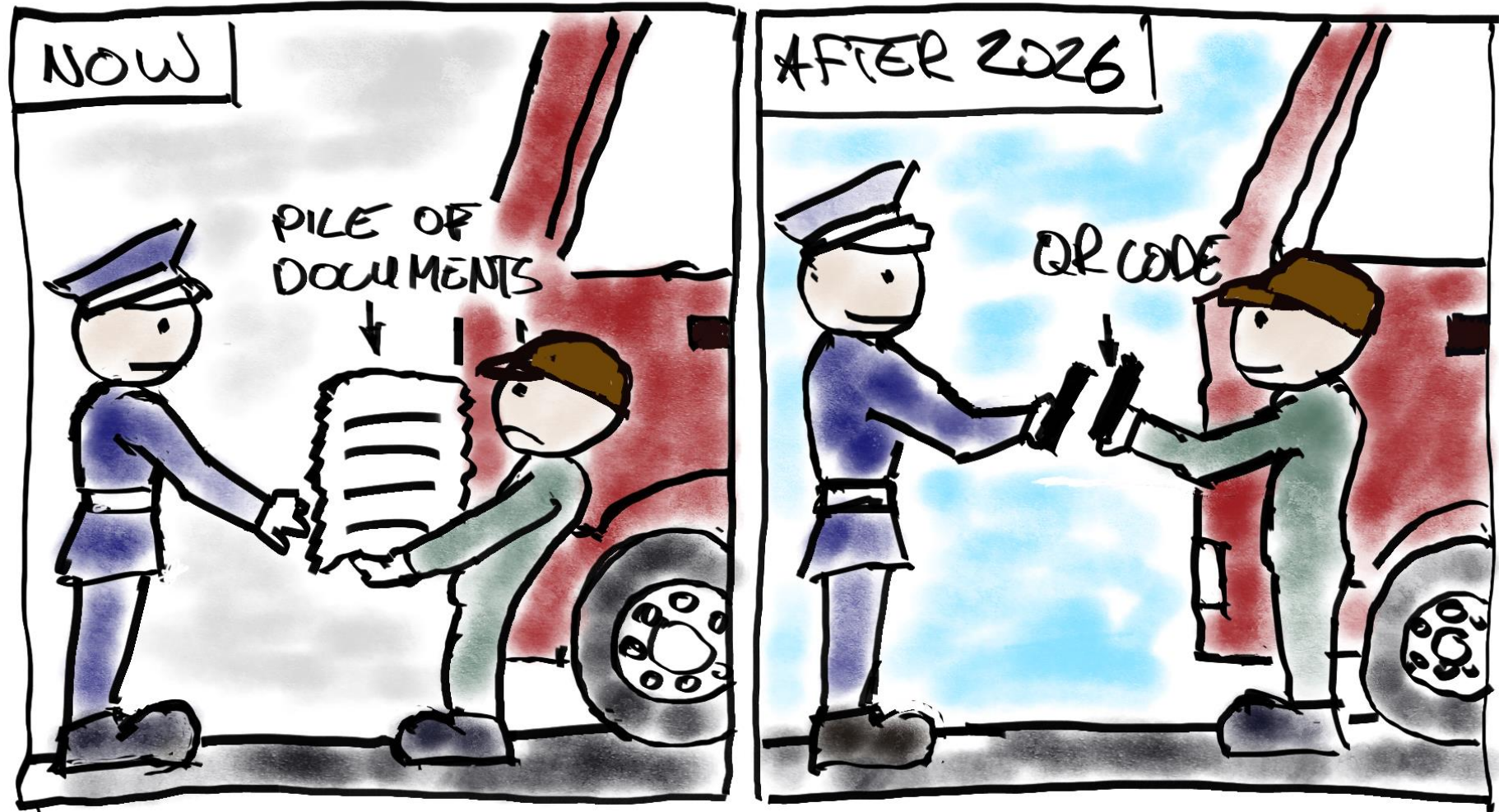
*Michael Dill, based on presentation slides by
DG MOVE, European Commission*

„This Regulation establishes a [harmonized] 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.“

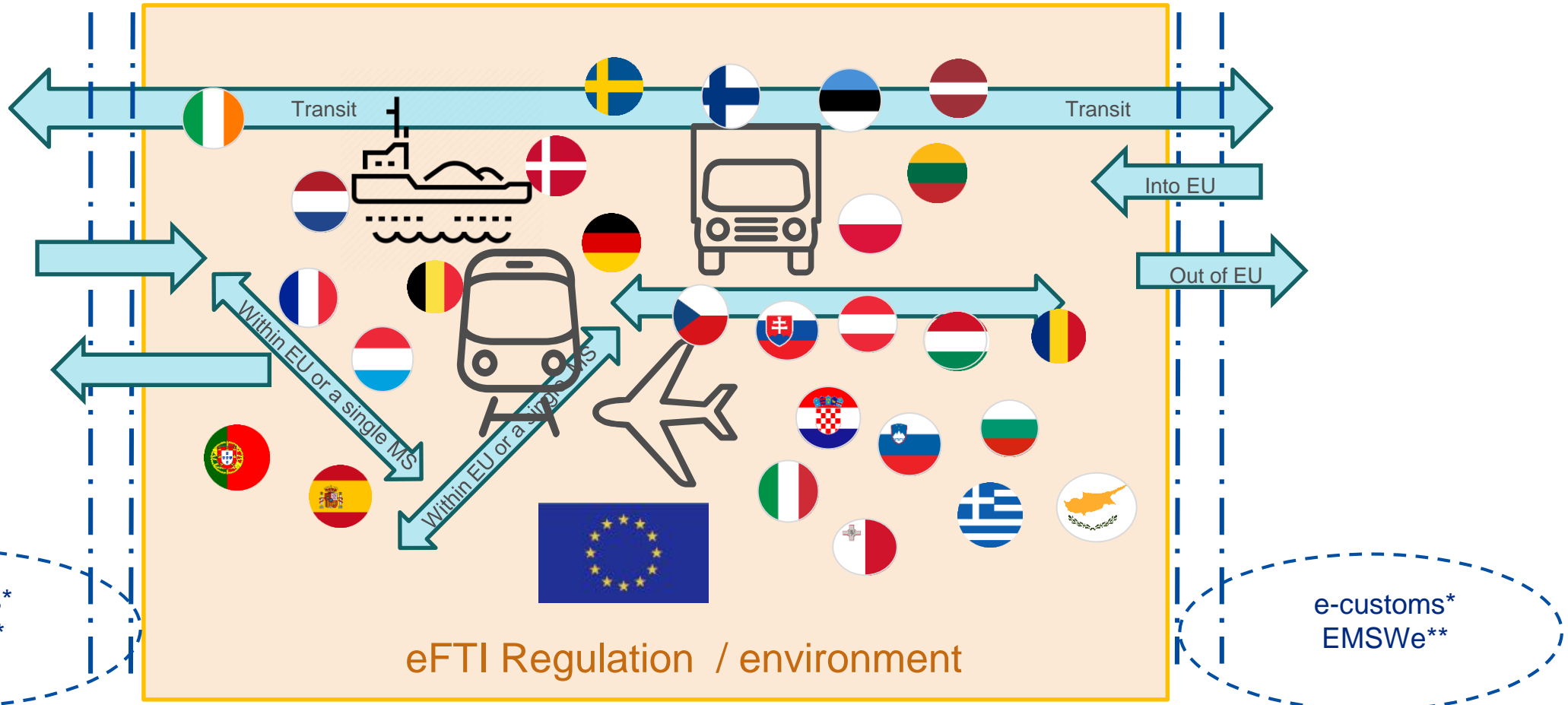
Article 1, eFTI Regulation (2020/1056)

Information requirements of relevant EU legislation, and about 170 (!!!) pieces of EU Member State legislation (including legislation referring to International Conventions/Regulations) have been analysed and harmonized into one common legal eFTI Data Set (CDS)

eFTI in practice (a very simplified vision)...



eFTI Regulation and other EU acts supporting trade & transport digitalisation in the EU



*Regulation (EU) No 952/2013 laying down the Union Customs Code (UCC)

**Regulation (EU) 2019/1239 establishing the European Maritime Single Window Environment (EMSWe)

Key elements of the eFTI Regulation



Information (already) required by EU & national legislation

- Legislation applicable to the transport of goods on the EU hinterland
- Legislation concerning the means of transport and the personnel not concerned



Obligation for all competent authorities in all EU Member States

- Accept the information electronically
- Use common requirements/technical specifications for acceptance (defined by EU implementing legislation)



Option for the economic operators

- Facilitation – possibility to present the information electronically; no obligation
- When opting, obligation to use certified eFTI platforms or service providers



Common requirements for service providers and platforms

- For platforms' functionalities and, respectively, service providers' obligations
- Common implementation specifications (defined by EU implementing legislation)



Harmonised third-party certification for service providers and platforms

- One stop shop, valid EU-wide

Main pillars of the eFTI exchange environment

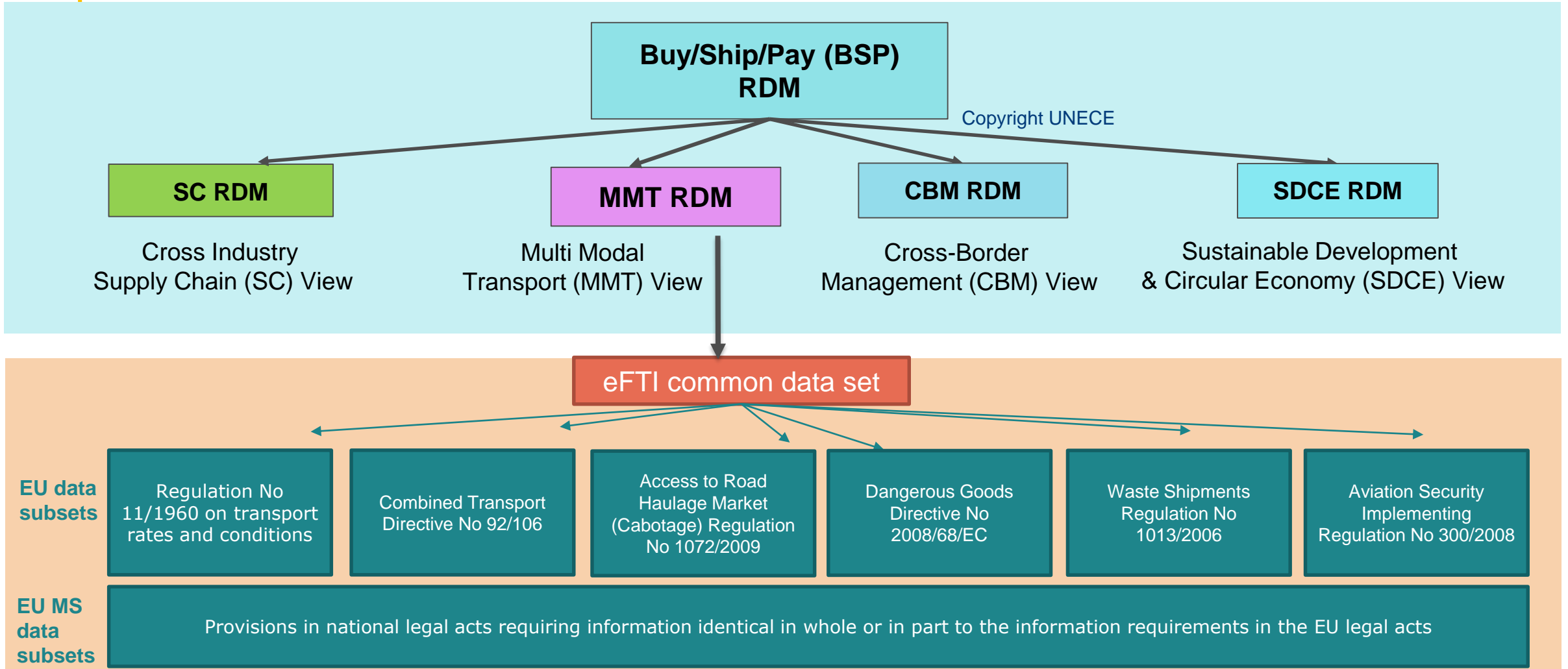
- **Decentralized System:** one eFTI Gate for all national authorities of one EU Member State (EU MS); one to many eFTI Platforms from and for the private sector; eFTI Gates communicate with private sector through eFTI platforms
- **EU Member States decide about their data needs;** EU Commission defines the **Common Data Set (CDS)**, that covers all information requirements of all EU Member States. EU MS define their National Subsets of the CDS
- **Data harmonization** based on international standards that allow extending the eFTI common data set for B2B purposes.
- **Trust architecture for data exchange**

eFTI data and UN/CEFACT standards

eFTI common data set and data subsets

- eFTI common data set – a set of structured data elements that correspond to all the eFTI data subsets, where each data element is included only once.
- eFTI data subsets – a set of structured data elements that each correspond to one piece of legislation in the scope of eFTI regulation.
- 6 EU legal acts + 167 national legal acts = 170+ data subsets = 500+ unique data elements

eFTI common data set and subsets as profiles of the UN/CEFACT Multimodal Transport Reference Data Model (MMT RDM)



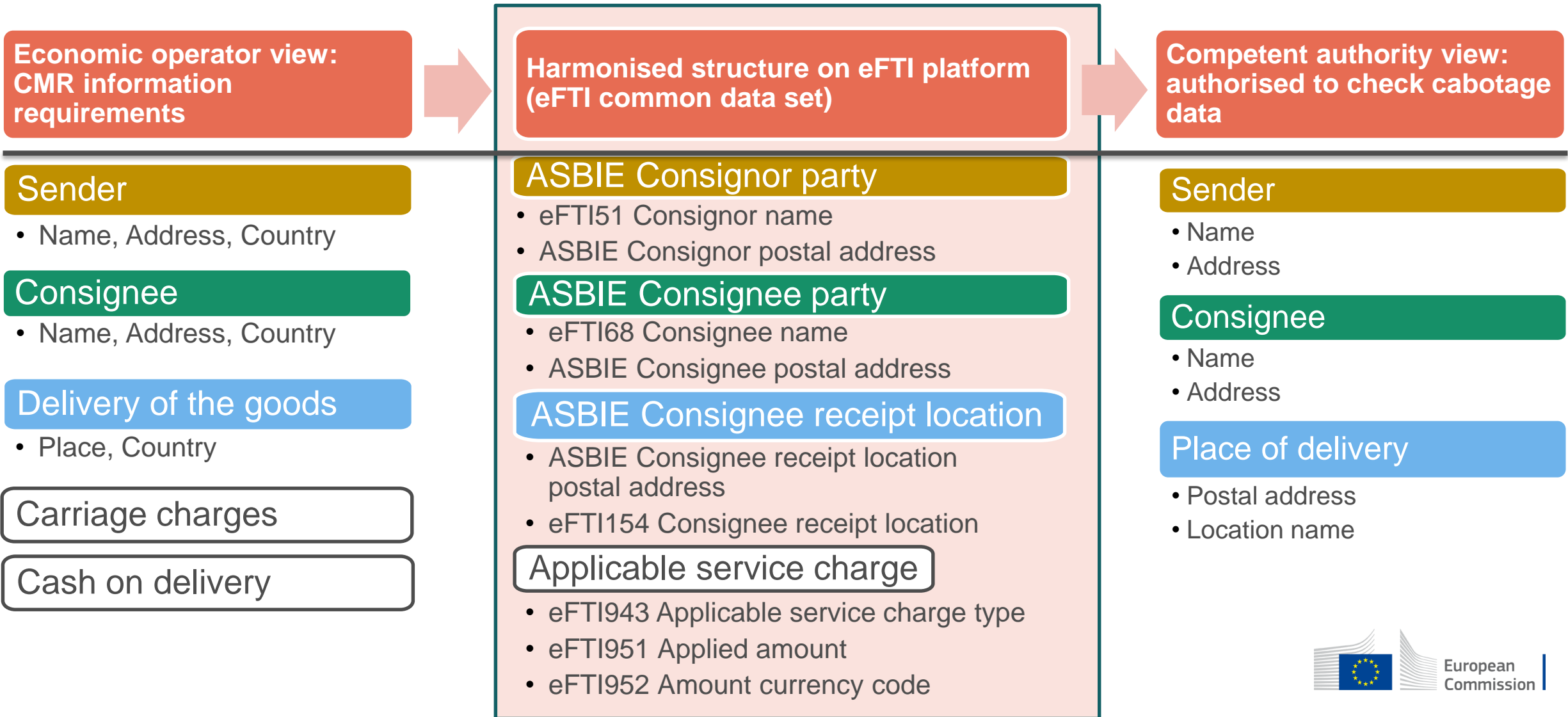
Benefits of using the UN/CEFACT MMT RDM as the base

- eFTI is multimodal – UN/CEFACT MMT is multimodal and global
- eFTI reuses the MMT business concepts, structure and data elements = No need to reinvent the wheel.
- eFTI aligns the different **business concepts** of different legislation concepts and uses the ones of the UN/CEFACT as the common meter, e. g. consignment/shipment, equipment/loading unit/vehicle
- Possibility to extend the data set based on the existing core component library.
- Easier interoperability with other data exchange environments built on the same base.

From regulatory requirements to data elements: challenges and more challenges

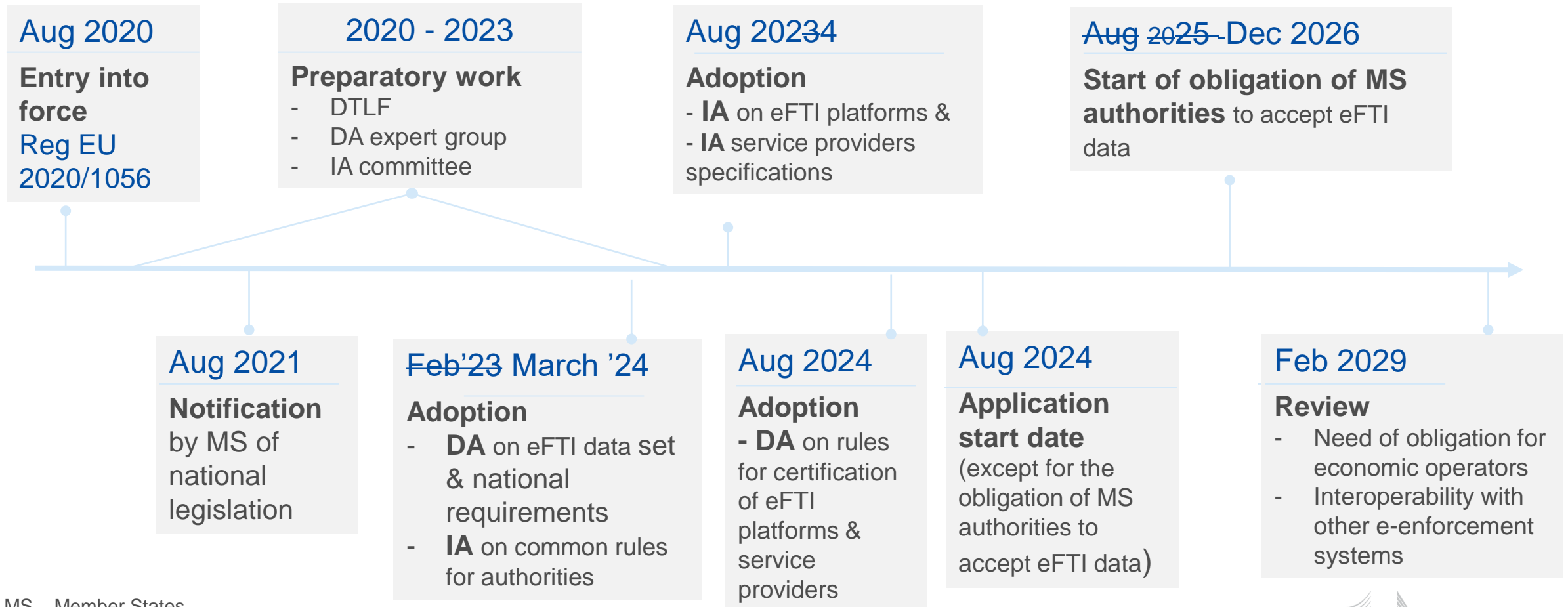
- Text versus structured data / identifiers / codified information (Example: parties, locations, means of transport, equipment)
- Information that is mandatory by law but not implemented in practice (Example: stamps, fax numbers)
- Information that is necessary in practice but not required in the provisions within the eFTI scope (Example: aviation consignment security declaration)
- To establish the eFTI data subsets we needed to consider not only the regulatory information requirements, but also the practices and processes around them.
- Challenge of eFTI data harmonization: eFTI regulation does NOT change any legal requirement but harmonizes them into a Common Data Set - but suitable data elements need to be found that would cover as broad range of legal requirements as possible.

eFTI exchange environment in practice (simplified example)



eFTI timeline

eFTI Regulation implementation and application – Indicative timeline



MS – Member States
 DA – Delegated act (Commission Regulation)
 IA – Implementing act (Commission Regulation)
 DTLF – Digital Transport and Logistics Forum

Thank you



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