



15th International Capacity-Building Seminar on Trade and Transport Facilitation

TRADE FACILITATION AND DIGITAL TRANSFORMATION OF MULTIMODAL DATA AND DOCUMENT EXCHANGE ALONG THE TRANS-CASPIAN CORRIDOR

IMPLEMENTING THE SPECA ROADMAP FOR THE DIGITALIZATION OF MULTIMODAL DATA AND DOCUMENT EXCHANGE ALONG THE TRANS-CASPIAN TRANSPORT CORRIDOR, USING UNITED NATIONS LEGAL INSTRUMENTS AND STANDARDS
<https://unece.org/speca/speca-digitalization-roadmap>

Hybrid capacity-building seminar, Aktau, Kazakhstan, 11-12 June 2024



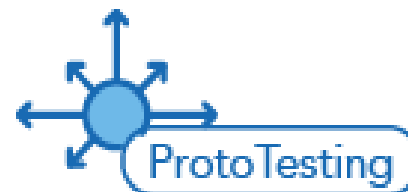
IMPLEMENTING MULTIMODAL DIGITALISATION: the importance of electronic platforms to create a market for digitalization.



ULRIKA HURT
11 June 2024 – Tallinn/Aktau



ULRIKA HURT



DINNOCAP



SINGLE WINDOW
INITIATIVE ESTONIA

DIGINNO-Proto
e-CMR cross-border indexing prototype



**TAL
TECH**



Istituto di Tecnologie Industriali e Automazione
Consiglio Nazionale delle Ricerche



EUROPEAN CLUSTER
COLLABORATION PLATFORM







eFTI REGULATION, eFTI ARCHITECTURE

eFTI REGULATION+ implementing/delegated acts

31.7.2020

EN

Official Journal of the European Union

L 249/33

Ref. Act: 2020/1056 - 24/10/2020

REGULATION (EU) 2020/1056 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

of 15 July 2020

on electronic freight transport information

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 and Article 100(2) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee ⁽¹⁾,

After consulting the Committee of the Regions,

Acting in accordance with the ordinary legislative procedure ⁽²⁾,

Whereas:

- (1) The efficiency of freight transport and logistics is vital for the growth and competitiveness of the Union economy, the functioning of the internal market and the social and economic cohesion of all regions of the Union.
- (2) The aim of this Regulation is to encourage the digitalisation of freight transport and logistics to reduce administrative costs, improve enforcement capabilities of competent authorities, and enhance the efficiency and sustainability of transport.
- (3) The movement of goods, including waste, is accompanied by a large amount of information which is still exchanged in paper format among businesses, and between businesses and competent authorities. The use of paper documents represents a significant administrative burden for logistics operators and an additional cost for logistics operators and related industries (such as trade and manufacturing), in particular for SMEs, and has a negative impact on the environment.

⁽⁴⁾ The absence of a uniform legal framework at Union level requiring competent authorities to accept relevant freight



Brussels, XXXX
[...](2023) XXXX draft

COMMISSION IMPLEMENTING REGULATION (EU) .../...

of XXX

laying down common procedures and detailed rules for accessing and processing electronic freight transport information by competent authorities in accordance with Regulation (EU) 2020/1056 of the European Parliament and of the Council

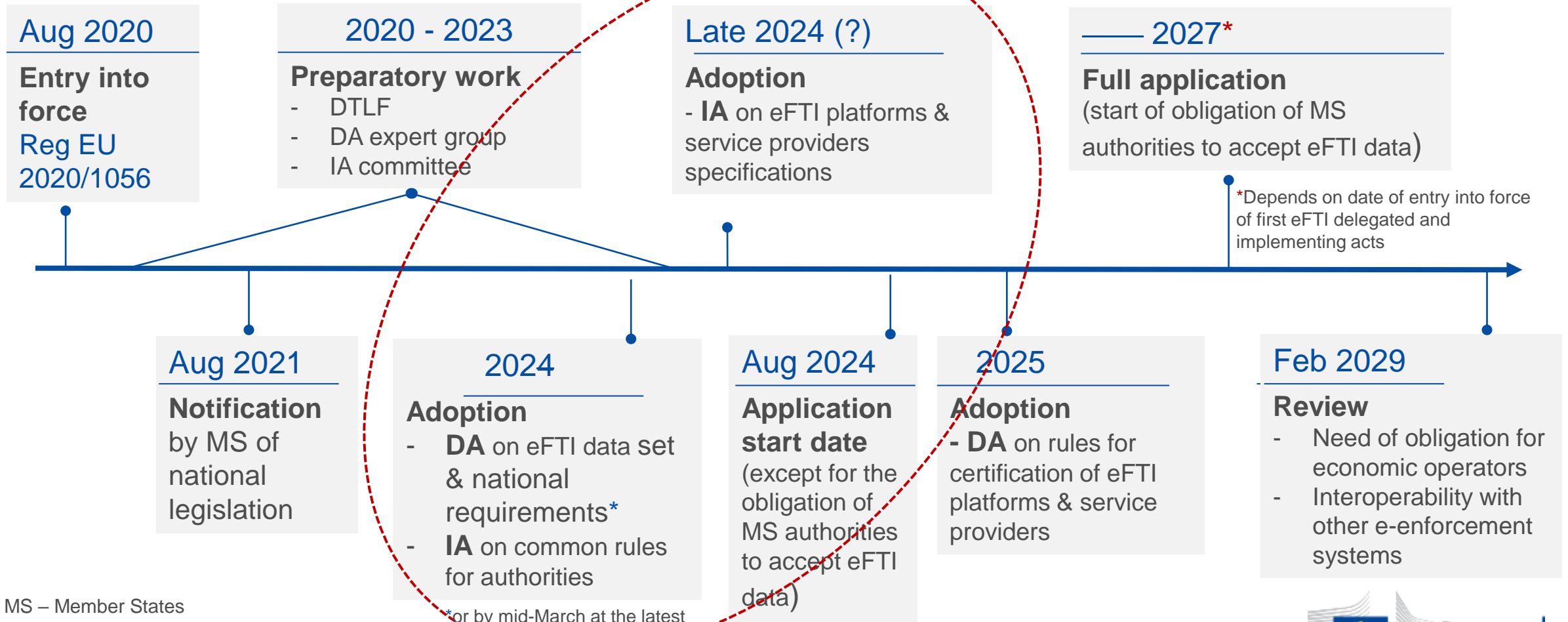
This draft has not been adopted or endorsed by the European Commission. Any views expressed are the preliminary views of the Commission services and may not in any circumstances be regarded as stating an official position of the Commission.

EN

EN



eFTI Regulation implementation and application – Indicative timeline (updated)

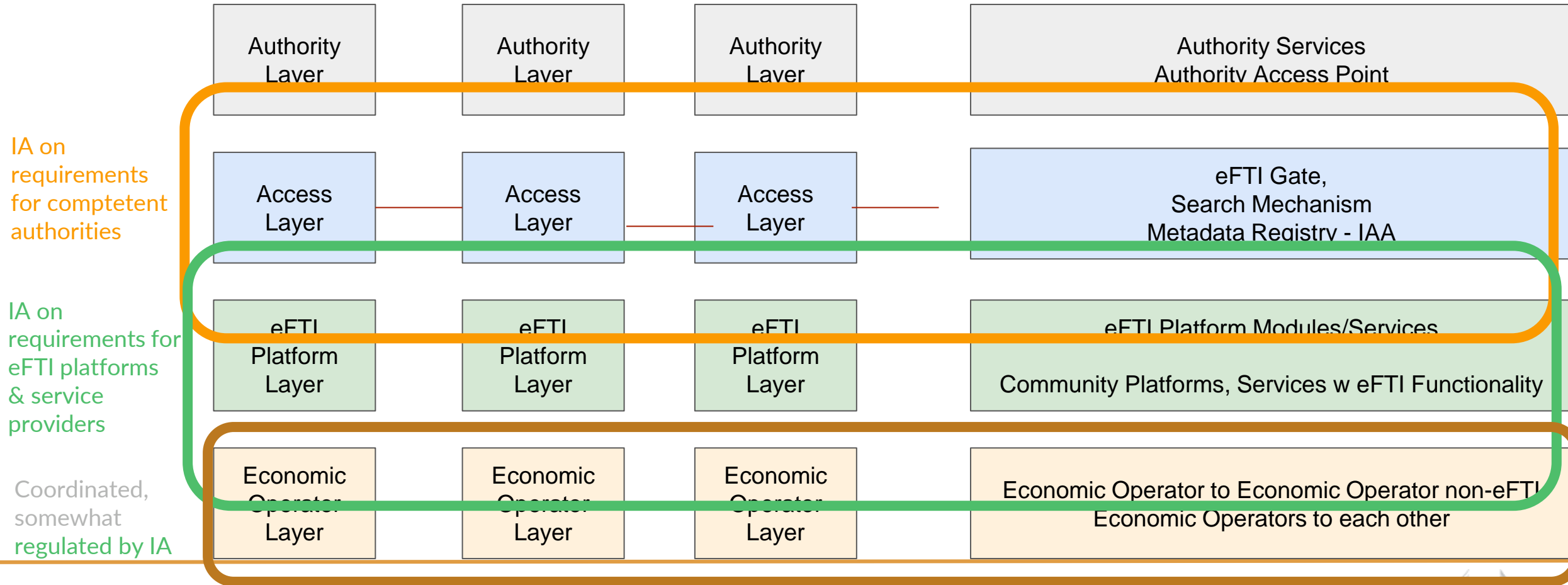


MS – Member States
 DA – Delegated act (Commission Regulation)
 IA – Implementing act (Commission Regulation)

eFTI ARCHITECTURE: REQUIREMENTS FOR PUBLIC AND PRIVATE IT SYSTEMS



LAYERED & REGULATED



eFTI Architecture Principles

Architectural Principles

P1 - Data is Shared at Source

P2 - Data Sovereignty

P3 - Decentralized Approach, Common Rules of Interaction

P4 - Trust, Non-Repudiation by Default

P5 - Security, Appropriate Authentication

P6 - Access and Rights

P7 - Once-Only

P8 - Open Specifications and Standards, Interoperability

P9 - Technology Independence

P10 - Easy Deployment, Integration and Transition

P11 - Support a Transition Period

General Architectural Principles

GP1 - Holistic Thinking

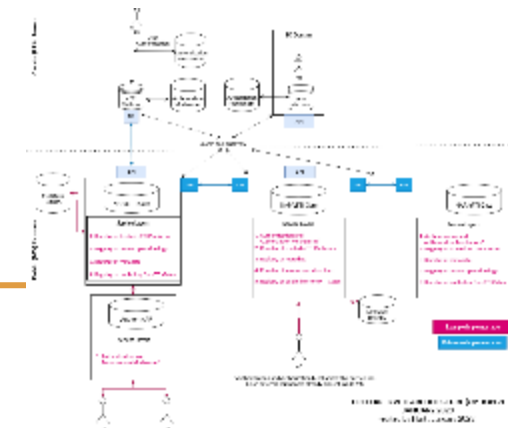
GP2 - KISS

GP3 - Scalability

GP4 - Modularity

GP5 - Maintenance and Development

GP6 - Sustainability



Technical and Functional Requirements Categories: Design Decision Categories

1 - Functional Structure/Architectural Structure

2 - Data Distribution/sharing and Data Attributes

3 - Data Access/Delivery

4 - Interoperability, Compatibility, Integration

5 - Authentication and Identification of Users

6 - Access Control

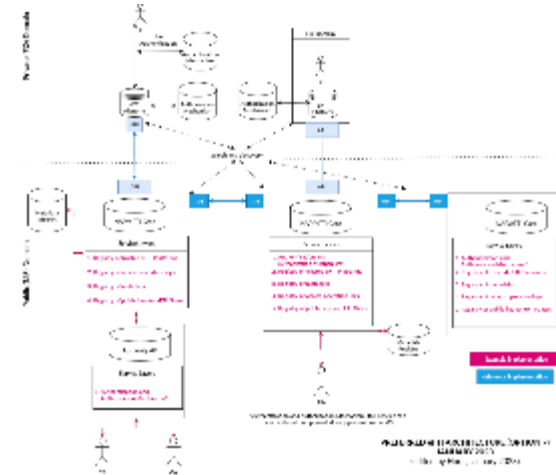
7 - Evidences and Logs

8 - Data Security, Cybersecurity

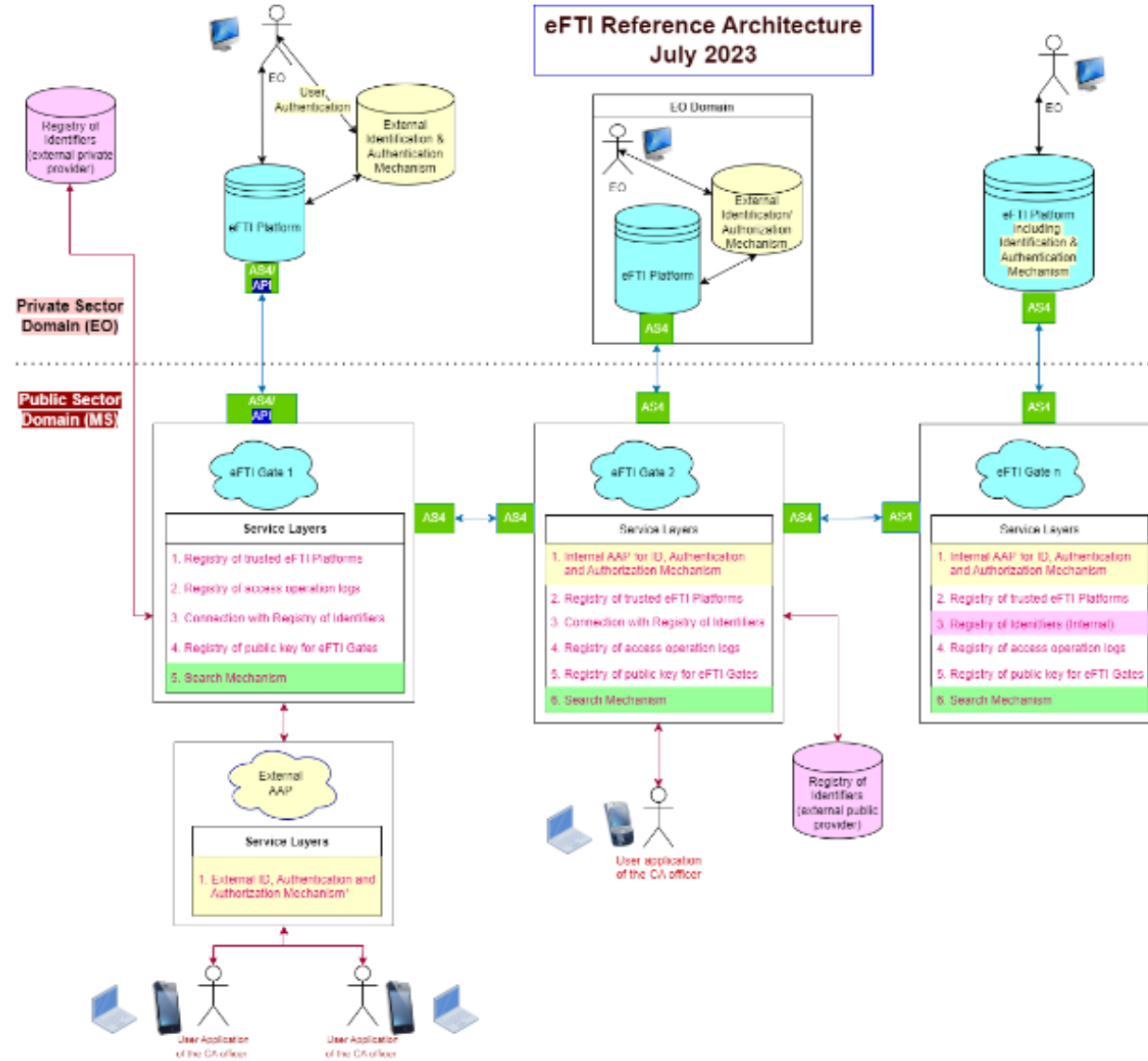
9 - Data Models, Semantics

10 - General IT aspects

11 - General Non-Functional Aspects

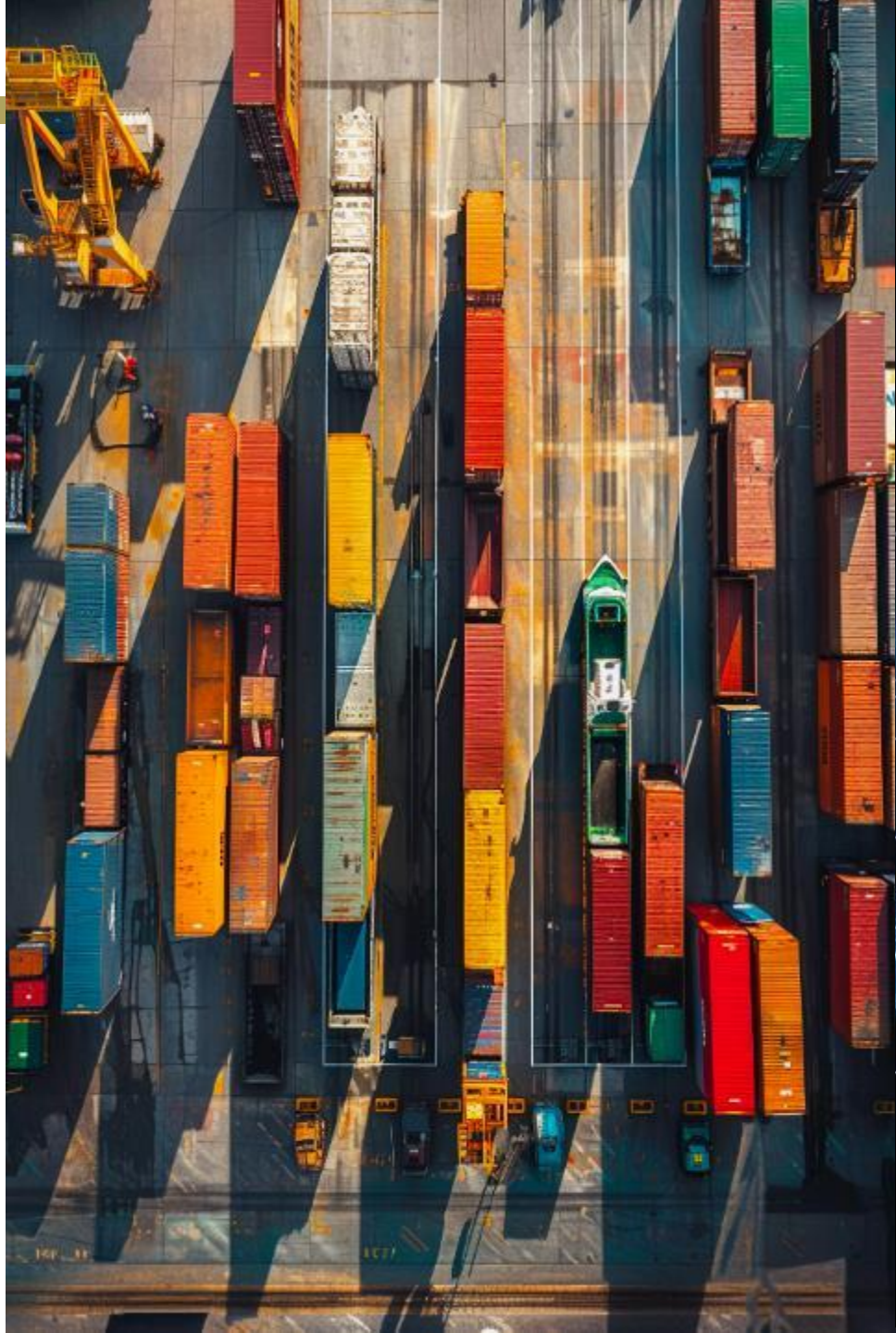


eFTI Reference Architecture

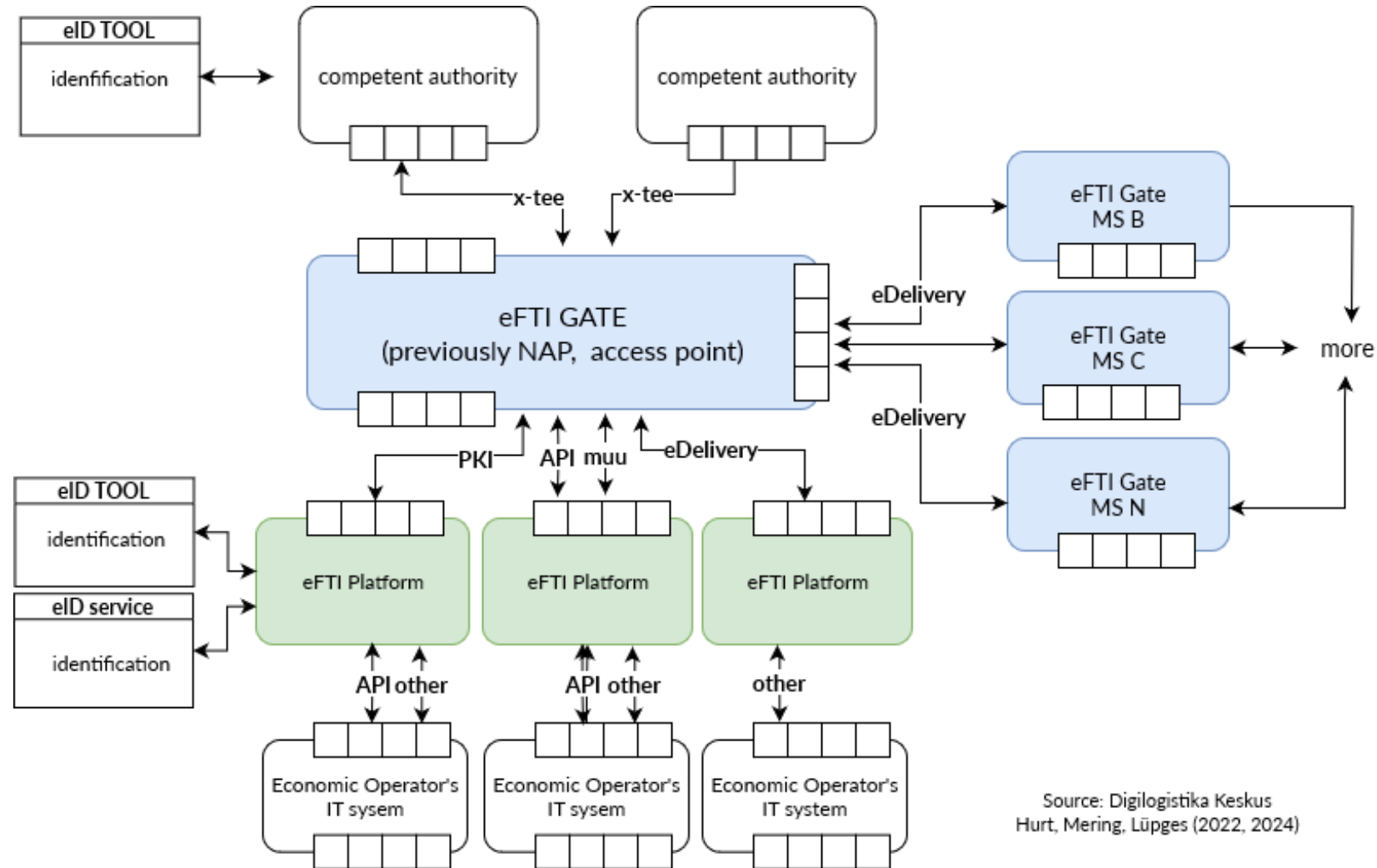


**eFTI ARCHITECTURE
SUPPORTING
MULTIMODAL
DIGITAL SHIFT**





eFTI GATE AND PLATFORM FOCUS



Source: Digilogistika Keskus
Hurt, Mering, Lüpkes (2022, 2024)

CMR CONVENTION

+additional protocol + update

CONVENTION
ON THE CONTRACT FOR THE INTERNATIONAL CARRIAGE
OF GOODS BY ROAD
(C M R)

and

PROTOCOL OF SIGNATURE

done at Geneva on 19 May 1956

UNITED NATIONS



NATIONS UNIES

CONVENTION
RELATIVE AU CONTRAT DE TRANSPORT INTERNATIONAL
DE MARCHANDISES PAR ROUTE
(C M R)

et

PROTOCOLE DE SIGNATURE

en date, à Genève, du 19 mai 1956



eFTI REGULATION

+ implementing acts

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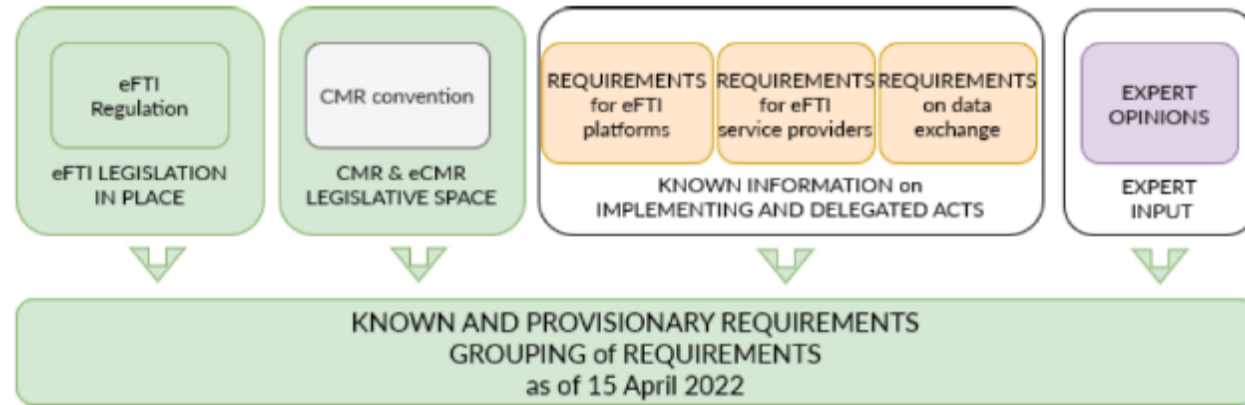
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- (4) The absence of a uniform legal framework at Union level requiring competent authorities to accept relevant freight transport information, required by legislation, in electronic form, is considered to be the main reason for the lack

REQUIREMENTS A YEAR AHEAD (2022) APPLICATION 1st STAGE UPCOMING 2023



APRIL 2022 WORK



Analysis of the eFTI Regulation 2020/1056 requirements for eFTI platforms, service providers and data exchange with a focus on requirements on eFTI platform on electronic road transport waybills (eCMRs) April 2022

REPORT

CONTRACTING ENTITY:
Ministry of Economic Affairs and Communications
Business and Consumer Environment Department

Tallinn 2022

eFTI Technical Implementation Specifications

	Circle AS Põhiküla tee 42, 10145 Tallinn, Eesti www.circle.ee	
	Uurimiskeskus Digitaalne Eesti Põhiküla tee 42, Tallinn, Eesti www.digitaleestisearch.com	
Contract No.	MH02012015002_202002_000005 (MATO2020/000005)	
Author(s)	Priska Tervemaa, Antti-Matti Mäkelä, Maito Tihaku, Jaan Vain	
Client	FTI MTAP	
Document Type	Technical Specifications	
Document ID	en-2-1501	
Document Name	eFTI Technical Implementation Specifications	
Revision History		
Revision	Date	Description / Reason for changes
1.0	20/11/2022	First issue
2.0	22/03/2022	Implementation of comments from ERM MTAP
2.1	04/02/2022	Final, and final sign-off for submission to MIA
Distribution - This document should be distributed to: None		



eFTI4EU PROJECT:
CONTRIBUTING TO
IMPLEMENTATION of eFTI

www.efti4eu.eu



Co-funded by
the European Union

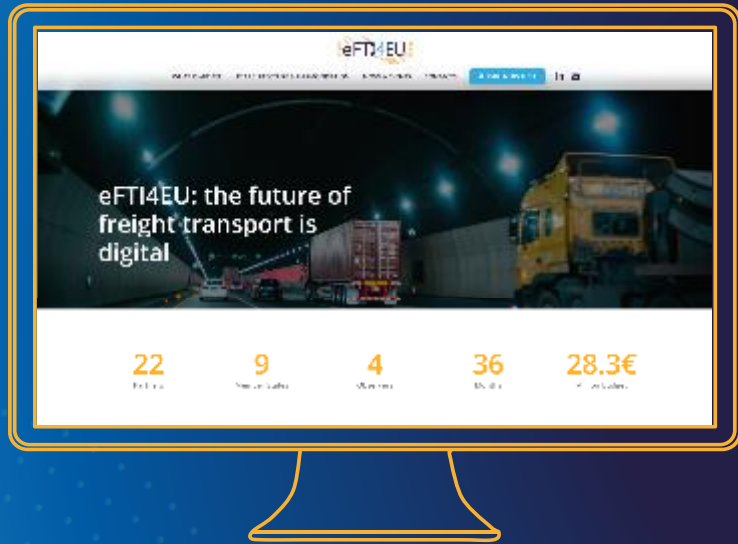
The future of freight transport is digital

CEF project 2023-2026

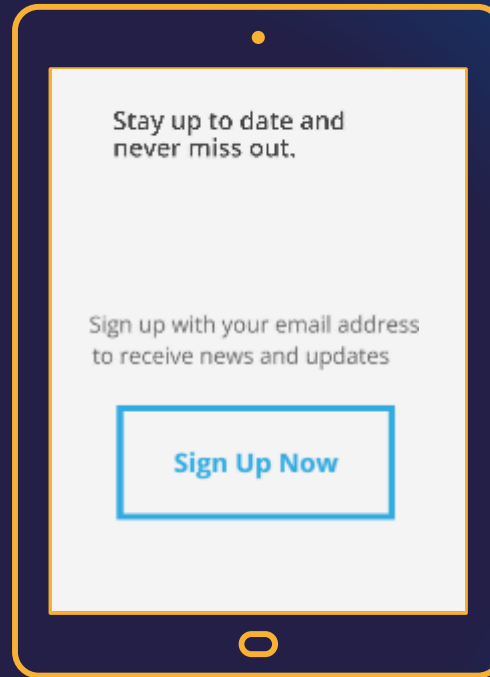
-  eFTI Architecture
-  eFTI Gate specifications
-  National Roadmaps
-  Pilots
-  Communication on eFTI
-  Dissemination via events and publications



Join our Stakeholder Community!



www.efti4eu.eu



eFTI4EU Newsletter



Scan for the website

TO SUMMARISE



TO SUMMARISE

STANDARDISATION WILL ALLOW INTEROPERABILITY

- eFTI TO ORGANISE CONTROLLED COMPETENT AUTHORITY ACCESS TO DATA
- eCMR ARCHITECTURE UPDATES SUPPORTING eFTI UPTAKE
- eFTI AND eCMR CO-WORK TO SUPPORT THE GLOBAL/MIDDLE CORRIDOR DIGITALISATION
- OTHER SYSTEMS TO INTEROPERABLY EXCHANGE DATA WITH eCMR AND eFTI ENVIRONMENTS



THANK YOU



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