



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

An overview

“Connecting EU Insights!” Conference

14 December 2021



eFTI Regulation

- A major [EU policy initiative](#) aiming to support the digital transformation of the transport and logistics sector, with a view to
 - Render transport paperless → Remove the need for paper documents to accompany freight transport to prove compliance with legal requirements
 - Improve visibility across the supply chain → Standards for B2A freight transport data exchange aligned with major B2B standards and initiatives
 - Complement other EU trade and transport facilitation instruments
→ Interoperability with e-customs* and European maritime single window environment**
- Part of wider EU efforts to [make transport more sustainable, smart and resilient](#)***

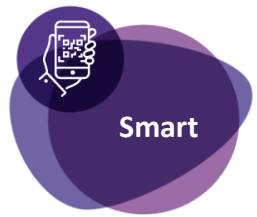
*Regulation (EU) No 952/2013 laying down the Union Customs Code (UCC)

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

***Commission Communication “Sustainable and Smart Mobility Strategy”, SWD(2020) 331

EU Strategy for Sustainable and Smart Mobility

Flagships & Milestones



Flagship 1 Boosting the uptake of zero-emission vehicles, renewable energy & low-carbon fuels and related infrastructure	Flagship 6 Making connected and automated multimodal mobility a reality
Flagship 2 Creating zero-emission airports and ports	Flagship 7 Innovation, data and Artificial Intelligence for smarter mobility
Flagship 3 Making interurban and urban mobility more sustainable and healthy	Flagship 8 Reinforcing the single market
Flagship 4 Greening freight transport	Flagship 9 Making mobility fair and just for all
Flagship 5 Pricing carbon and providing better incentives for users	Flagship 10 Enhancing transport safety and security

By 2030

- Min. 30 million zero-emission cars and 80 000 zero-emission lorries in operation
- Min. 100 climate neutral cities
- Scheduled collective travel under 500 km should be carbon-neutral within the EU
- Doubled high-speed rail traffic, rail freight traffic increases by 50%
- Transport by inland waterways & short sea shipping increases by 25%
- Rail & waterborne-based intermodal will be able to compete on equal footing with road-only transport in the EU
- **Paperless freight transport**
- Automated mobility deployed at a large scale
- Integrated electronic ticketing
- Operational multimodal Trans-European Transport Network equipped for sustainable and smart transport with high speed connectivity (core network)
- Zero-emission ocean-going vessels ready for market

By 2035

- Large zero-emission aircraft ready for market

By 2050

- Nearly all cars, vans, buses as well as new heavy-duty vehicles will be zero-emission
- Doubled rail freight traffic, tripled high-speed rail traffic
- Transport by inland waterways & short sea shipping increases by 50%
- External costs of transport within the EU will be covered by the transport users
- Death toll for all modes of transport in the EU close to zero
- Operational multimodal Trans-European Transport Network equipped for sustainable and smart transport with high speed connectivity (comprehensive network)

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

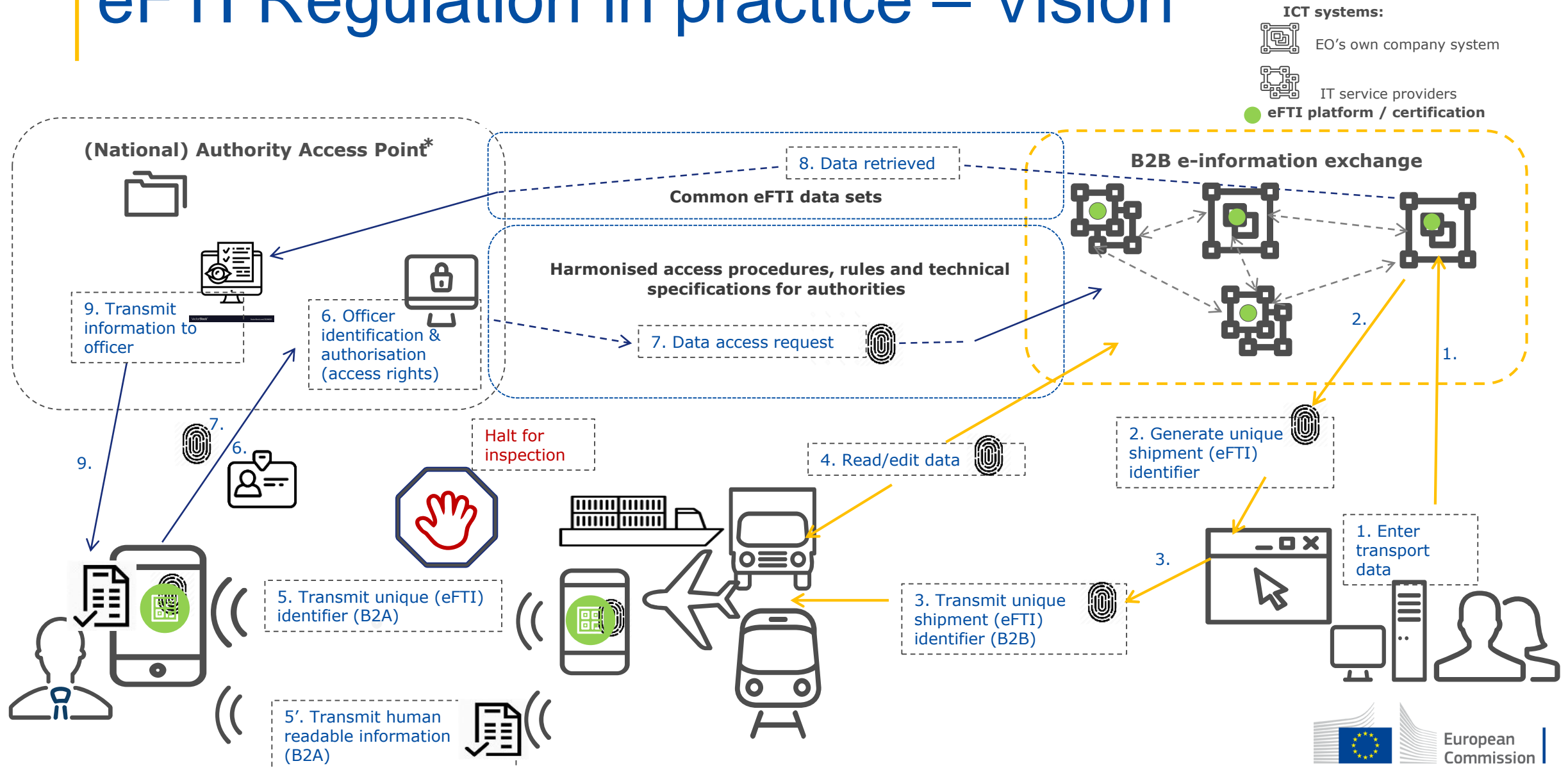
Common requirements for service providers and platforms

- Platforms' functionalities
- Service providers' obligations

One stop shop certification

- Harmonised rules for third-party certification valid EU-wide

eFTI Regulation in practice – Vision



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

eFTI Regulation EU 2020/1056

eCMR Protocol to UN CMR Convention**

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

Use of electronic documents in cross-border transport of goods by road



Conditions for the legal equivalence of the electronic form of the international road transport contract (aka consignment note/CMR)

Information required to prove compliance with transport rules

- **Use for inspection by authorities**
- Use in B2B communication*
- Use in courts*

90-95% of CMR information



Information required to be included in the transport contract/CMR

- **Use in B2B transactions/communication**
- **Use in courts**
- Use for inspection by authorities*

All EU MS + EEA, directly applicable

Currently 12 EU MS / 29 countries party

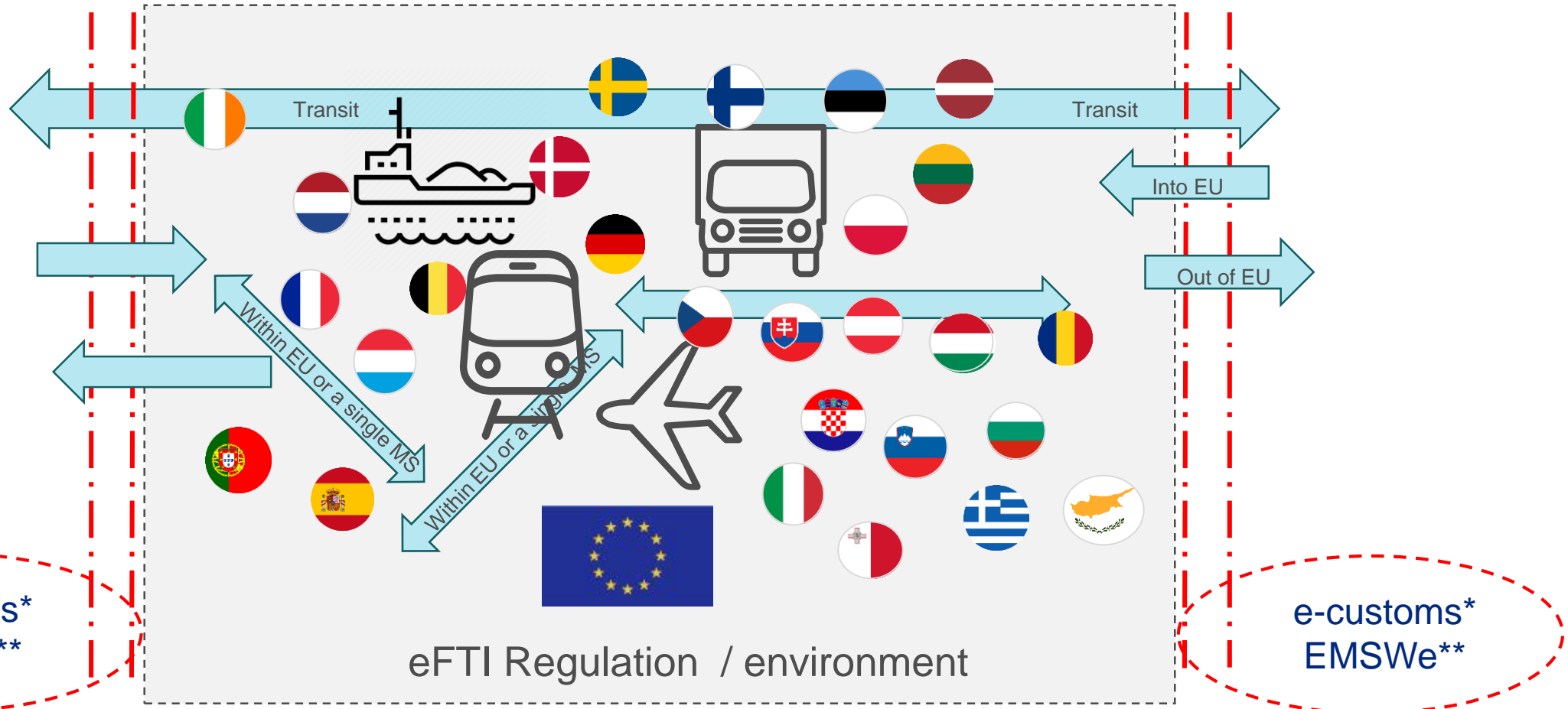


Open to **all UN countries, subject to ratification**

*Not covered, but allowed (i.e. not prevented)

** Convention on the Contract for the International Carriage of Goods by Road (CMR) (1956)

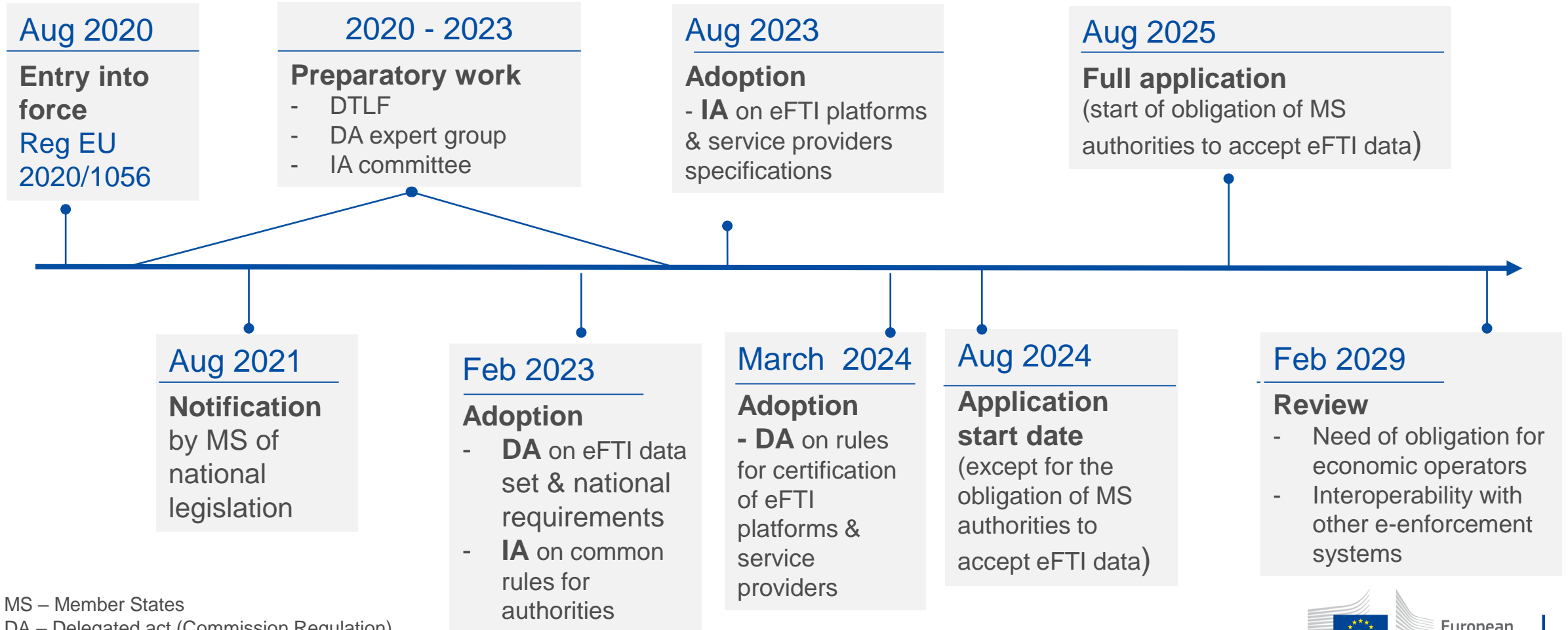
eFTI Regulation – geographical scope



*Regulation (EU) No 952/2013 laying down the Union Customs Code (UCC) – **customs reporting, not in scope**

Regulation (EU) 2019/1239 establishing the European Maritime Single Window Environment (EMSWe) – **maritime reporting, not in scope

eFTI Regulation implementation and application – Indicative timeline



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

Digital Transport and Logistics Forum

Expert Group of the Commission

DIGITAL
TRANSPORT
& LOGISTICS
FORUM

www.dtlf.eu

2015 – 2018 (1st mandate)

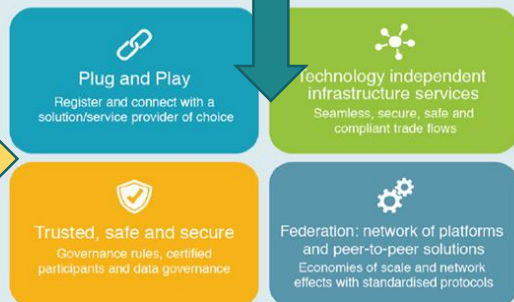
2018 – 2023 (2nd mandate)

Analysis & Recommendations
“towards paperless
transport within the EU
and across its borders”

Preparatory work → Recommendations
for eFTI Reg.
implementation
specifications

Electronic Freight
Transport
Information (eFTI)

Concept of “federated network
of platforms” for information
sharing in multimodal transport
and logistics chains



Development &
piloting of
federated
network building
blocks

Corridor Freight
Information
Systems

Expected impacts of eFTI Regulation implementation

Investment costs

➤ EUR 4.4 billion*

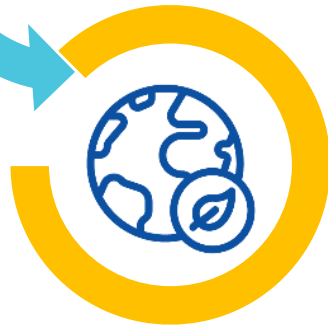


- ✓ EUR 20-27 billion administrative cost savings*
- ✓ EUR 75-102 million work hours**
- ✓ More efficient and innovative logistics services

➤ EUR 268 million*



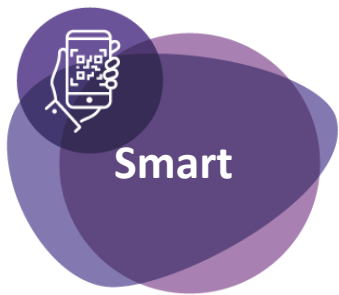
- ✓ Risk-based checks → More efficient & smart enforcement
- ✓ Better statistics → Better targeted policy making



- ✓ 1300+ tones CO2 emissions savings*
- ✓ 180 000 – 900 000 trees saved**



Sustainable

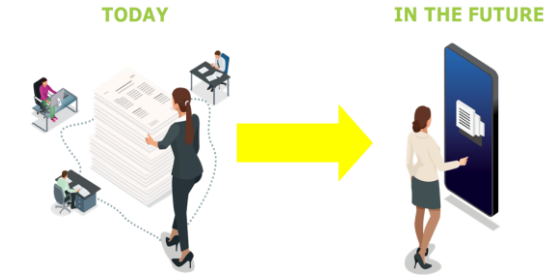


Smart

*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



[eFTI Regulation](#)

[eFTI Regulation impact assessment](#)



[Digital Transport and Logistics Forum](#)

[Expert group register: DTLF](#)



Videos:

<https://ec.europa.eu/assets/move/video/DTLF-SG1.mp4>

<https://ec.europa.eu/assets/move/video/DTLF-SG2.mp4>

Thank you

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



© European Union 2020

Unless otherwise noted the reuse of this presentation is authorised under the [CC BY 4.0](https://creativecommons.org/licenses/by/4.0/) license. For any use or reproduction of elements that are not owned by the EU, permission may need to be sought directly from the respective right holders.

