



Bridging Compliance

How EU eFTI and UNECE e-CMR Work Together

Digital end to end solutions eFTi and eCMR in the spotlight
Cluster for Logistics Luxembourg, 13 March 2025

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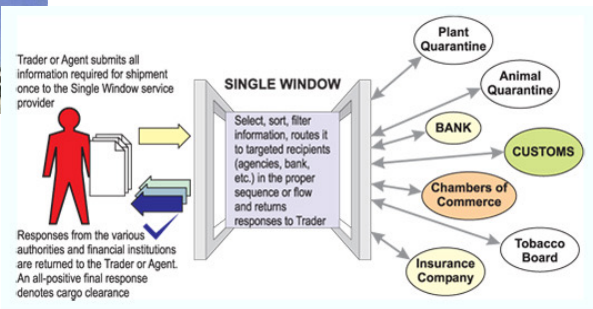




- eFTI4EU and eFTI4ALL Projects
- eFTI State of Play
- Benefits from eFTI for authorities and logistics operators
- What to do in 2025?

51Biz Luxembourg

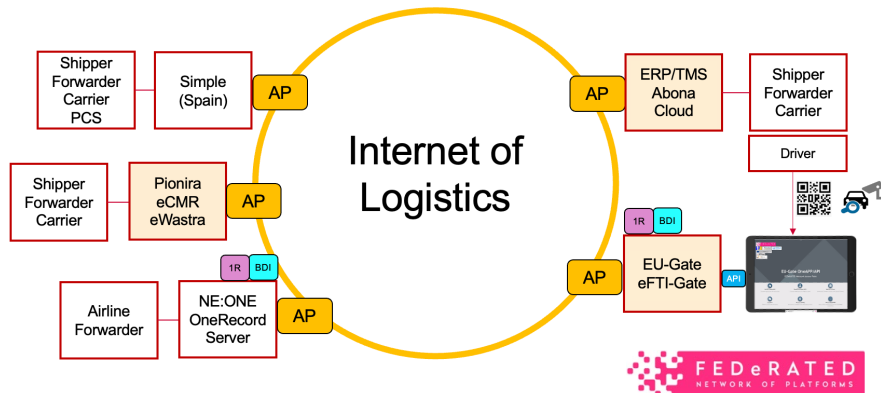
UN/CEFACT, WCO, DG Move DTLF



Fine Art and Luxembourg High Security Area



EU-Gate e-CMR/eFTI Access Point



Digital Europe for Transport and Logistics



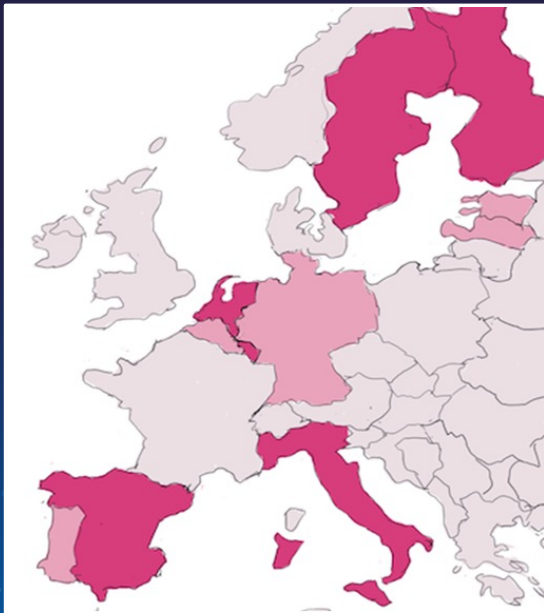

 Directorate-General
 for Mobility
 and Transport



 INLAND NAVIGATION EUROPE



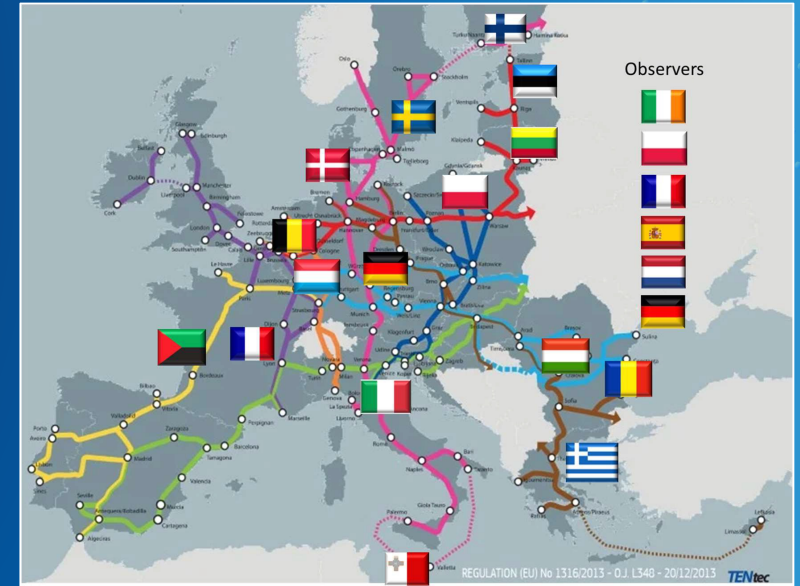




2019-2024, 48 months
5 MS, 15 Partners



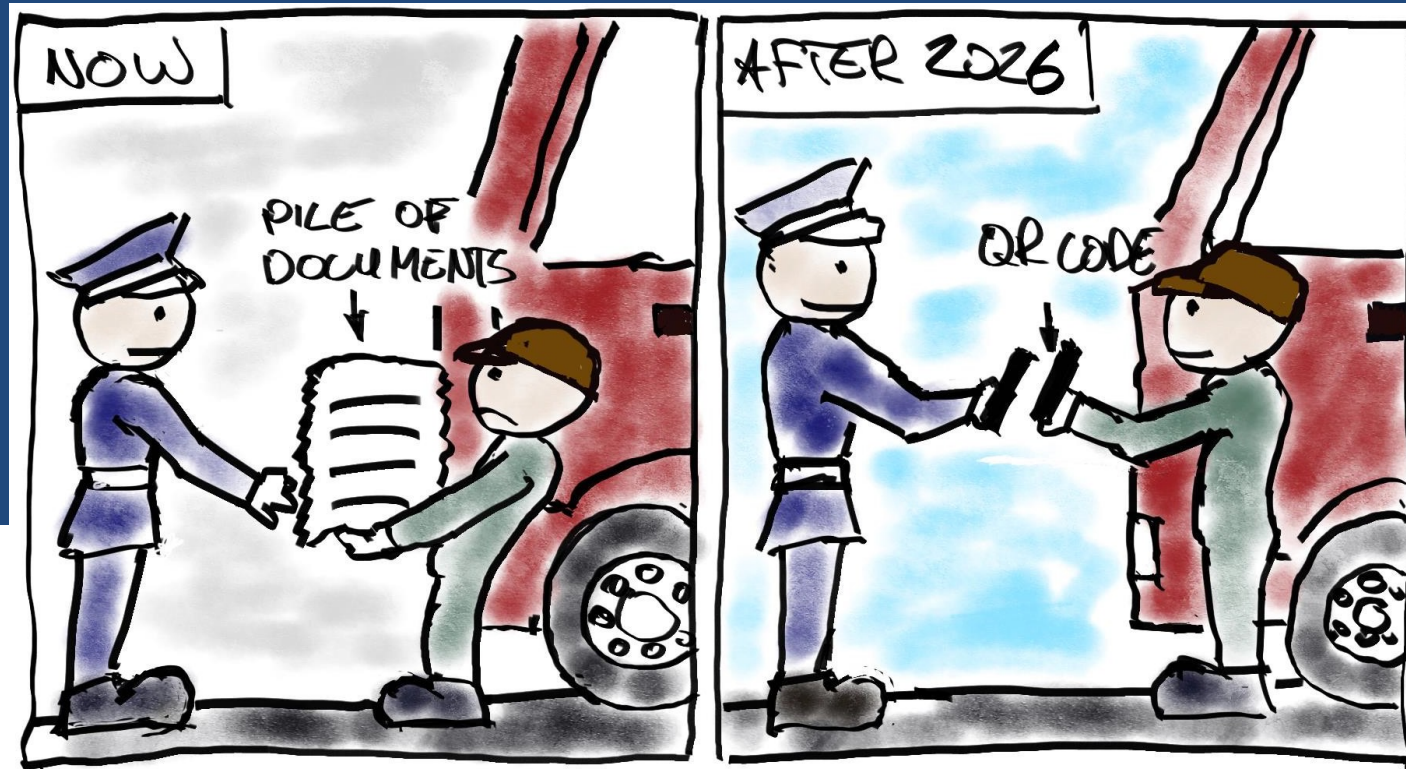
2023-2026, 36 months
9 MS, 23 Partners



2024-2028, 48 months
14 MS, 39 Partners



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



source: DTLF, Digital Transport and Logistics Forum

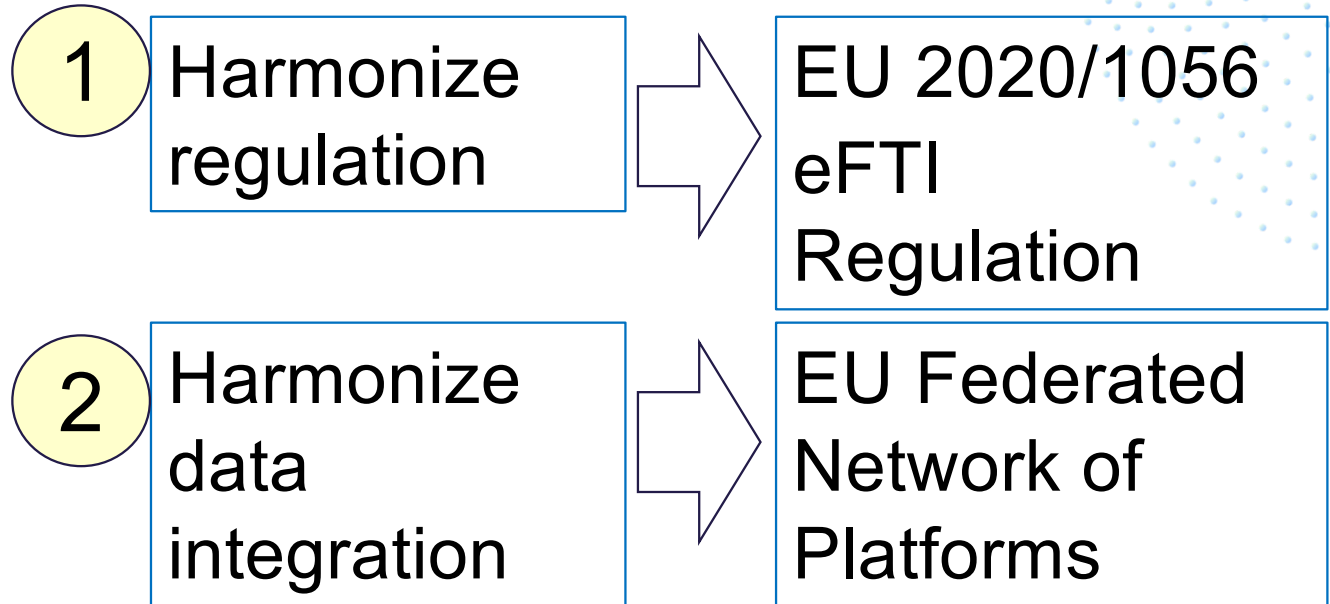
The importance of a consignment note

Exemplaire pour l'expéditeur • Exemplaar voor afzender • Exemplar für Absender

LETTRE DE VOITURE • VRACHTBRIEF • FRACHTBRIEF		CMR	BE000240466PIO						
<p>Ce transport est soumis, nonobstant toute clause contraire, à la Convention CMR. Dit vervoer is, ongeacht enig tegenstrijdig beding, onderworpen aan het CMR-Verdrag. Trotz gegenteiliger Abmachung unterliegt diese Beförderung den Bestimmungen des CMR-Übereinkommens.</p> <p>Pionira NV - www.pionira.be - 04/2022</p>									
<p>1 Expéditeur ou commissionnaire (nom, adresse, Etat) • Afzender of commissiionair (naam, adres, Staat) • Absender oder Spediteur (Name, Anschrift, Staat)</p> <p>Pionira Consignor Gerard Mercatorstraat 85 Lommel 3920 BE</p>	<p>5 Transporteur principal (nom, adresse, Etat, n° de licence, plaque) • Hoofdvervoerder (naam, adres, Staat, vergunningsnr., plaatnummer) • Hauptfrachtführer (Name, Anschrift, Staat, Genehmigungsnr., amtliche Kennzeichen)</p> <p>Pionira Main carrier Transporteurstraat 14 BE-8000 Brugge V985</p>								
<p>2 Destinataire (nom, adresse, Etat) • Geadresseerde (naam, adres, Staat) • Empfänger (Name, Anschrift, Staat)</p> <p>Pionira Recipient Kappelstraat 154 BE-8020 Oostkamp</p>	<p>6 Transporteur sous-traitant (nom, adresse, Etat, n° de licence, plaque) • Ondervoerder (naam, adres, Staat, vergunningsnr., plaatnummer) • Unterfrachtführer (Name, Anschrift, Staat, Genehmigungsnr., amtliche Kennzeichen)</p>								
<p>3 Prise en charge de la marchandise (lieu, Etat, date, heure) • Inontvangstneming van de goederen (plaats, Staat, datum, uur) • Warenabnahme (Ort, Staat, Datum, Uhr)</p> <p>Pionira Producer Karrekietlaan 3 BE-8210 Loppem 30/09/2022 13:03 L-154</p>	<p>7 Transporteur successif (nom, adresse, Etat, n° de licence, plaque) • Opvolgende vervoerder (naam, adres, Staat, vergunningsnr., plaatnummer) • Nachfolgender Frachtführer (Name, Anschrift, Staat, Genehmigungsnr., amtliche Kennzeichen)</p>								
<p>4 Livraison (lieu, Etat, date, heure) • Afl levering (plaats, Staat, datum, uur) • Lieferung (Ort, Staat, Datum, Uhr)</p> <p>Pionira Treatment operator Stagsstraat 45 BE-1000 Brussel 30/09/2022 13:06 D-853</p>	<p>9 Réserves du transporteur lors de la prise en charge de la marchandise • Voorbehalte vervoerder bij de inontvangstneming van de goederen • Vorbehalte Warenabnahme</p>								
<p>8 Frais afférents au transport • Transportgebonden kosten • Transportgebundene Kosten</p>	<table border="1"> <thead> <tr> <th></th> <th>Uur aankomst Heure arrivée Uhr aankomst</th> <th>Uur vertrek Heure départ Uhr vertrek</th> </tr> </thead> <tbody> <tr> <td>Laden Prise en charge Warenabnahme</td> <td>30/09/2022 13:03</td> <td>13:03</td> </tr> </tbody> </table>				Uur aankomst Heure arrivée Uhr aankomst	Uur vertrek Heure départ Uhr vertrek	Laden Prise en charge Warenabnahme	30/09/2022 13:03	13:03
	Uur aankomst Heure arrivée Uhr aankomst	Uur vertrek Heure départ Uhr vertrek							
Laden Prise en charge Warenabnahme	30/09/2022 13:03	13:03							

- Agreement between the sender and the transport service provider
- Record receipt of goods and documentation by carrier, proof of delivery
- Basis for invoicing
- Demonstrate compliance of transport to national and EU regulations (eFTI: July 2027)
- Supporting document Customs & other border control regulations
- Demonstrate intra-community deliveries (VAT)
- ...

Two EU priorities



These 2 EU priorities have been defined by the EU Digital Transport and Logistics Forum, a group of about 120 digital experts advising the European Commission on its strategy towards a digital and green Europe

EU 2020/1056 Regulation



Adopted 8/2020,
full applicable 2027H2

- Obligation for EU MS to accept electronic transport documents
- In an EU harmonized machine-readable data format
- Certified solutions and service providers
- EU MS must ensure the interoperability of IT systems
- Pull/Push principle

eFTI Regulation

A harmonised EU framework for business-to-authority electronic exchange of freight transport information.



EU legislation

- **Regulation No 11/1960 on non-discrimination of tariffs** (Article 6.1)
- **Combined Transport Directive No 92/106** (Article 3)
- **Road Cabotage Regulation No 1072/2009** (Article 8.3), modified by Regulation (EU) 2020/1055
- **Waste Shipments Regulation No 1013/2006** (Articles 16(c) and 18.1) amended by **Regulation (EU) 2024/1157**
- **Dangerous Goods Directive No 2008/68/EC** (chapter 5.4 of the Annexes to RID, ADR and ADN)
- **Aviation Security Regulation No 300/2008**
 - **Implementing Reg. 2015/1998** (Article 2.2 (b))
- **Rail Interoperability Directive No 2016/797**

National legislation

- Requiring information that is identical, in whole or in part, to that in EU legislation

eFTI – 5 Principles

B2A Information already required by EU & MS legislation (Rates & Conditions, Cabotage, Dangerous Goods, Waste Shipments, Aviation Security, Rail Interoperability, national)

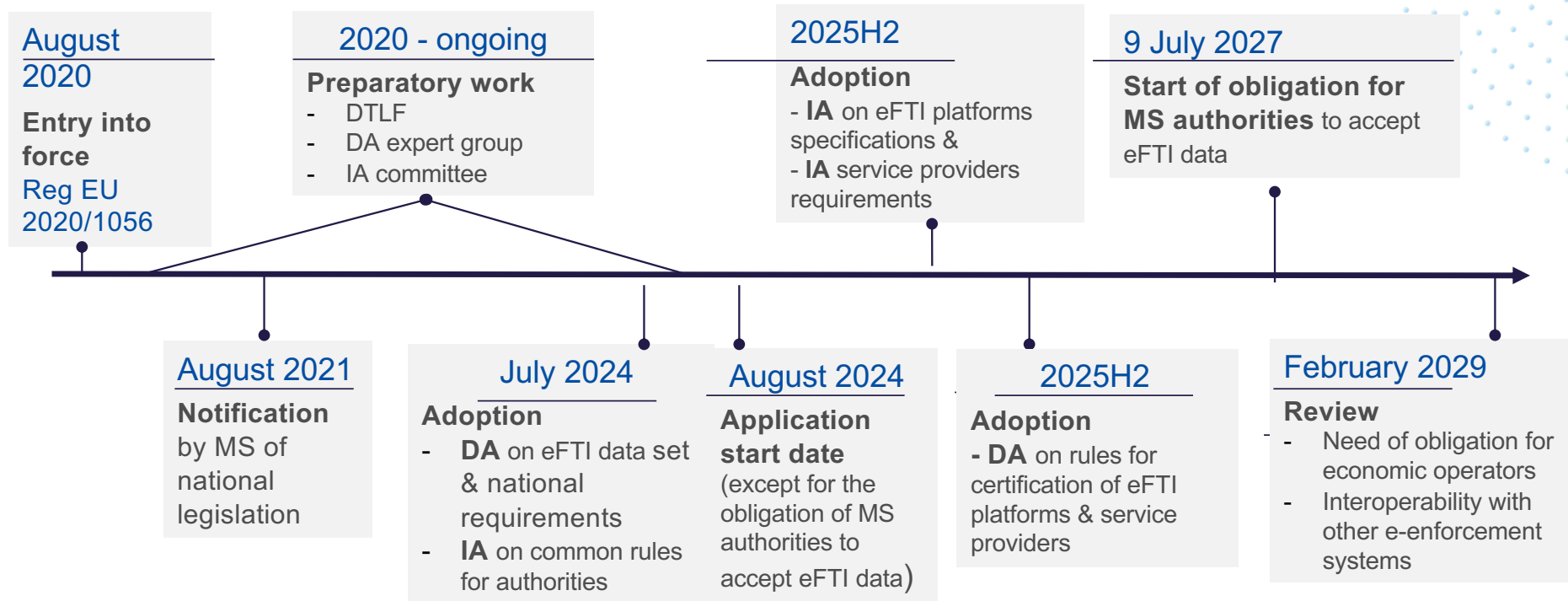
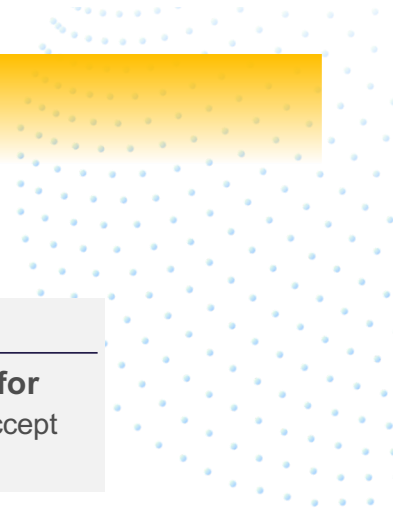
Common requirements
Data, processing & interfaces
Certification is required to ensure harmonisation, acceptance & security

Technological Neutrality

Obligation for all authorities in all EU MS
to accept the information electronically – for EO's an option

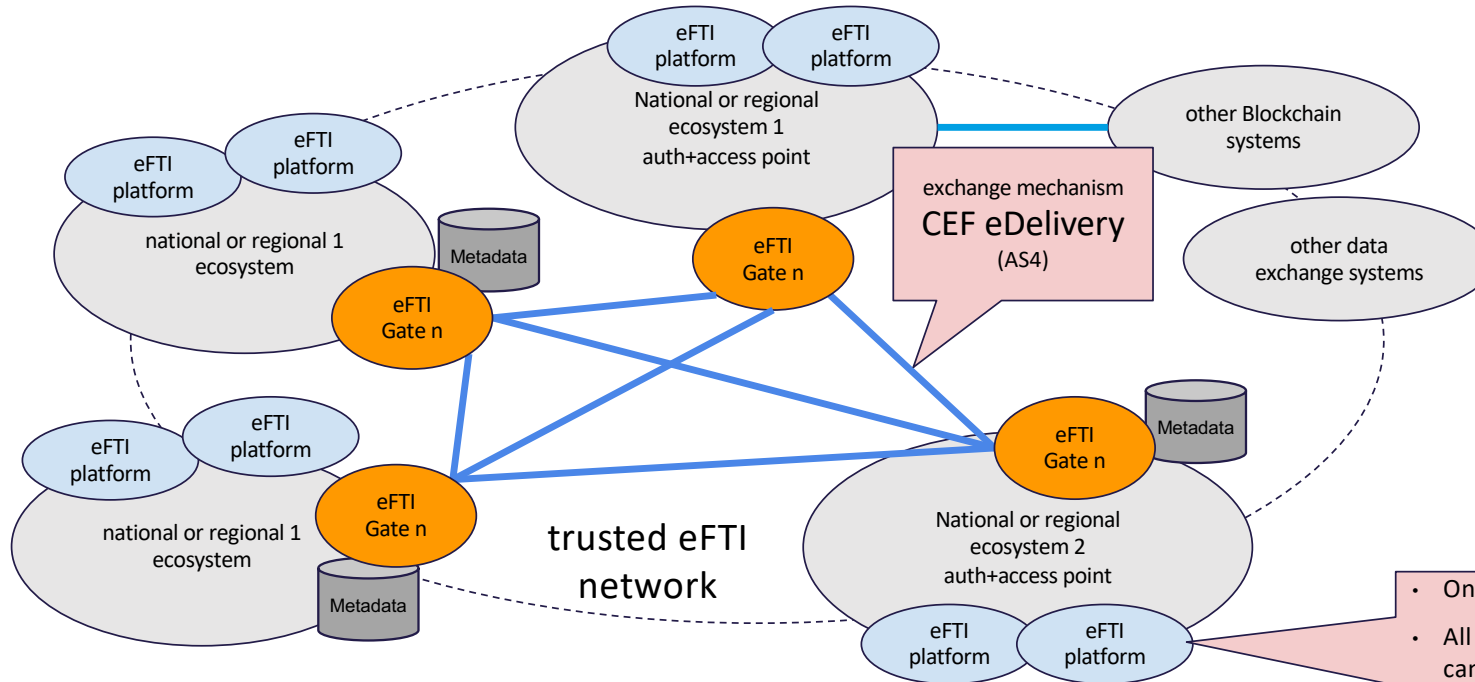
Certified systems will be eFTI platforms - Can still be anything like a cloud solution, eCRM solution, PCS, TMS or ERP.
Pull Mechanism is standard

Updated indicative timeline



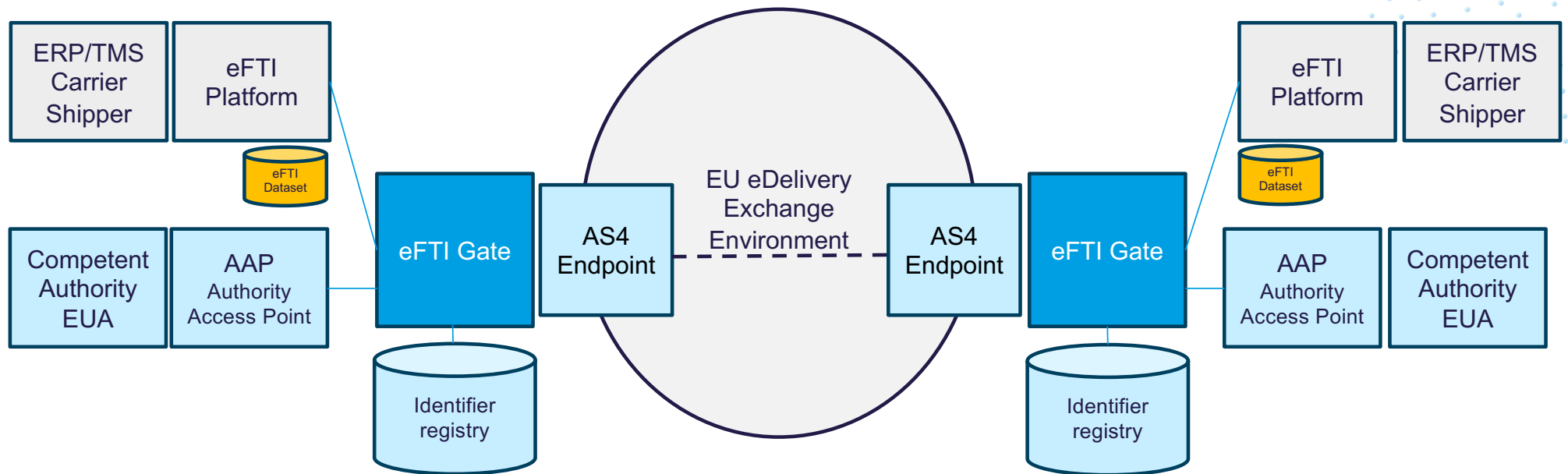
MS – Member States
 DA – Delegated act (Commission Regulation)
 IA – Implementing act (Commission Regulation)
 DTLF – Digital Transport and Logistics Forum

The EU eFTI Exchange environment



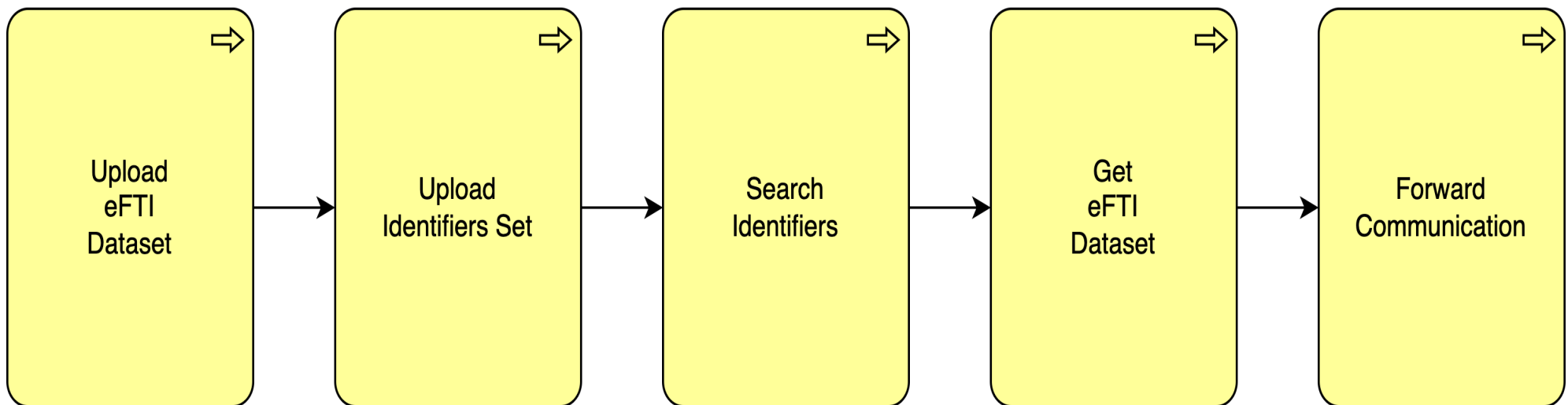
- One connection in MS of certification
- All mandated control authorities of 27 MS can pull eFTI Subsets of information.
- Post metadata (unique identifiers) to eFTI-Gates
- Not mandatory for Economic Operators (yet)

The components of the eFTI eDelivery Exchange Environment



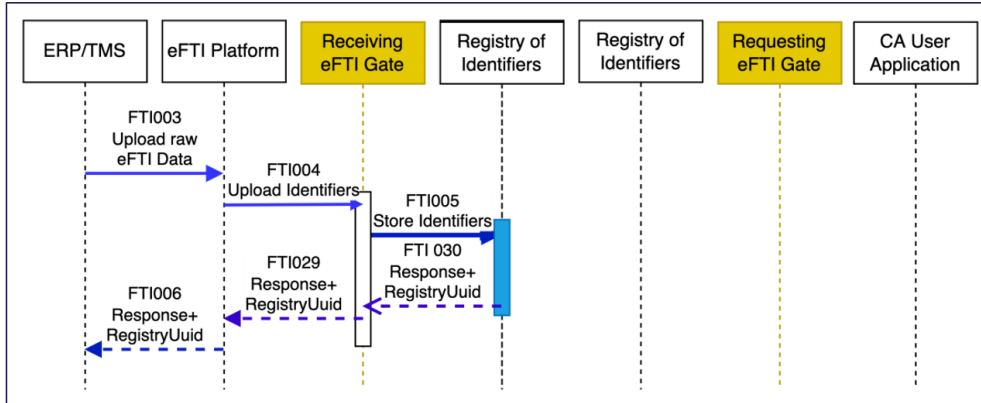
The end-to-end eFTI Process

The components of the EU eFTI Exchange environment must enable the 5 steps of the end-to-end eFTI Business process that is designed to allow Economic Operators to use a single eFTI Gate connection to share eFTI subsets of transport information with competent authorities.

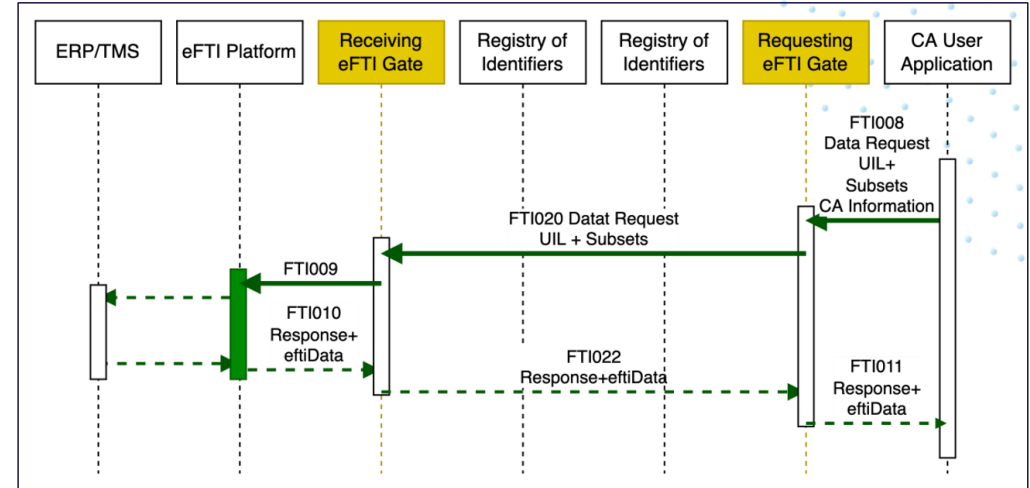


eFTI Sequence Diagrams

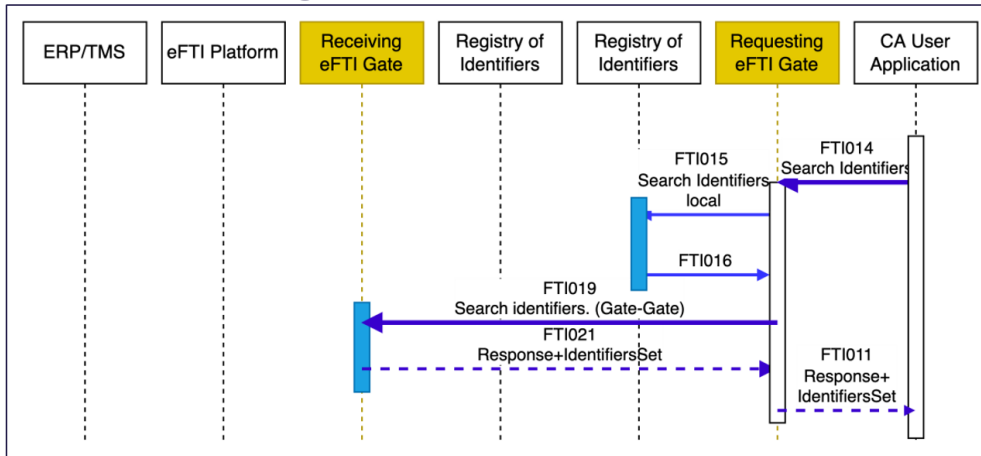
Upload eFT1 dataset and identifiers



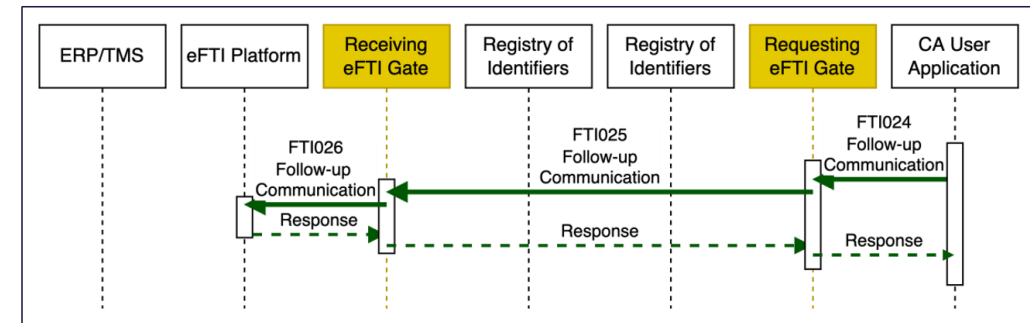
Get eFT1 data for U1L



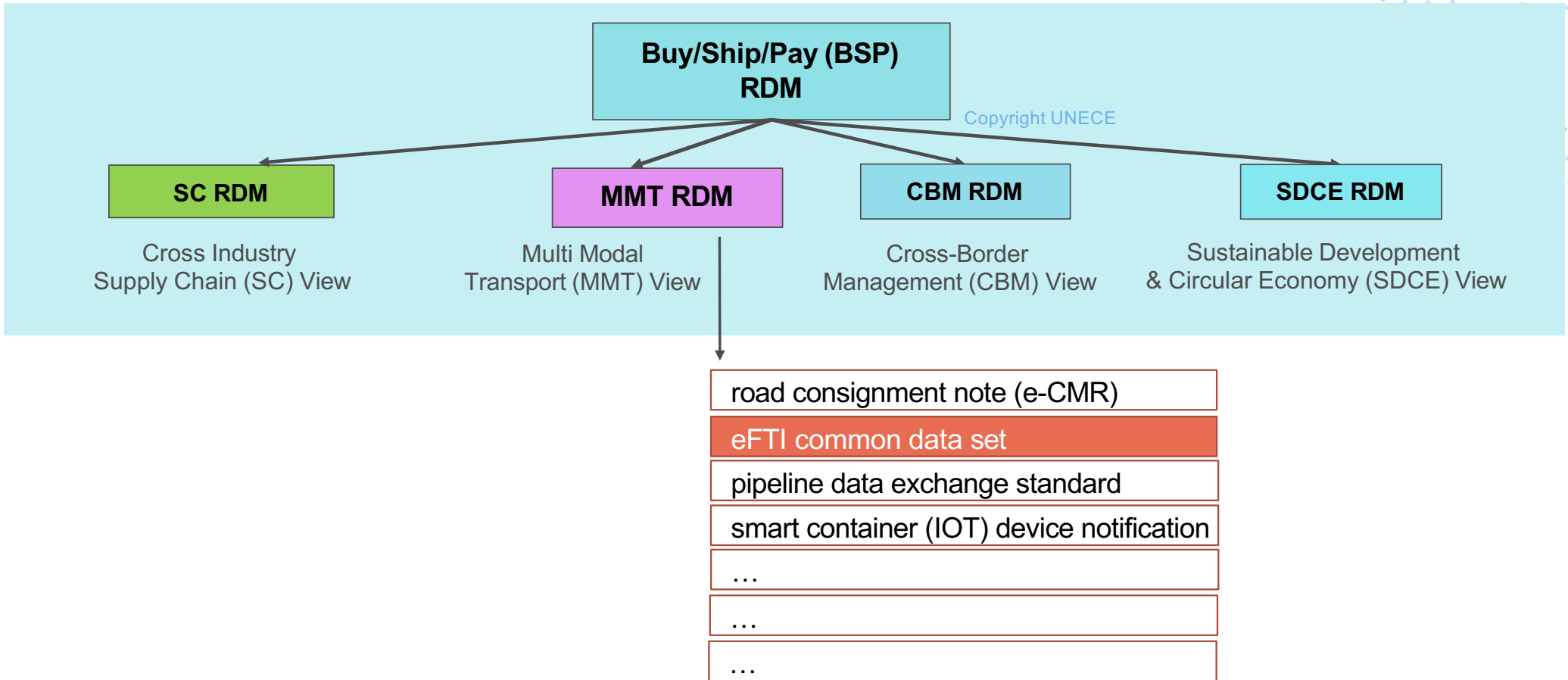
Search identifier registries



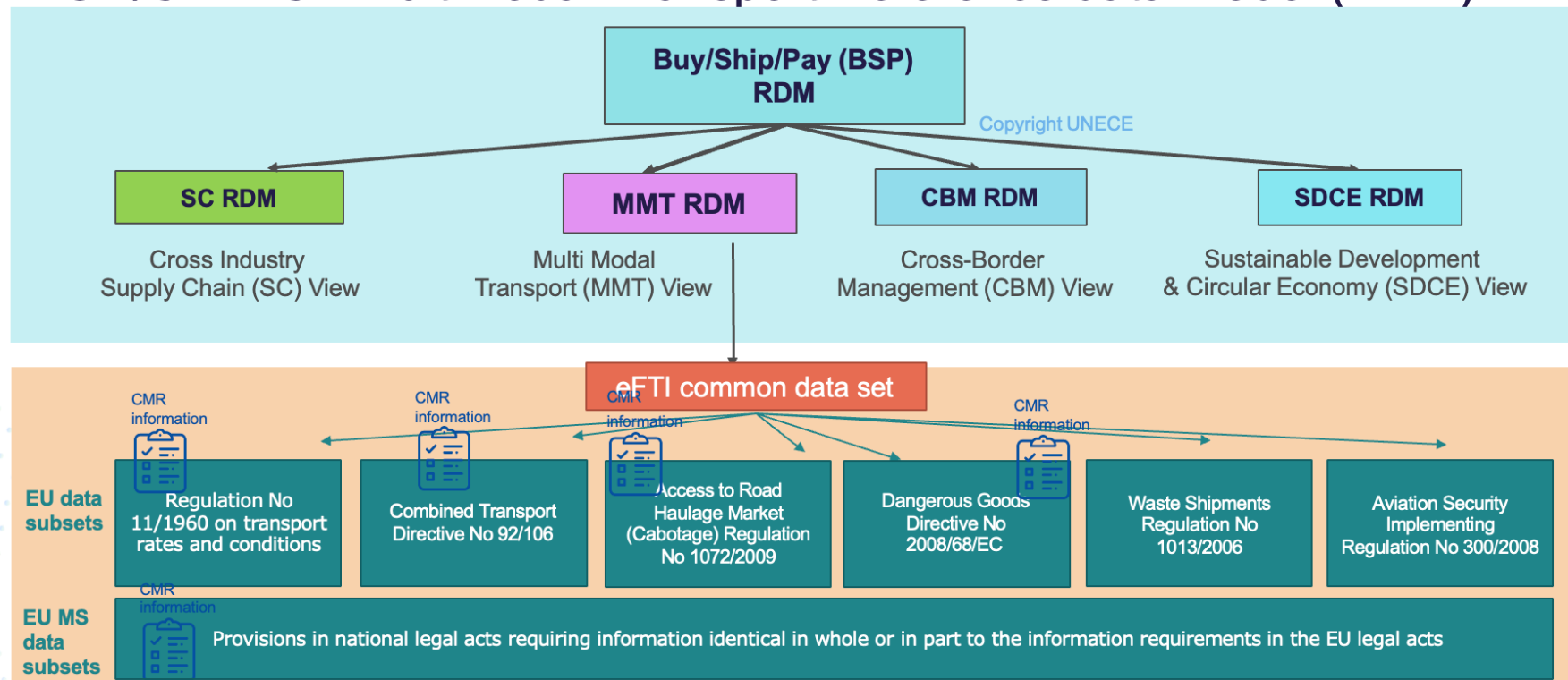
Follow-up communication



The eFTI common dataset based on UN/CEFACT MMT and Core Components



The eFTI common dataset based on UN/CEFACT MMT and Core Components



Source: [UNECE SC.1 Presentation European Commission \(October 2023\)](#)

Advantages for Transport and Logistics operators

Simplifies the exchange of transport-related information:

- No paper documents, transport data remains at the source
- Faster checks by the authorities and less interrupted transport operations
- Faster processing times
- Faster handling of freight operations
- Real-time tracking and up-to-date transport datasets
- According to the industry, savings of over €10 per digital freight document are possible* if you look at the process.



Advantages for the competent control authorities

- Improved controls of cross-border freight transport without bureaucratic burdens
- Faster and more targeted control procedures
- Reduction of transport interruptions and more efficient and time-saving inspections
- Less language barriers thanks to multilingual eFTI data records
- Better enforcement of national and EU regulations
- Increased safety for emergency services and more efficient operations, e.g. in the case of dangerous goods accidents



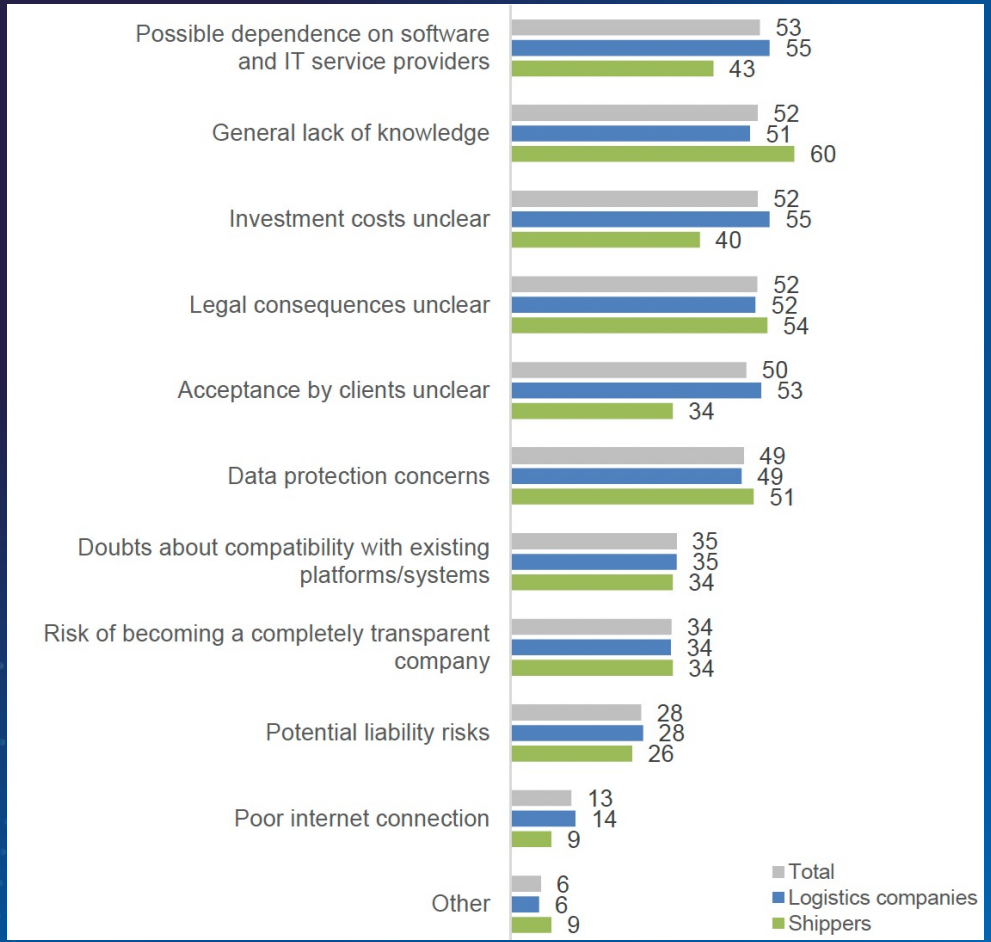
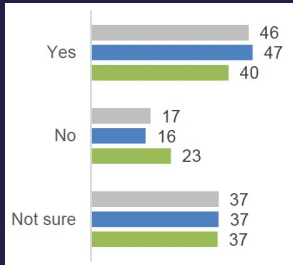
What are the greatest advantages you see for your company using eFTI ?



Source BALM 2024 Special Report on eFTI
 BMDV – Federal Ministry of Digital and Transport (Germany)
 BALM - German Logistics and Mobility Office (Germany)

Question 13; basis: total: n=258, logistics companies: n=218, shippers: n=40, filter: only companies that are planning or are willing to provide electronic freight information to authorities

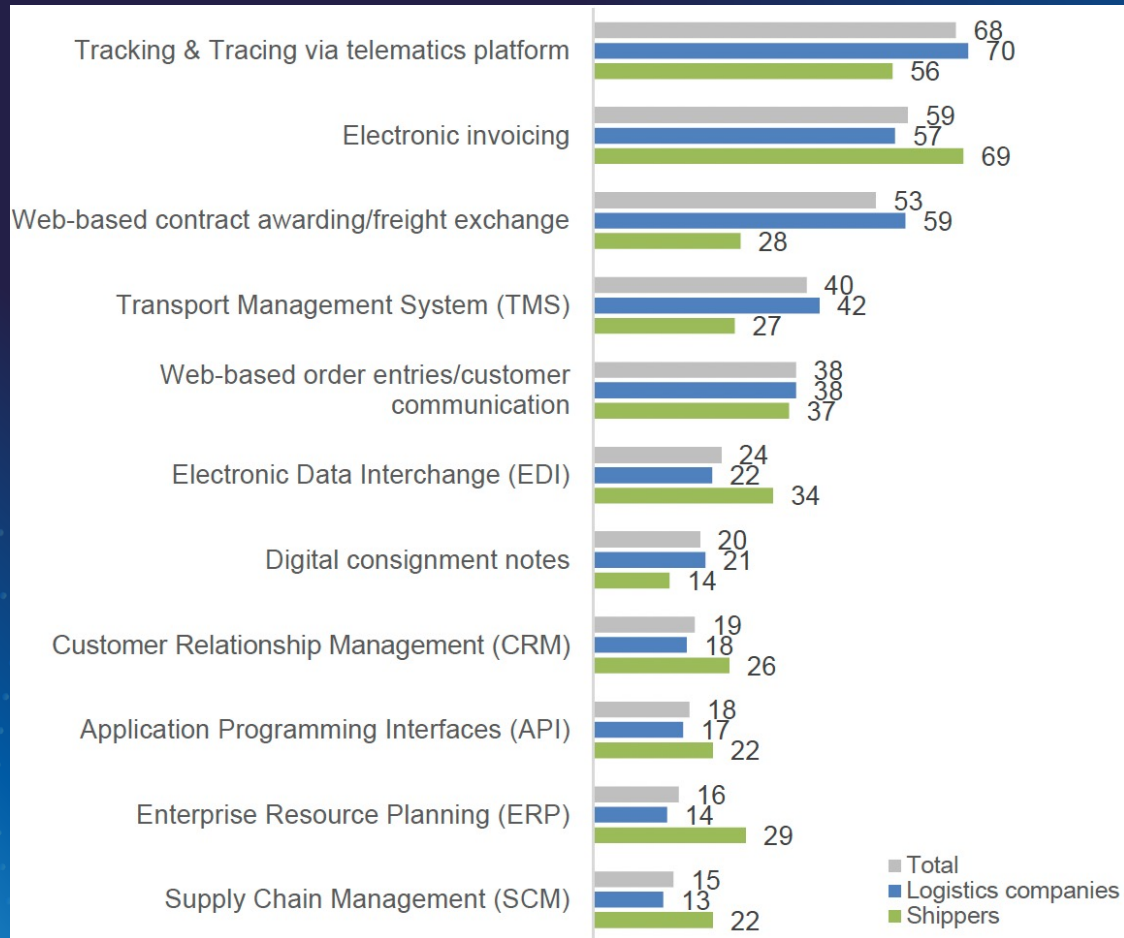
Why are you undecided?



Source BALM 2024 Special Report on eFTI
 BMDV – Federal Ministry of Digital and Transport (Germany)
 BALM - German Logistics and Mobility Office (Germany)

Question 12; basis: total: n=203, logistics companies: n=168, shippers: n=35, filter: only companies that are undecided about providing electronic freight information to authorities ; multiple selection, figures in percent

Which of the following communication and information technologies are you already using or planning to use in your company?



Source BALM 2024 Special Report on eFTI
 BMDV – Federal Ministry of Digital and Transport (Germany)
 BALM - German Logistics and Mobility Office (Germany)

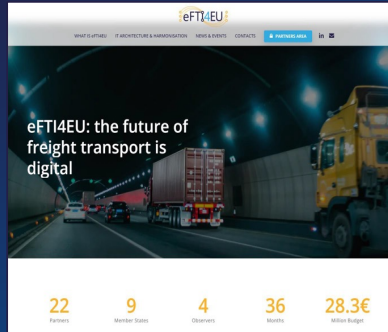
Question 16; basis: total: n=556, logistics companies: n=458, shippers: n=98;

What can you do in 2025?

1. Create a common understanding.
2. Create sector specific process and data model.
3. Start initial pilot projects.



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www.efti4eu.eu



www.efti4all.eu