eFTI Yearly Conference 2026 – Day 1 Notes

27 October 2026 | Paris, France

From Policy to Practice: Preparing Europe for eFTI Implementation

1. Welcoming Words

Speakers:

- Eva Killar, eFTI4EU Project Coordinator, Estonian Ministry of Climate
- Jan Bergstrand, eFTI4ALL Project Coordinator, Trafikverket, Sweden

- eFTI4EU started in 2023, at the very beginning of the practical eFTI implementation journey. The participating Member States have made considerable progress and are now well on their way towards readiness for July 2027.
- eFTI4ALL aims to broaden the eFTI community and involve more businesses in the process.
- According to the eFTI4ALL coordinator eFTI implementation is in full speed. The more experience people gain, the faster time seems to pass. Although the time is moving fast, with the support of the other eFTI projects, eFTI4ALL project participants should be able to manage the transition towards the eFTI go-live on time.

2. Welcoming Words by the French Ministry of Transport

Speaker: Eric Ollinger, French Ministry of Ecological Transition

- It is a pleasure to see public authorities, businesses and technology providers working together towards the same objective.
- Paper-based documentation is holding the logistics sector back. If we want a more sustainable and competitive logistics sector, eFTI has an important role to play.
- In France, there is strong interest in eFTI among stakeholders from both the public and private sectors.
- Smaller companies should not face prohibitive implementation costs. Similar challenges have been observed in other digitalisation initiatives, such as e-invoicing.
- France is contributing an open-source eFTI reference implementation that can be used by other Member States.
- Digitalisation presents a significant opportunity, but its benefits can only be realised when all Member States and relevant stakeholders work together.

3. Keynote Speech by the European Commission: The Future of eFTI in Europe

Speaker: Lia Potec, DG MOVE, European Commission, eFTI Team

Main messages

- After several years of developing the eFTI framework and technical systems, it is now time to put them into practice. This is why the conference comes at the right moment.
- eFTI is not simply about switching from paper-based documents to digital ones. It is about changing how regulatory information can be made available and shared across the EU.
- The objective is not to require everyone to use one system or businesses to replace their existing systems. Instead, it is about establishing common rules that enable those systems to communicate.
- The promise of eFTI is interoperability. However, digitalisation and legislation alone cannot make eFTI happen. Successful implementation requires cooperation, trust and a genuine willingness to find common solutions.
- The collaboration developed through the eFTI projects has been extremely valuable for the EU.

- For economic operators, using eFTI remains voluntary. Therefore, the benefits must justify the investment required to adopt it.
- An important next step is to clearly communicate the value proposition of eFTI to economic operators.
- The opportunities extend beyond regulatory compliance. In the future, eFTI could also support wider B2B data and information exchange.

Implementation priorities and challenges

Short-term bottlenecks, towards July 2027:

1. Sufficient capacity for accredited conformity assessment bodies.
2. Established enforcement procedures.
3. Availability of the first certified eFTI platforms.

Building a sustainable market beyond July 2027:

1. Proportionate certification costs.
2. Sufficient demand for certified eFTI platforms.
3. A viable business case for conformity assessment bodies and platform providers.

One of the main challenges will be ensuring that stakeholders have a positive first experience with eFTI. Early experiences will be critical to building confidence and encouraging wider adoption.

> **Key message:** *Compete, connect, adopt.*

4. Roundtable: Where Do We Stand? eFTI Implementation Across Member States

Moderator: Eva Killar, eFTI4EU Project Coordinator

Victor Dolcemascolo, French Ministry of Ecological Transition

- France has tested interoperability with several other eFTI Gates and is confident that its Gate will work across borders.
- One of the main challenges is convincing economic operators to participate in testing and adopt eFTI.
- Further testing is planned for spring 2027.
- The next step is to involve the railway and inland waterways sectors.
- France is pleased to be involved in all three eFTI projects.
- Three eFTI platforms are already connected to the French Gate for testing.
- Testing is also planned for cabotage controls, which represent an important challenge and important potential use case.

Advice to other Member States: There is no need to start from zero. Make use of the work and reference implementations already available through the eFTI projects.

Laura Galea, Transport Malta

- Malta will soon issue a tender for its national eFTI Gate.
- Several workshops have already been organised for public authorities and businesses, including truck drivers.
- Malta is considering how its Maritime Single Window could potentially connect with eFTI.
- It is important to reassure stakeholders that eFTI will facilitate their jobs rather than replace them. This is a useful approach when onboarding authorities and economic operators.
- Laura has also written an article about eFTI to a children magazine testing quite a unique outreach approach on the eFTI topic.

Advice to other Member States: Work together as a team, involving different ministries and authorities rather than leaving the responsibility to just one ministry.

Eulalia Vanessa Antunes, Institute for Mobility and Transport, Portugal

- Portugal successfully conducted different pilots this year.
- One of the challenges being addressed is multimodality.
- Portugal has a national Single Window that it would like to connect with eFTI.
- Tests were also carried out with Italy, including a successful pilot involving a real roadside check and the use of eFTI data.
- Portugal is currently developing its eFTI Gate.
- Another ambition is to connect air transport to the eFTI network.

Advice to other Member States: Testing is essential. It helps authorities understand their actual needs, as eFTI implementation and operational requirements are not necessarily the same for every competent authority.

Jan Bergstrand, Trafikverket, Sweden

- Sweden initially participated in the eFTI discussions through the Digital Transport and Logistics Forum (DTLF), although it was somewhat slower to begin practical implementation.
- Trafikverket subsequently took on the coordination of the eFTI4ALL project.
- Sweden has established a national team of more than ten people working on eFTI.
- Experiences and solutions from other Member States and eFTI projects have been extremely valuable.
- Sweden is also involved in Nordic cooperation, alongside Finland, Denmark, and Norway.

Advice to other Member States: Maintain close cooperation, learn from other countries and make use of the expertise and results of the eFTI projects.

Eva Killar (moderator), Estonian Ministry of Climate

- Estonia's eFTI Gate is almost ready, and testing has already started.

5. How Authorities Use eFTI: Roles, Responsibilities and Benefits

Speakers:

- Annukka Elonen, Finnish Transport and Communications Agency
- Lukas Ujvari, Trafikstyrelsen, Denmark

Nordic cooperation on eFTI

- Sweden, Norway, Finland and Denmark are working towards a joint Nordic eFTI Gate.
- Building the eFTI ecosystem requires cooperation between many organisations, each with its own responsibilities, roles and objectives.
- Member States still have considerable work ahead to bring the logistics sector on board. The eFTI Gate is an enabler of this process.
- The Nordic Gate is a good example of how Member States can work together instead of developing all solutions independently.
- The cooperation began with a feasibility study in 2025, and an agreement between the participating countries was in the process of being signed at the time of the conference.

Main challenges

The basic technical infrastructure for eFTI is largely in place. However, the challenge is not simply receiving eFTI data but being able to use it effectively.

Three key challenges were identified:

1. **No eFTI platforms, no data.** Without platforms and economic operators using them, authorities will not have data to access.
2. **Creating high-quality eFTI information.** The available data must be accurate, complete and useful.

3. **Providing the right data to the right officer at the right time.** Information must be delivered in a way that supports the authorities' actual tasks and workflows.

- The implementation process requires continuous learning.
- Authorities are creating a complex new ecosystem, not merely digitising existing paper-based processes.

Practical recommendations and lessons learned

- Identify areas where competent authorities already cooperate and where systems or processes could be shared.
- At the same time, recognise that different countries and authorities may have architectural differences in their existing systems.
- The Nordic eFTI cooperation carried out practical exercises involving representatives from across the ecosystem.
- These exercises used realistic scenarios, physical maps and examples of transport documentation to visualise how information moves between stakeholders.
- The aim was to understand how individual data fields from multiple documents can be made available to the right authority and officer.

> **Key takeaway:** Technical interoperability is only one part of the challenge. Authorities must also understand how eFTI data fits into their operational processes and how to use it effectively.

6. European Commission Perspective: Risks, Readiness and the Road Ahead

Speaker: Lia Potec, DG MOVE, European Commission, eFTI Team

Roadmap towards implementation

2026–2027:

- Adoption of certification rules for eFTI platforms.
- Adoption of specifications and certification rules for eFTI service providers.
- Finalisation of messaging schema specifications.

2027 and beyond:

- Continued testing and implementation support through the eFTI projects.
- Development of business use cases, including through the DTLF.
- Go-live and subsequent large-scale business deployment.

Certification and stakeholder input

- The European Commission's *Have Your Say* portal is open for public feedback on the certification rules for eFTI platforms until 18 November: https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14351-Electronic-freight-transport-information-eFTI-platforms-rules-on-certification_en
- It is important that relevant stakeholders contribute their views during the consultation process.
- The certification framework needs to be practical and proportionate, including from the perspective of platform developers.

Member State readiness

- Approximately 22 out of 27 Member States had estimated that their eFTI Gates would be operational before July 2027.
- However, having an operational Gate does not automatically mean that a Member State is fully ready.
- Full operational readiness also requires:
  - Competent authority systems to be connected.
  - Enforcement officers to be trained.
  - Operational procedures and processes to be established and tested.

- The key challenge ahead will be ensuring coordinated maintenance of the eFTI ecosystem while maintaining a stable implementation baseline.

> **Key takeaway:** Getting the Gates technically ready is essential, but successful eFTI implementation also depends on operational readiness, certification, cooperation and long-term maintenance. Certification is currently one of the most urgent and important topics on the European Commission table regarding the eFTI implementation.

7. Workshops

Workshop 1: Why Engage with eFTI? Key Opportunities and Challenges for Economic Operators

Organised by: Transport Innovation Association, Rūgilė Andziukevičiūtė

Workshop approach

- Participants worked in groups, considering different economic operator scenarios.
- Each group discussed whether, how and when economic operators should engage with eFTI, considering the opportunities, challenges and necessary conditions.

Main findings

- All groups agreed that **economic operators should start engaging with eFTI now**, provided certain conditions are met.
- eFTI creates business opportunities for small and large logistics companies, as well as IT companies.
- There is a need for greater clarity regarding eFTI rules, requirements and the relationship between different regulations.
- Concerns remain about:
  - B2B data exchange and related opportunities.
  - Certification requirements and costs.
  - Clear timelines and guidance from the European Commission and Member States.
- Testing should begin now rather than waiting until the implementation deadline.
- Participants were generally positive about eFTI and its future opportunities.
- However, considerable information is still missing, awareness remains low, and several important challenges need to be addressed.

> **Key takeaway:** Economic operators see real potential in eFTI and believe engagement should start now. However, clearer requirements, predictable timelines and practical testing opportunities are needed to turn this interest into adoption.

Workshop 2: Cross-Border Use of eFTI for Dangerous Goods and Waste Transport

Organised by: GBK, NEO GLS, and Pionira

Several practical challenges were discussed.

1. Connectivity and human readability

- Connectivity remains a challenge, especially in situations where there is no internet access.
- There are different interpretations of what *human-readable information* means and how information should be made available when digital connectivity is unavailable.

2. Emergency services and dangerous goods

- It is important to understand what information emergency services need to access during incidents involving dangerous goods.
- Being able to retrieve dangerous goods information using a vehicle's licence plate would be particularly useful.
- These requirements should be taken into account when developing practical eFTI use cases.

3. Waste transport and DIWASS

- The new Waste Shipment Regulation and DIWASS introduce additional requirements and challenges.
- There is a knowledge gap concerning the relationship between DIWASS and eFTI.
- One practical challenge concerns the requirement to register information two days in advance. It can be difficult to know certain operational details, such as who will drive a particular shipment, that far ahead.
- Too many systems, stakeholders and processes are still not connected, making implementation more complicated.

Potential solution

- A bold proposal raised during the workshop was to move towards mandatory digital information exchange.
- However, the wider challenge remains ensuring that the relevant systems and stakeholders are sufficiently connected.

> **Key takeaway:** Digitalisation alone will not resolve the challenges associated with dangerous goods and waste transport. Connectivity, access to information, interoperability and coordination between regulatory systems are essential.

Workshop 3: Maritime Single Window and eFTI: Interoperability and Impact

Organised by: Transport Malta

- Participants discussed the challenges and potential solutions associated with connecting Maritime Single Window (MSW) systems and eFTI.
- A possible future pilot involving Finland, Malta, and potentially Ireland was mentioned.
- MSW and eFTI are not the same systems, but they sometimes require the same data to be entered separately.
- This creates opportunities to explore interoperability and reduce duplicate reporting.
- The objective is to find solutions together with the European Commission.
- However, it is also possible that the two systems will not be fully interoperable in every situation.
- Testing and the search for practical solutions will continue.

> **Key takeaway:** There is potential to reduce duplication between maritime reporting systems and eFTI, but the practical possibilities for interoperability still need to be explored and tested.

8. Demonstration: eFTI in Practice

Presented by: IN Groupe and Pionira

Demonstration scenario: One truck, two eCMRs and one digital roadside check.

Scenario

- A truck travels along the route: Antwerp → Dourges → Paris → Madrid.
- Pionira provides the eFTI platform and is preparing for certification.
- IN Groupe is developing the eFTI Gate for France.
- The demonstration involved two loads:
  - First load: five pallets of glass wool
  - Second load: four pallets of books.
- Two electronic consignment notes (eCMR 1 and eCMR 2) were involved.

Main points

- The demonstration illustrated how eFTI can support a real digital roadside check.
- It showed the process from both mobile and computer perspectives, reflecting the needs of different stakeholders, including enforcement officers, economic operators and drivers.
- The overall objective is to move from multiple separate transport documents towards a centralised point of access to the relevant data.

> **Key takeaway:** The demonstration illustrated how eFTI can work in practice, connecting economic operators, their transport information and competent authorities during a roadside check.

9. What Happens After Go-Live?

Speaker: Teemu Heikkura, Fintraffic, Finland

A successful go-live is not necessarily a successful implementation

- A *boring* go-live could be considered a success if it means that all the technical systems are functioning as intended.
- However, a boring go-live could also mean that there are no platforms or users actively using the system, which would be an unfortunate outcome.
- **A system can be technically compliant and still fail to create real value.**

Two possible scenarios

Scenario 1: Technical compliance without real adoption

- The necessary systems are developed and made compliant, but there are insufficient users and limited practical value.
- This would be a poor outcome for taxpayers, as public money would have been invested without generating corresponding benefits.
- Interest among economic operators could decline if they do not see clear value.

Scenario 2: Start small, controlled and real

- Rather than waiting for everything to be fully ready, start with smaller, controlled, real-life implementations.
- Make Gates and platforms operational, enable actual data flows and learn by doing.
- That could happen when allowing readiness assessments to be recognised as equivalent to certification for early operational use, subject to the necessary agreement.
- Practical experience will help identify issues, improve systems and build confidence.

Waiting room vs learning cycle

Two approaches were compared:

- **Waiting room:** Wait for the future regulatory obligation for businesses to create the necessary user volumes and drive adoption.
- **Learning cycle:** Make sure that businesses can start using eFTI in real situations before potential mandatory acceptance takes effect. Use the experience to improve the solutions and make adoption attractive.

The second approach creates opportunities to learn and demonstrate value earlier.

The role of artificial intelligence

- AI will change how digital platforms are built and operated.
- We need to ensure that the eFTI ecosystem is AI-ready.
- This should be considered when designing systems that need to remain relevant and useful in the future.

eFTI beyond regulatory information exchange

- eFTI can fit into a much bigger data-sharing ecosystem, extending beyond the regulatory information required by authorities.
- This broader exchange could be based on voluntary B2B data sharing.
- eFTI has the potential to become a standard for logistics data sharing.

The real business value could increase considerably if eFTI information were combined with other types of data, such as:

- Emissions data.
- Order information.
- Digital Product Passports.
- Maritime Single Window information.
- Other supply chain and logistics data.

Combining these datasets could create substantial additional value for businesses, particularly large manufacturing companies, shippers, senders and receivers.

What is needed to create a trusted data-sharing ecosystem?

Combining data from different sources requires a reliable way of exchanging and managing that information.

Possible approaches include:

- Platforms operated by trusted parties.
- Highly trusted decentralised networks.

The main questions are:

- Which approach can attract a critical mass of users?
- Which solution can remain neutral and reliable?
- Which approach is sufficiently cost-effective for businesses?

Some companies have already attempted to establish broader data-sharing platforms or networks but have failed because these essential conditions were not met.

> **Key takeaway:** The real success of eFTI will not be measured only by technical compliance or meeting implementation deadlines. Success will depend on whether the ecosystem attracts users, creates genuine business value and becomes a foundation for wider logistics data sharing. Allowing the readiness assessments to be recognised as equivalent to certification for early operational use might be the key to make sure eFTI ecosystem will create significant value since the beginning of the go-live.

Overall Conclusions from Day 1

Several important themes emerged throughout the day:

1. **The focus is shifting from preparation to practical implementation.** The technical foundations are increasingly available, but testing, operational readiness and adoption now require greater attention.
2. **Cooperation and interoperability remain essential.** No Member State or stakeholder can implement eFTI successfully in isolation. Reusing existing solutions and sharing experiences will save time and resources.
3. **Authorities need more than functioning Gates.** They must prepare their internal systems, enforcement procedures and personnel to use eFTI data effectively.
4. **Economic operators need clear value and predictable conditions.** Certification costs, timelines, practical benefits and business opportunities will strongly influence adoption.
5. **Testing should start as early as possible.** Real-life use cases and controlled pilots provide valuable lessons that cannot be gained through technical development alone.
6. **The first experiences with eFTI will be crucial.** Positive experiences can build confidence and encourage participation, while negative experiences could slow down adoption.
7. **eFTI has potential far beyond regulatory compliance.** If successfully implemented, it could provide the foundations for broader data sharing across the European logistics ecosystem.

eFTI Yearly Conference 2026 – Day 2 Notes

28 October 2026 | Paris, France

1. eFTI Challenge

Hosts: Helena Urbla, eFTI Experts OÜ

- An interactive and entertaining quiz about eFTI. The quiz happily confirmed that the level of eFTI knowledge among the conference participants was high.

2. Roundtable: What's the Value for Economic Operators?

Moderator: Lasse Nykänen, eFTI Experts

The roundtable focused on the perspectives of economic operators, exploring the business value of eFTI, practical implementation challenges and the conditions needed to encourage adoption.

Ilarion Khapin, Delivar AG

- From the perspective of a freight forwarding and logistics company, one of the biggest challenges is the time required to receive payments from customers.
- Receiving the actual payment for the transport company's services can take up to six months.
- Delivar AG has already started using eCMR, but this is still a digital document rather than structured digital data that can be exchanged and processed automatically.
- Real-life testing needs to start now. Drivers require time, practical experience and training to adapt to digital processes.
- Drivers may use different devices, including tablets and smartphones. Even a relatively simple digital solution requires considerable training and practice.
- Additional challenges arise from language differences and varying levels of digital literacy.
- Starting driver training only one year before implementation may already be too late.

Main benefits of eFTI:

- Improved data accuracy and quality.
- Faster invoicing and payment processes.
- Greater transparency.
- Less manual data entry and fewer errors.
- More efficient information exchange between supply chain partners.

Role of larger transport companies

- Transport companies could be among the main beneficiaries of eFTI.
- Large companies should help bring smaller carriers and subcontractors into the digital ecosystem.
- Larger players can create the platforms, services and opportunities that enable smaller companies to participate.
- Data accuracy is particularly important. Repeated manual entry of the same information increases the risk of errors and reduces data quality.
- A common standard would help address this problem.
- Ilarion expressed the view that digital information exchange should become mandatory for transport companies to ensure wider adoption.
- Large transport companies are increasingly interested in moving towards eCMR and digital processes.

Christophe Maurin, Logist-X

- The company is not yet connected to eFTI but is focusing on the implementation of eCMR.

- The main benefit of digitalisation is that information can flow directly between systems rather than depending on the exchange of documents.
- Digital data exchange could generate substantial savings. An illustrative estimate of 70 million in savings for a company such as Logist-X was mentioned.
- One major challenge is the involvement of subcontractors. Digitalisation becomes much more difficult if smaller carriers do not use the relevant systems.
- In France, many small carriers operate with just one or two trucks. Fewer than 30% of these operators were estimated to have their own IT systems.
- It is difficult to convince smaller companies to invest in digitalisation if they see only additional costs and no immediate benefits.

Looking beyond regulatory data

- Businesses need much more information to be digitised than what is currently covered by the eFTI regulatory framework.
- B2B data exchange is equally important.
- Information should be standardised in a way that allows it to be exchanged consistently across different transport modes.
- Transport information is currently fragmented across documents and regulatory requirements, such as eCMR, dangerous goods declarations and other accompanying documentation.
- Improving interoperability between these information sources would create further business value.

Key message: eFTI should be considered part of a wider digitalisation effort, not an isolated solution for regulatory compliance.

André Perpey, NEO GLS

- André participated as an eFTI platform developer involved in eFTI4ALL.
- Interest in eFTI is increasing among economic operators.
- Platform providers need to demonstrate that the technology works and offers a practical solution to business needs.
- Testing should begin as early as possible, with real applications and operational use cases.
- A possible quick win would be to organise a dedicated test event or rapid testing exercise to demonstrate that platforms and systems can work together.
- This would help build confidence and prepare stakeholders for wider implementation.
- eFTI could create opportunities for smaller companies and help them become more competitive.
- Digitalisation does not necessarily require each transport company to manage all processes independently. Platforms can handle many format changes, updates and data exchanges on their behalf.
- Businesses would mainly need to connect to the relevant platform.

Supporting smaller companies

- Digitalisation can be a competitive advantage for smaller transport companies.
- Rather than making adoption mandatory for small businesses immediately, it may be more effective to support them and encourage adoption through larger companies and existing business relationships.
- AI and digital platforms could help automate format changes and updates, reducing the administrative burden on transport operators.

Key message: Start testing early, demonstrate practical benefits and make digitalisation accessible to smaller transport companies.

Joost Naessens, Digital Transport and Logistics Forum (DTLF)

- Joost is involved in the development of eFTI Handbook for economic operators through the DTLF.
- Regulatory compliance alone is not a sufficient business case for eFTI.
- The real value of digitalisation comes from greater efficiency, sustainable and stable business processes, faster operations and better decision-making.
- Continued dependence on paper creates vulnerabilities and inefficiencies throughout the supply chain.

- When information is available digitally, companies can use it to support smarter decisions and streamline their processes.
- Thanks to digital data, AI could provide additional opportunities for automating and improving administrative processes.
- Drivers often face long waiting times during roadside checks because of documentation or circumstances beyond their control. An average delay of approximately three to four hours was mentioned.
- eFTI could reduce these delays and facilitate remote checks where possible.

Early adoption and business benefits

- Early adopters may be among those who benefit the most from digitalisation.
- Driver shortages make efficiency improvements particularly valuable.
- Saving drivers' time by avoiding unnecessary roadside delays could be a relatively quick and tangible benefit.
- Remote access to relevant data could reduce the need for physical checks.
- The cost of digitalisation is ultimately distributed across the supply chain, with final customers often bearing those costs.
- However, benefits may also be shared across the supply chain through greater efficiency.

Overall discussion and conclusions

- Economic operators need to understand the practical benefits of eFTI rather than viewing it solely as a regulatory requirement.
- Data accuracy, reduced administrative work, faster processes and better information exchange are among the strongest arguments for adoption.
- Small carriers and subcontractors will need targeted support to participate in the digital ecosystem.
- Testing, training and preparation should start now.
- A common standard can reduce fragmentation, but all supply chain stakeholders need to contribute to digitalisation.
- eFTI is an important first step towards more comprehensive digital information exchange across logistics operations.

3. eCMR Interoperability with the eFTI Exchange Environment

Speaker: Villu Varjas, DG MOVE, European Commission, eFTI Team

Relationship between eCMR and eFTI

- One of the most frequently asked questions from economic operators concerns the relationship between eCMR and eFTI.
- **eFTI is primarily a framework for B2A data exchange**, enabling economic operators to make regulatory information available to competent authorities.
- eCMR serves a different purpose, supporting electronic consignment notes and contractual arrangements between the parties involved in transport.
- eCMR and eFTI do not have a hierarchical relationship. Neither is inherently a component or prerequisite of the other.
- Although information from one system may sometimes be reused in another, the two serve different purposes and do not necessarily contain identical information.
- The eCMR framework is less restrictive in certain respects than eFTI and can support different contractual arrangements, from an individual transport leg to more complex transport chains.

Interoperability considerations

- There is currently no single, commonly agreed data exchange standard for eCMR that would enable consistent interoperability, including for B2A use.
- There is also no common agreement on exactly what information an eCMR should contain.
- Even when requirements concern essentially the same information, they may use different concepts and definitions. For example, places of acceptance and delivery versus places of loading and unloading.

- Cross-border recognition of eCMR by national authorities remains a challenge. Key takeaway: eCMR and eFTI are complementary but distinct. Interoperability should help businesses reuse information across systems without assuming that the two frameworks are interchangeable.

Opportunities for wider data reuse

- The key to interoperability between eCMR, eFTI and other digital solutions lies in the IT system where the data originates, such as a Transport Management System (TMS) or Enterprise Resource Planning (ERP) system.
- Rather than treating eCMR and eFTI as separate digital documents, businesses could reuse information from their existing systems for different purposes.
- As eFTI is established in EU legislation, it provides a de facto common reference standard that could also serve as a foundation for wider B2B data exchange.
- This creates opportunities to connect eFTI with other digital solutions, including eCMR, e-invoicing, the EU Business Wallet and other B2B/B2A data exchanges.
- Such interoperability could help reduce duplicate data entry, improve consistency and create additional business value beyond regulatory compliance.
- However, this broader integration is a potential future development rather than an established technical or regulatory requirement.

Key takeaway: eCMR and eFTI are complementary but distinct. Their greatest interoperability potential lies in reusing data directly from businesses' existing IT systems. The harmonised eFTI framework could also become a foundation for broader digital information exchange across the logistics ecosystem.

4. Getting to Know: Certification, Governance and Data Models

Session 1: eFTI Certification for Economic Operators – What Do You Need to Know?

Speaker: Laura Galea, Transport Malta

What is certification?

- Certification is a formal approval process confirming that a system meets the applicable technical, security and regulatory requirements.
- Certification is important for enabling trustworthy cross-border digital information exchange.
- It provides assurance that certified solutions meet common requirements.

Why is certification necessary?

- To support cross-border operations.
- To ensure reliable and secure information exchange.
- To build trust between authorities, service providers and economic operators.
- To facilitate interoperability between different systems.

How to obtain certification

Certification applies to eFTI platforms and eFTI service providers rather than directly to individual economic operators.

The main steps include:

1. Assess the digital readiness of the platform or service.
2. Align the solution with the relevant eFTI technical requirements.
3. Prepare the necessary documentation for certification.
4. Undergo testing and validation.
5. Obtain certification and maintain ongoing compliance.

Next steps

- Stakeholders were encouraged to participate in the European Commission's *Have Your Say* consultation on the draft implementing act concerning eFTI platform certification. It is open until 18 Nov

https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14351-Electronic-freight-transport-information-eFTI-platforms-rules-on-certification_en

- Feedback from platform developers and other relevant stakeholders is important to ensure practical certification requirements.

Session 2: eFTI Governance

Speakers: Matti Lankinen, eFTI Experts; Christian Lüpges, Albrecht Consult

Importance of governance

- Successful eFTI implementation requires clear roles and responsibilities across Member States and stakeholders.
- Governance is necessary to ensure coordination, interoperability, trust and transparency.
- Strong cooperation between the different actors is essential.
- Governance arrangements must provide stability and continuity throughout the entire eFTI lifecycle.
- There must be a structured approach to managing changes and resolving issues.

Governance framework

- Christian introduced the governance structure developed through cooperation between the three eFTI projects.
- The objective is to establish a minimum viable governance framework.
- Governance needs to be supported by appropriate legally binding arrangements at both EU and national levels.

Topics under discussion

- Incident management.
- IT change management.
- Knowledge management.
- Clear allocation of responsibilities.
- Coordination and cooperation between Member States.
- Long-term maintenance and continuity of the eFTI ecosystem.

Key takeaway: eFTI governance is essential for ensuring that the ecosystem remains coordinated, reliable and sustainable beyond the initial implementation phase.

Session 3: eFTI Data Model and XSD Interface Specifications

Speakers: Rudy Hemeleers, 51Biz; Ieva Markuceviciute, MC Mobility Consultants

The role of the eFTI Data model and XSD

- The main objective is “Connect once, share with all”, enabling harmonised data exchange across all 27 EU Member States and, eventually, third countries.
- XSD stands for *XML Schema Definition* and is used to define the structure and requirements of XML messages.
- The eFTI architecture includes eight types of messages that need to be harmonised.
- The eFTI data model and XSD specifications provide a common structure for information exchange between different systems.
- This requires harmonised XSD implementation, common search behaviour, interoperable Gate–platform interfaces and consistent use of EU data subsets.
- A common data model should also allow economic operators to reuse the same source data for both B2B and B2A exchanges.
- Version management is essential to ensure that different systems remain interoperable as specifications evolve.

Mian challenges

- Avoiding the development of 27 separate national eFTI ecosystems.
- Implementing the initial scope of 183 eFTI data subsets.
- Ensuring interoperability across multimodal transport, dangerous goods and waste transport requirements.

- Establishing sustainable version management and involving a dedicated team of data integration experts.
- Maintaining close cooperation with UN/CEFACT to ensure alignment with international standards.
- Harmonisation does not necessarily mean using identical systems. It means ensuring that the exchanged information can be understood and processed in the same way.
- Testing will be essential to ensure that eFTI systems and national components work together successfully.

Future development

- The eFTI data model should eventually support the full scope of regulatory enforcement, including cabotage, dangerous goods, waste transport and driving and resting times.
- A harmonised data model could provide a foundation for wider digital information exchange beyond regulatory compliance.

Key takeaway: A common eFTI data model and harmonised XSD interfaces are essential to achieving interoperability acr oss Europe. The priority is to ensure that independently developed systems can exchange information consistently, while establishing a sustainable approach to testing, version management and future expansion.

5. Multimodal Transport and eFTI

Speaker: Rémi Penet, UIRR, International Union for Road-Rail Combined Transport

Combined transport and its challenges

- UIRR represents the road - rail combined transport sector, which involves many different stakeholders, including shippers, freight forward ers, road hauliers, combined transport operators, railway undertakings and terminal managers.
- Combined transport is a form of intermodal transport in which goods are transported by road for the initial or final leg, while the main journey takes place by rail, inland waterway or sea.
- The Combined Transport Directive (92/106/EEC) provides certain operational advantages and access to state aid for eligible transport operations.
- However, the Directive contains outdated definitions and documentation requirements, making it difficult to determine and demonstrate compliance in practice.

Challenges with enforcement and documentation

- Article 3 of the Combined Transport Directive requires transport documents to identify the relevant rail termina ls or ports and includes requirements for confirmation through stamps from rail or port authorities.
- In practice, these requirements raise several questions: Who exactly is the responsible rail authority? Are physical stamps still used? And who should provide the necessary information?
- Two practical roadside enforcement scenarios were presented:
    - Before the first terminal: An enforcement officer may only have access to the CMR and possibly a terminal booking, making it difficult to establish whether the journey qualifies as combined transport.
    - After the second terminal: The driver may present a CMR and a terminal pick- up receipt. Although this provides more evidence of an intermodal operation, it does not necessarily prove compliance with the Combined Transport Directive.
- According to UIRR's position paper, the Directive's evidence- provision requirements are not consistently implemented in practice. Therefore, simply digitalising the existing process through eFTI would not resolve the underlying problems.

How could eFTI help?

- eFTI should reflect real operational processes rather than outdated theoretical requirements.
- It is important to identify which stakeholder in the combined transport chain should be responsible for providing reliable regulatory information.
- An effective solution should be simple, affordable and integrated into the existing B2B digital environment.
- eFTI could provide greater legal certainty by harmonising how compliance information is made available to authorities.

- Since eFTI adoption remains voluntary for economic operators, the solution must create tangible benefits and reduce administrative burdens rather than introducing new requirements.

Next steps

- UIRR is working through the BRIDGE eFTI task force to develop practical solutions for digital information exchange in intermodal transport.
- A demonstrator is planned with international logistics company Codognotto to test the proposed approach.
- The ultimate objective is to demonstrate how eFTI could harmonise regulatory compliance information in combined transport without creating unnecessary additional work.

Key takeaway: eFTI has significant potential to simplify compliance and enforcement in combined transport. However, digitalisation alone cannot resolve outdated legal requirements and fragmented operational processes. The priority should be to identify reliable sources of information, clarify stakeholder responsibilities and develop practical solutions that reuse existing transport data while reducing administrative burdens.

6. Beyond the EU: Connecting Third Countries and Future Expansion

Speaker: Tanja Boskovic, EU4Digital, Pillar 3

Western Balkans perspective

- The Western Balkans are closely connected to the EU market.
- Approximately two-thirds of the region's exports go to the EU.
- Improving access to the EU single market is therefore an important long-term objective.
- Several initiatives are already supporting the Western Balkans in improving market access and digital connectivity.

EU4Digital and eFTI

- The EU4Digital initiative is supporting Western Balkan countries in preparing for eFTI implementation and related digitalisation efforts.
- The initiative had been working on these topics for approximately two years, with activities expected to continue for another year.
- The practical impact of these investments is likely to become clearer over the coming years.
- Western Balkan countries are already making preparations rather than waiting until all EU systems and requirements are fully established.
- The aim is to prepare for future developments and ensure that the region can connect to the EU's digital transport ecosystem.

Areas of preparation

The work covers several important dimensions:

- Regulatory and legal requirements.
- Organisational arrangements.
- Information exchange and technical interoperability.
- Preparation for future EU developments.

Key takeaway: eFTI's relevance extends beyond EU Member States. Preparing neighbouring countries for digital information exchange will support better connectivity and access to the European single market.

7. The Case of an EU Outermost Region: Martinique's Vision for eFTI and Beyond

Speakers: Sandra Casanova; Eve Lombard, Territorial Collectivity of Martinique

Martinique's perspective

- Martinique is an EU territory located in the Caribbean.
- eFTI is particularly relevant for road and air transport, with potential opportunities to extend digital information exchange to ports.
- The intention is to connect the region to the wider eFTI network.
- eFTI is part of Martinique's broader strategy to promote more sustainable logistics and strengthen the region's position in transport and trade.
- Martinique is currently involved in the eFTI piloting phase.

Key takeaway: eFTI offers opportunities for EU outermost regions to strengthen connectivity, modernise logistics and become better integrated into the European digital transport ecosystem.

8. eFTI and Friends: Other Initiatives Related to eFTI and eCMR

Speaker: Antoine Joly-Battaglini, Open Logistics Foundation (OLF)

About the Open Logistics Foundation

- OLF is a non-profit foundation working for the common benefit of the logistics industry.
- It was established in 2021 and has approximately 60 members from more than 18 countries
- The foundation promotes joint implementation of open-source digital solutions.
- Its work aims to connect different stakeholders, including shippers, carriers and authorities, who frequently operate separate IT systems.

Benefits of open standards

- Open standards can help establish a common understanding of information across different systems.
- Shared data structures and semantics enable information to be exchanged and processed consistently.
- Standardised interfaces support faster scaling of digital solutions.
- Common standards can also facilitate consistent digital signatures and document verification.
- Open solutions help different platforms connect without creating vendor lock-in.

OLF eCMR standard

- The OLF eCMR standard is available for companies to download and use free of charge.
- It was developed through cooperation between approximately 25 logistics and IT partners.
- The standard is continuously improved based on implementation experience and feedback.

Key takeaway: Open standards and shared digital solutions can reduce fragmentation, improve interoperability and make digitalisation more accessible across the logistics industry.

9. Workshops

Workshop 1: eFTI Integration with Transport Management Systems

Organised by: Abona, Vedia, and GBK

- The workshop included a demonstration by eFTI platform developer Abona, focusing on integration with Transport Management Systems (TMS).
- The discussion also covered several practical questions and future opportunities:
- Handling incorrect or outdated information: What steps can competent authorities take when eFTI information is outdated or incorrect, and how could eFTI platforms support these processes?
- The 'e' sign requirements
- AI-driven transport operations: Could AI agents from different platforms eventually communicate directly to coordinate transport operations without the need for traditional system integrations?

Key takeaway: The session highlighted a practical demonstration of an eFTI platform, the importance of practical solutions for handling data inaccuracies, and exploring how emerging technologies such as AI could further simplify transport operations and system interoperability.

Workshop 2: Preparing Competent Authorities – Cross-Border Cooperation

Organised by: Victor Dolcemascolo, French Ministry of Ecological Transition; Enriko Laanemäe, Estonian Ministry of Climate

Scenarios discussed

- Cross-border data access: A shipment travelling from Country A to Country C is inspected in Country B. The enforcement officer searches for the relevant eFTI information using the vehicle's licence plate number.
- Multiple shipments and document formats: A truck carries four separate shipments, with transport information available through an eFTI platform, an eCMR, and paper documents.
- No response from the eFTI system: An officer identifies a vehicle and requests eFTI information but receives no response, raising questions about fallback procedures and technical responsibilities.

Main findings and recommendations

- Both competent authorities and private sector stakeholders need practical training on eFTI tools and procedures. Drivers should also understand how to present transport information, including through QR code.
- Inspectors should be able to retrieve all relevant consignment notes associated with a vehicle through their inspection application, for example, by searching its licence plate number.
- If eFTI information cannot be accessed, drivers should be prepared to provide human-readable documentation, such as a PDF or photo, upon request. The discussion also highlighted the potential for penalties when required information cannot be presented.
- It is important to determine where a malfunction occurs, whether in the eFTI Gate, inspection application or an other component.
- Recurring technical issues should be systematically reported to the relevant stakeholders, with clear procedures for resolving problems across Member States.

Key takeaway: Effective cross-border enforcement requires more than technical interoperability. Competent authorities need practical training, reliable access to information, clear fallback procedures and coordinated mechanisms for identifying and resolving technical fail ures.

10. eFTI4LIVE and the Future of eFTI

Speaker: Mario Rodriguez, eFTI4LIVE Project Coordinator, Spanish Ministry of Transport and Sustainable Mobility

The ongoing eFTI work in the 3 projects

- The presentation explained how eFTI4LIVE continues the work and progress of the earlier eFTI projects.
- The three eFTI projects (eFTI4EU, eFTI4ALL, and eFTI4LIVE) together involve more than 100 partner organisations from 23 countries building a community consisting of both public and private partners.
- eFTI4LIVE project focuses especially on go-live preparations and management, certification, governance model, and training.

Towards eFTI in Spain: DeCA (electronic administrative control document)

- Spain is introducing the DeCA (Documento Electrónico de Control Administrativo), an electronic administrative control document for road transport.
- From 5 October 2026, DeCA became mandatory for economic operators carrying out national public road transport and cabotage operations, under Order FOM/2861/2012.
- DeCA and eFTI have different scopes and obligations:
    - DeCA: Mandatory for economic operators, with transport information made available as PDF

documents through QR codes and stored in economic operators' repositories.
- eFTI: From 9 July 2027, competent authorities must accept regulatory information made available through certified eFTI platforms. It covers multimodal transport and enables access to structured digital data rather than only PDF documents.

- The presentation demonstrated how DeCA works in practice at different stages:
- Before transport: The economic operator creates the PDF document and uploads it to a repository.
- During transport: Enforcement officers can access the relevant documents through a QR code or URL during ro adside checks.
- After transport: Documents remain available in the repository for subsequent administrative inspections, with a one-year retention period illustrated in the presentation.
- DeCA represents an important step in Spain's transport digitalisation journey, while eFTI will provide a broader framework for harmonised regulatory data exchange across the EU.

Key takeaway: eFTI4LIVE will help move the European eFTI ecosystem towards operational readiness. Spain's DeCA im plementation illustrates how national transport digitalisation is already progressing, while also highlighting the transitio n from electronic documents towards structured, interoperable data exchange under eFTI.

11. Demonstrations: eFTI in Practice

Demonstration 1: Latvia–Estonia Testing

Presented by: Merike Sepp, Digital Logistics Centre of Excellence (DLK)

- The demonstration presented Latvia–Estonia cross-border testing.
- It illustrated a real business case for eFTI.

https://youtu.be/Mymldy8ElhA?si=IMP0uWWqbrAi-kOM

Demonstration 2: Portugal

Presented by: Eulalia Vanessa Antunes, Institute for Mobility and Transport, Portugal

- A practical demonstration of Portugal's eFTI implementation was presented showing a road transport control.

https://youtu.be/cjYO5y3zygA?si=tkV4ZsIpCIIeZJPk

Overall Conclusions from Day 2

Several important messages emerged from the presentations, roundtables and discussions:

1. **Economic operators need a clear business case for eFTI.** The main benefits are not limited to regulatory compliance. Businesses are interested in reduced administrative work, improved data accuracy, faster payments, fewer delays and more efficient operations.
2. **Smaller companies must not be left behind.** Large logistics operators, eFTI platform providers and other stakeholders can help smaller carriers and subcontractors participate in digital information exchange without requiring them to develop complex solutions independently.
3. **Testing and training should begin as early as possible.** Practical demonstrations, early testing and gradual onboarding are important for building confidence, especially among drivers and operational staff.
4. **eFTI should fit into a wider digital ecosystem.** Integration with eCMR, transport management systems, multimodal transport solutions and other data-sharing initiatives is essential to unlock broader business value.
5. **Common standards and interoperability are fundamental.** Harmonised data models, interface specifications and open standards can help reduce fragmentation while allowing stakeholders to continue using different IT systems.
6. **Certification and governance are necessary for long-term sustainability.** Technical readiness alone is not sufficient. The ecosystem also needs trust, clear responsibilities, structured cooperation, effective maintenance and proportionate certification requirements.

7. **The benefits of eFTI extend beyond the EU.** Greater connectivity with neighbouring regions, including the Western Balkans, and EU outermost regions such as Martinique can support broader digital transport integration.
8. **The long-term opportunity goes beyond regulatory data exchange.** eFTI can contribute to a more connected digital logistics ecosystem in which information is exchanged and reused across different transport modes, systems and supply chain stakeholders.