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Digital Transport and Logistics: moving from ambitions to realisation of digitalisation

Preamble

- TLF Union is the French association for Transport & Logistics representing freight forwarders and logistics service providers in all modes of transport.
- TLF Union is an active participant in the Digital Transport and Logistics Forum (DTLF), a group of experts that brings together stakeholders from different transport and logistics communities from both the private and the public sector. It was set up in June 2015 by the European Commission with a view to build a common vision and road map for digital transport and logistics.
- TLF is an active member of CLECAT and FIATA, respectively the European and worldwide Freight Forwarding and logistics services associations. TLF Union fully supports the position paper published by CLECAT in November 2017.
- In 2017 TLF Union supported the establishment of a French DTLF mirror working group with both public and private stakeholders.
- The purpose of this paper is to set out TLF's views on digitisation in transport and logistics and to contribute to the ongoing work of the DTLF.

TLF Policy Recommendations serving both public and private stakeholders:

► **Establish a single EU Legal framework**

A single EU-wide legal framework should be defined by DG MOVE which enables the digital exchange of data between businesses and authorities in transport and logistics.

► **Establish a single data set at European level**

A single dataset, which serves as a common basis for digital data exchange between companies and the different administrations of the Member States, should be established. In order to establish this single EU dataset, the purpose and the use of data-elements will need to be specified. As a result, reasoning in terms of (electronic) documents should be abandoned entirely. Instead, the initiative should not be about creating electronic equivalents of documents, but about how to exchange data digitally.

A single data set can serve the needs for exchange of data between authorities, between companies and authorities and, as a consequence, the private sector will likely adapt the data model for business-to-business data exchange.

► **Define conditions for Data sharing**

Define preconditions on the ownership of data and the conditions of usage of this data, taking into consideration the profile of the users, for instance how will administrations use and re-use the collected

data transmitted by businesses. TLF would prefer a push instead of pull system. Next to that, if other parties wish to re-use data, it should only be after approval by the owner of the data.

▶ **Ensure data Interoperability and portability**

Ensure the interoperability of data and systems exchanged between the different authorities in Member States and the private sector. For this to become effective, it remains important to have one unique data dictionary for all mandatory administrative procedures based on international standards (like UN/CEFACT).

▶ **Support Harmonised procedures**

Procedures relating to aspects such as the exchange of data (i.e. declarations and notifications), controls and the storage and retrieval of information should be harmonised across the EU and across the various authorities involved.

▶ **Electronic signature**

The level of security should be defined by businesses according to the nature of the transactions or the nature of information to be transmitted between the companies and the administrations (BtoG). Unique identification of the company (based on legal entities and not natural persons working for that legal person) should be mandatory for security purposes. There should be a correct balance between the security measures, the efforts and costs required to comply with the specifications.

▶ **Guarantee IT neutrality**

No single IT solution should be imposed on the private sector. Companies must be free to choose their own solutions in terms of digitalisation for all their transport documents, which will leave room for innovation and competitiveness of companies. Furthermore, the concept of interoperability and portability of the data should be defined at European level.

▶ **Secure Backup solutions and emergency systems**

In the event of malfunctions of the IT systems of authorities or other private involved parties, fall back and recovery procedures should be provided.

▶ **Guarantee legal acceptance**

Recognition of the legal value of the digital process (dataset), legal force and value of evidence in the event of litigation in the courts. European harmonization of a legal framework is necessary regarding the proof of digital documents.

▶ **Secure conditions for digital archiving**

The conditions for digital archiving must be defined: archiving method and data protection, the delay, the support agreed by the administrations, the methods of recovering data on request of the administrations in case of control.