

eFTI Regulation – legislative process updates

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Key elements



Information (already) required by EU & MS legislation

- Legislation applicable to the transport of goods on the EU hinterland
- Legislation concerning the means of transport and the personnel not concerned



Obligation of 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

- To present the information electronically
- When opting, obligation to use certified eFTI platforms or service providers



Common requirements for service providers and platforms

- For platforms' functionalities and, respectively, service providers' obligations
- Implementation specifications to be adopted through secondary legislation



Harmonised third-party certification valid EU-wide

- One stop shop

EU legislation

- **Regulation No 11/1960 on tariffs** (Article 6.1)
- **Combined Transport Directive No 92/106** (Article 3)
- **Road Cabotage Regulation No 1072/2009** (Article 8.3)
- **Waste Shipments Regulation No 1013/2006** (Articles 16(c) and 18.1)
- **Dangerous Goods Directive No 2008/68/EC** (chapter 5.4 of the Annexes to RID, ADR and AND)
- **Aviation Security Regulation No 300/2008**
 - **Implementing Reg. 2015/1998** (Article 2.2 (b))
- **Rail Interoperability Directive No 2016/797**
 - If any future implementing or delegated act provides for B2A info

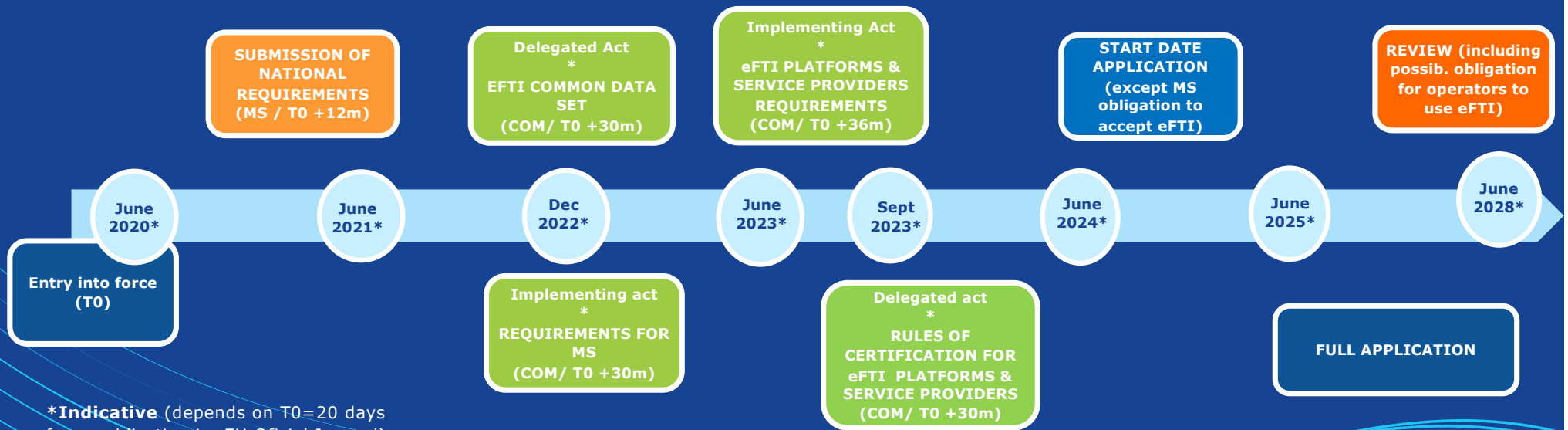
National legislation

- Requiring information that is identical, in whole or in part, to that in EU legislation
- To be notified to EC within 12 months from entry into force



European Commission

Implementation & application – detailed timeline



*Indicative (depends on T0=20 days from publication in EU Official Journal)



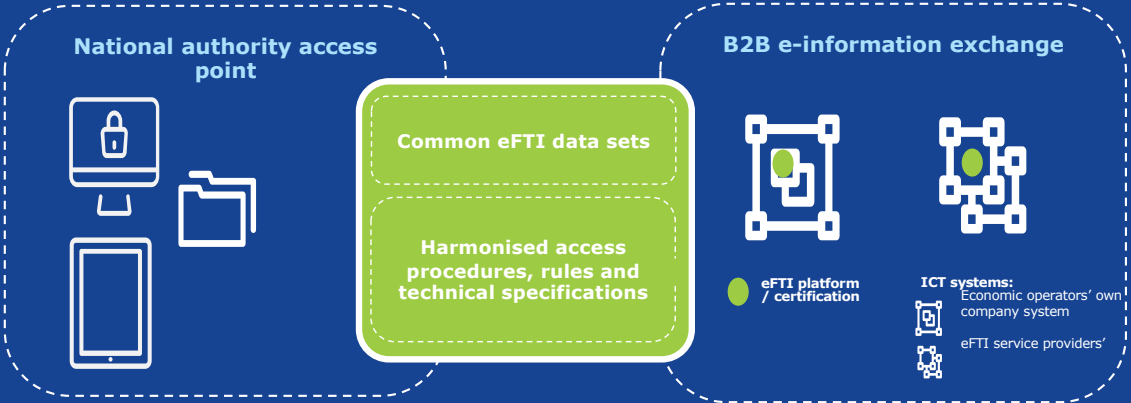
Secondary legislation and role of DTLF

	Delegated acts	Implementing acts
Legal base/procedure	<ul style="list-style-type: none"> • Article 290 TFEU • Interinstitutional Agreement • Commission Guidelines <p>- consultations during preparatory works, including at expert level" of MS experts</p> <p>- may also include consultation of stakeholders</p> <p>- simultaneous, timely and appropriate transmission of relevant documents to European Parliament and Council"</p> <p>NB No voting!</p>	<ul style="list-style-type: none"> • Article 291 TFEU • Interinstitutional Agreement • Commission Guidelines • Regulation (EU) no 182/2011 <p>- Commission shall be assisted by a Committee of MS experts</p> <p>- Committee votes to approve the text</p>
eFTI Reg. provisions	<ul style="list-style-type: none"> - adaptation of Annex I (scope) - establishment of eFTI data set - detailed rules for certification of eFTI platforms and service providers 	<ul style="list-style-type: none"> - Detailed specifications for implementation of requirements for MS authorities ("common procedures and detailed rules, including common technical specifications") - Detailed specifications for implementation of requirements for eFTI platforms and service providers
Role of DTLF	<ul style="list-style-type: none"> - "assist the Commission in the preparation of delegated acts in the field of digital transport and logistics" (Commission Decision C(2018)5921) <p>- "engagement of all relevant stakeholders in the appropriate fora, such as the group of experts established by Commission Decision C(2018)5921 ('Digital Transport and Logistics Forum') (eFTI Reg., recital)</p>	<p>"assist the Commission in the early preparation of implementing acts in the field of digital transport and logistics, before submission to the committee" (Commission Decision C(2018)5921)</p>

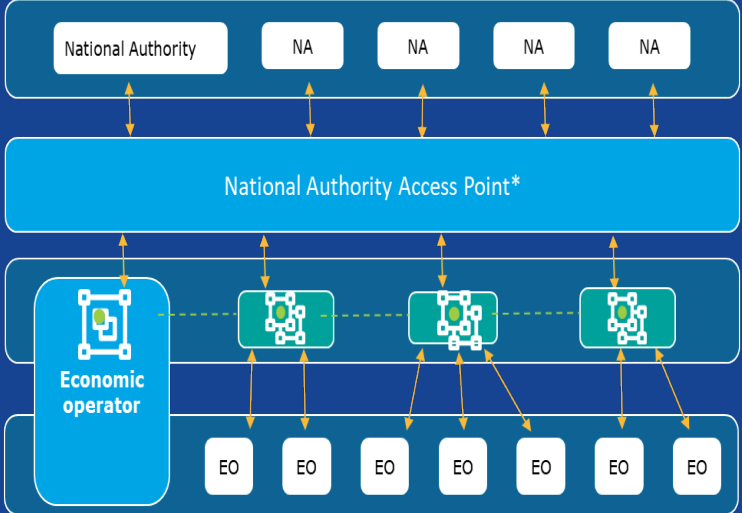


European Commission

eFTI Regulation in practice



Conceptual architecture



* At MS level. Possible implementation, not mandated by the Regulation

DTLF – SG1

Scope and principles of the work

B2A exchange of data for goods
“Pull mechanism” will be standard for exchange
IT used has to be certified
Certified systems are eFTI Platforms (can still be anything)
Technological neutrality

Goods

eFTI Regulation

- ✓ Covering various pieces of legislation
- ✓ Will not change relevant legislation
- ✓ Harmonise data and exchange of data
- ✓ Take into account and find synergies with existing standards (global or other field like customs or eMSWE)
- ✓ Where win-win can be created for B2B, it should be ensured

Vehicles & Personnel

- No proactive work will be carried out by the DTLF (for now)
- Work carried out in other Fora
- Nonetheless, the Members will update the DTLF with any relevant developments

In terms of time planning the following steps were defined:

- 1. Creating an initial table containing the baseline EU-level legal requirements as defined by the eFTI Regulation**
- 2. Enriching of the table of baseline requirements**
- 3. Mapping/comparison of baseline to:**
 1. National requirements
 2. EU Legislation not covered by eFTI but similar or linked
 3. International Standards/Conventions
 4. Private sector/B2B standards
- 4. Have structured insight in gaps, overlaps, conflicting etc**
- 5. Determine specific next steps based on outcome & in collaboration with COM contractors**

1. Creating an initial table containing the baseline EU-level legal requirements as defined by the eFTI Regulation

- ❖ This step was finalised by DG DIGIT in October 2019
- ❖ The main conclusions:
 - ❖ there are almost no definitions or other detailed requirements for the minimum data set in its current form
 - ❖ Nonetheless, for several data elements it was found that there is an obvious overlap (e.g. consignor and sender) and thus opportunities for harmonisation
 - ❖ However, with the lack of definitions it is not clear to what extent these elements overlap
- ❖ This necessitated a **next step in which the table is enriched** in order to be able to map/compare the required data to each other, other relevant EU or national legislation, practical application, international standards and private sector standards.

2. Enriching of the table of baseline requirements

Decided to do enriching by filling up gaps with EUCDM

Reasons to use the EUCDM

- + the purpose and legal base of the EUCDM are similar to the purpose and legal base of the EUTDM (transport data model), namely B2A information exchange to prove rule compliance, including on freight transport;
- + EUCDM is already based on international standards (UN & WCO);
- + EUCDM works in an international environment (external EU trade);
- + EUCDM does not distinguish between modes of transport (multi modal) other than a few specific exemptions;
- + EUCDM is “data-based” and not “document-based”;
- + EUCDM is already being used for Maritime Single Window

Reservations about the EUCDM

- EUCDM is mainly message/push based, whereas the EUTDM will be mainly pull-based;
- EUCDM still has similar data elements occurring multiple times, with each its own definition (e.g. 3 different consignor types);

Both positive and negative factors

- +/- EUCDM still takes into account some “legacy data requirements”
- +/- EUCDM still takes into account some specific national requirements

2. Enriching of the table of baseline requirements

- ❖ The initial enrichment of the baseline table with EUCDM does not mean that the customs requirements and definitions will automatically become the same as for the EUTDM.
- ❖ It is purely meant to establish a base for further analysis
- ❖ Nonetheless, alignment with customs and the maritime single window should be sought. Therefore, the EUCDM will need to be considered when establishing the EUTDM
- ❖ **First exercise to enrich the table with EUCDM**
- ❖ **Discussion**