

5th International Logistics Forum & Supply Chain Day

eFTI Regulation and its effects on the Greek Market

Freight Transport in Europe

- Freight transport in Europe has increased by 25% over the last 20 years
- It is expected to grow by 50% by 2050
- Freight movement involves the exchange of large amount of information that is still exchanged in paper format and consists a significant burden for businesses, transport operators and public authorities
- There is lack of legal framework at EU level requiring members states to accept digital information
- There is a fragmented IT environment holding different pieces of information

The Road to eFTI Regulation

- On 17 May 2018 the Commission adopted a proposal for regulating electronic freight transport information
- The proposal was part of the third ‘Europe on the move’ package, which followed the 2016 low-emission mobility strategy and the two mobility packages of May and November 2017 related to industrial policy strategy and contributes to the objective of a safe, clean and efficient mobility.
- On 6 June 2019 the Council that all relevant public authorities would be **required to accept** information made available **electronically on certified platforms** when companies use this format to provide information
- The final act was published in the Official Journal of the EU on 31 July 2020 and entered into force 20 August 2020
- The eFTI regulation (No 2020/1056) shall apply from 21 August 2024

Expected Benefits

- Reduced administrative costs in transport and logistics – 27 Billion euro over 20 years
- Improved overall efficiency of the logistics chain, as it will also facilitate the electronic exchange of information between the economic operators themselves
- More efficient enforcement of freight transport rules in the Union
- Complementary effects with the European Maritime Single Window Environment and the EU Single Window Environment for Customs

The eFTI Regulation in Practice

- Digitalization of transport information related to cabotage, combined transport, the transport of dangerous goods and wastes, the interconnectivity of rail
- Will be extended to all transport, vehicle, and crew related information
- eFTI is not mandatory for logistics operators, but if they want to present transport information in an electronic format to authorities, then they must use **certified eFTI service providers and platforms**
- The eFTI regulation foresees an evaluation to make eFTI mandatory for logistics operators

eFTI Platform Certification

- Similar to the concept of Authorised Economic Operator
- Compliance with the relative legislation
- No criminal history,
- Keeping of appropriate records available for auditing
- Be financially solvent
- Appropriate IT infrastructure and security mechanisms

ICCS and eFTI

- ICCS is building expertise related to the technical requirements of eFTI
- Within the **MOSES** project, ICCS develops a **Logistics Matchmaking Platform** that will have the capability to be eFTI Certified
- It currently covers 74 ports in the Mediterranean and the Black Sea
- Developing of the transport network with a hub-and-spoke architecture
- Alpha version is live
- ILME members are welcomed to join the testing process starting on the second half of 2022



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Thank you!

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