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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