




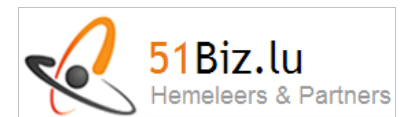
The EU 2020/1056 eFTI Regulation

November 2022
Rudy.Hemeleers@51biz.lu

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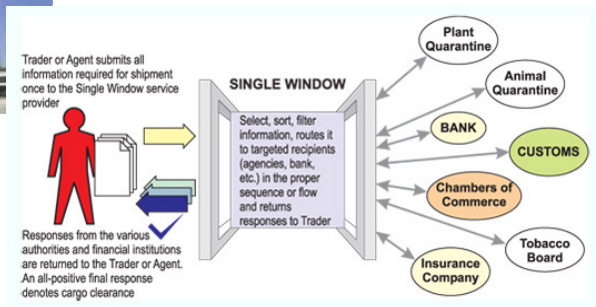


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51Biz Luxembourg

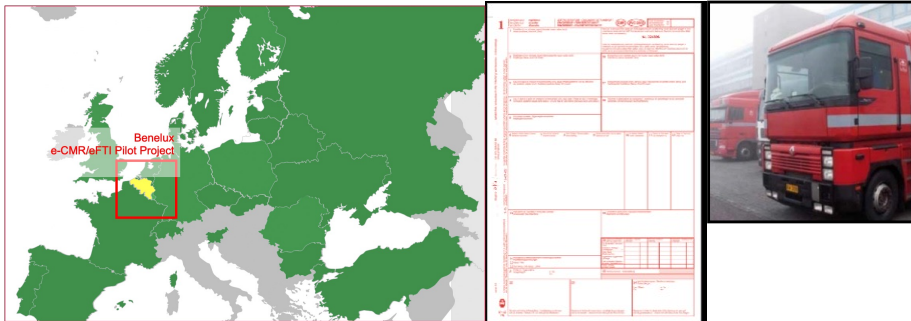
UN/CEFACT, WCO, DG Move DTLF



Fine Art and Luxembourg High Security Area



e-CMR BeNeLux, eFTI Luxembourg

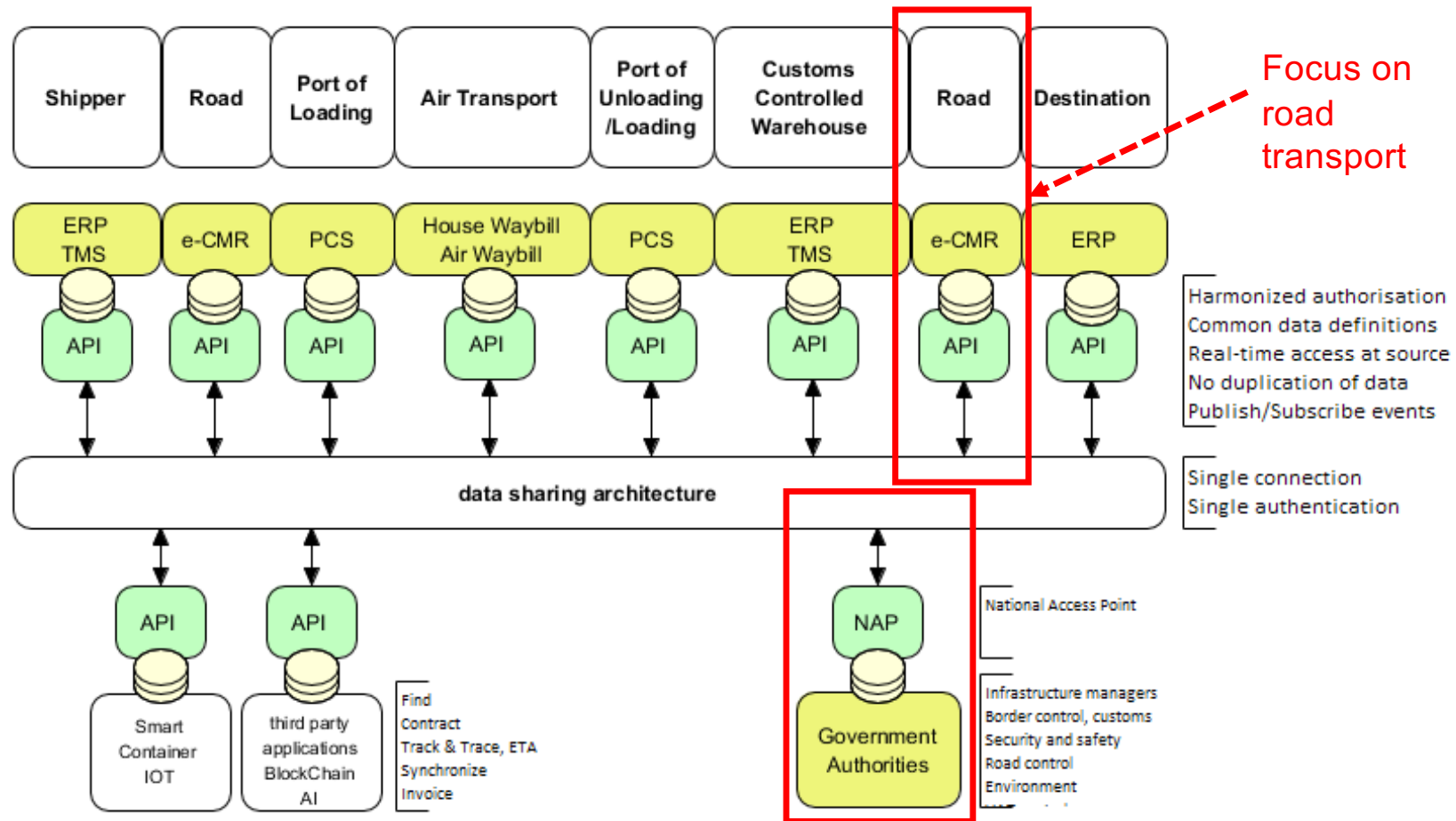


Belarus, Bulgaria, Czech Republic, Denmark, Estonia, Finland, France, Iran, Latvia, Lithuania, Luxembourg, Moldavia, Poland, Portugal, Romania, Slovakia, Slovenia, Netherlands, Norway, Oman, Russia, Spain, Sweden, Switzerland, Tajikistan, Turkey, Ukraine, UK and Uzbekistan

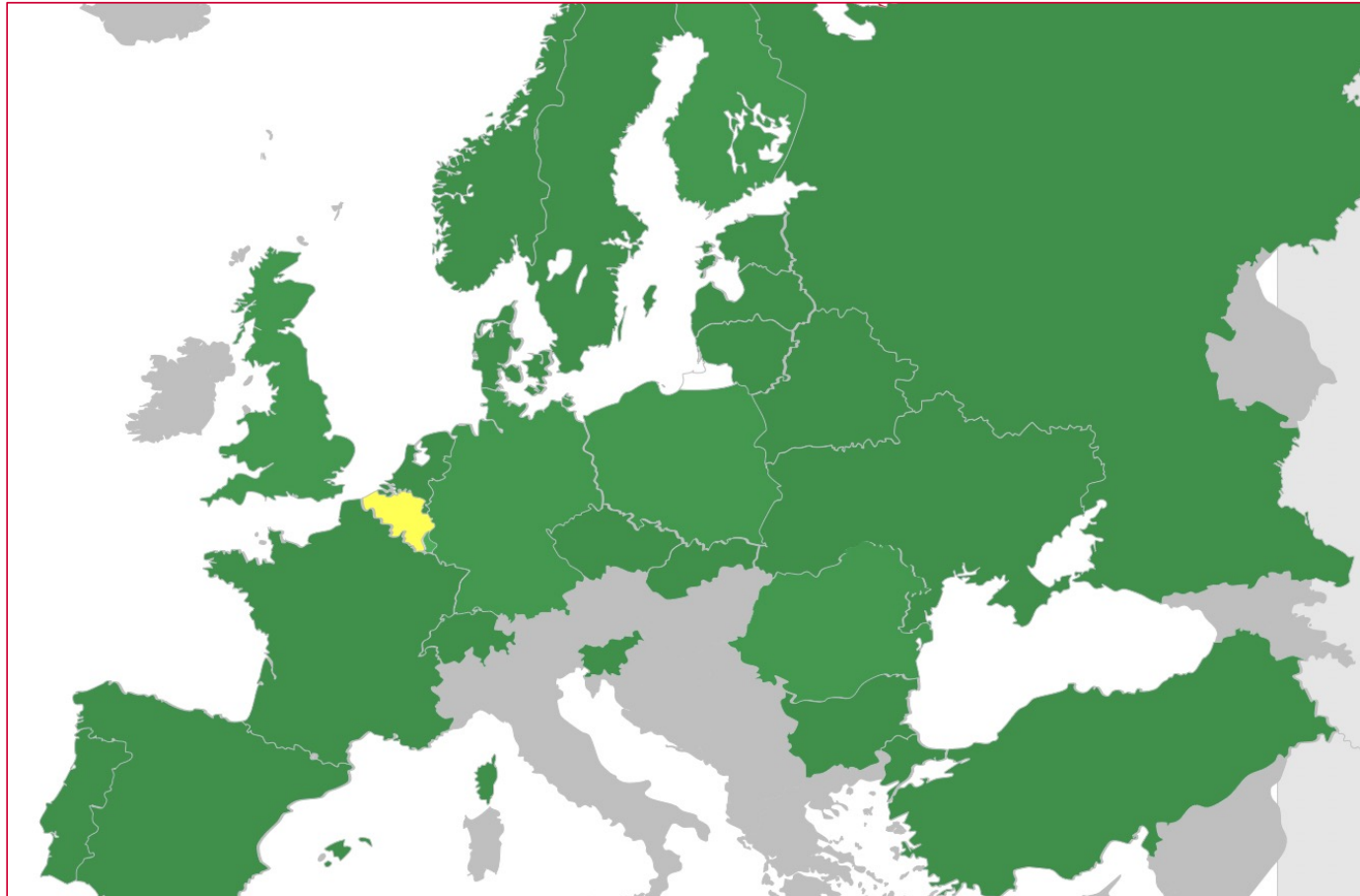
Digital Europe for Transport and Logistics



Towards an internet of logistics



UNECE Geneva 2008 e-CMR Protocol



31 countries are adopting the e-CMR Protocol
Belarus, Bulgaria, Czech Republic, Denmark, Estonia, Finland, France, Germany, Iran, Kyrgyzstan, Latvia, Lithuania, Luxembourg, Moldavia, Poland, Portugal, Romania, Slovakia, Slovenia, Netherlands, Norway, Oman, Russia, Spain, Sweden, Switzerland, Tajikistan, Turkey, Ukraine UK and Uzbekistan

[Latest update on UNECE Website](#)

The e-CMR protocol of 20 February 2008

The image shows a sample of a CMR consignment note form. It is a multi-section document with fields for sender, recipient, transporter, and goods information. The form is titled 'LETTRE DE VOITURE - DOCUMENT DE TRANSPORT' and 'FRACHTBRIEF - VERBODEN DOCUMENT'. It includes a table for goods description and a signature section at the bottom.

The CMR Convention (1956) also makes it mandatory to use a paper consignment note, unless countries have joined the convention's e-protocol (2008).

The e-protocol stipulates that it is possible to use an electronic consignment note for international road haulage.

If two bordering countries have ratified the e-protocol, road haulage is possible between them by carrying an accompanying electronic consignment note. **As soon as the electronic consignment note meets the requirements of the e-protocol, it is regarded as equivalent to the paper version and has the same evidentiary value and the same effects.**

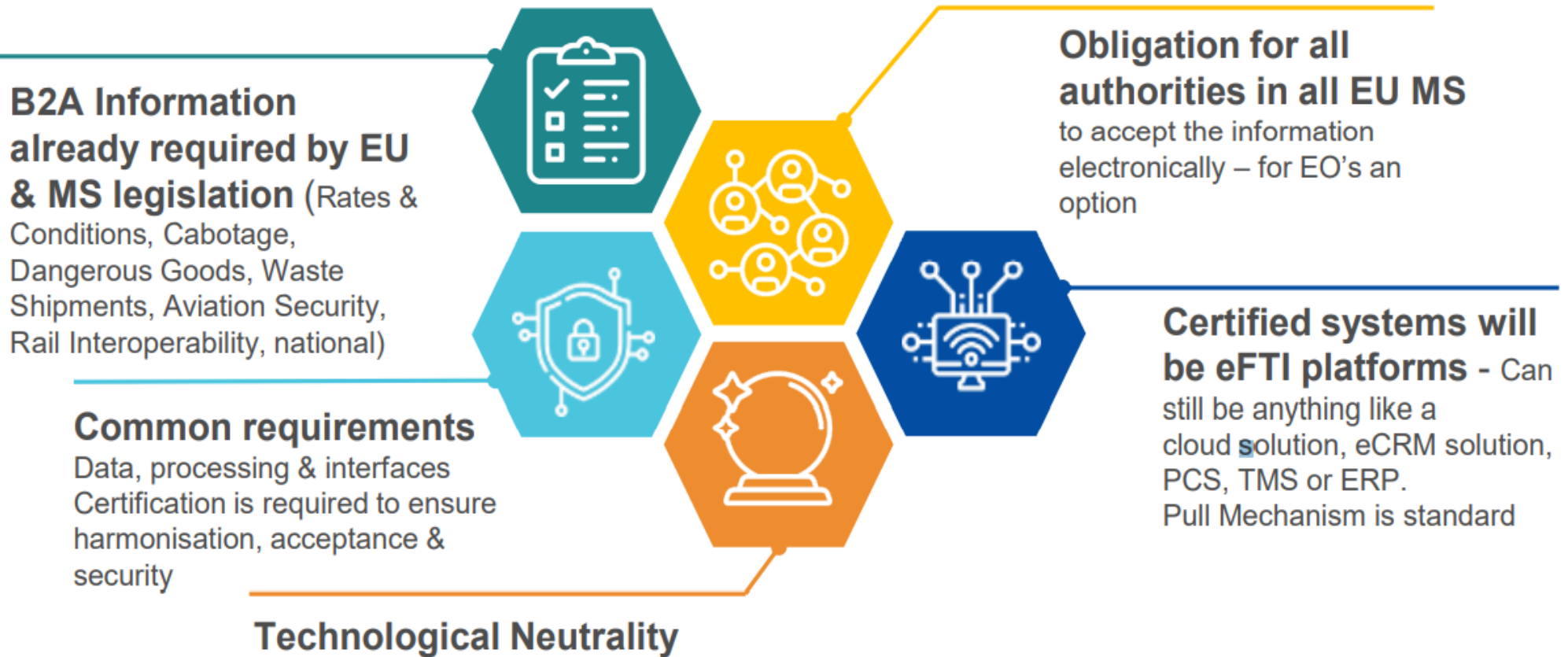
EU 2020/1056 Regulation



Adopted 8/2020, applicable 5
years later = 21/8/2025

- Obligation for EU MS to accept electronic transport documents
- In an EU harmonized machine-readable data format
- Certified solutions and service providers
- EU MS must ensure the interoperability of IT systems
- Pull/Push principle

eFTI – 5 Principles



eFTI Regulation



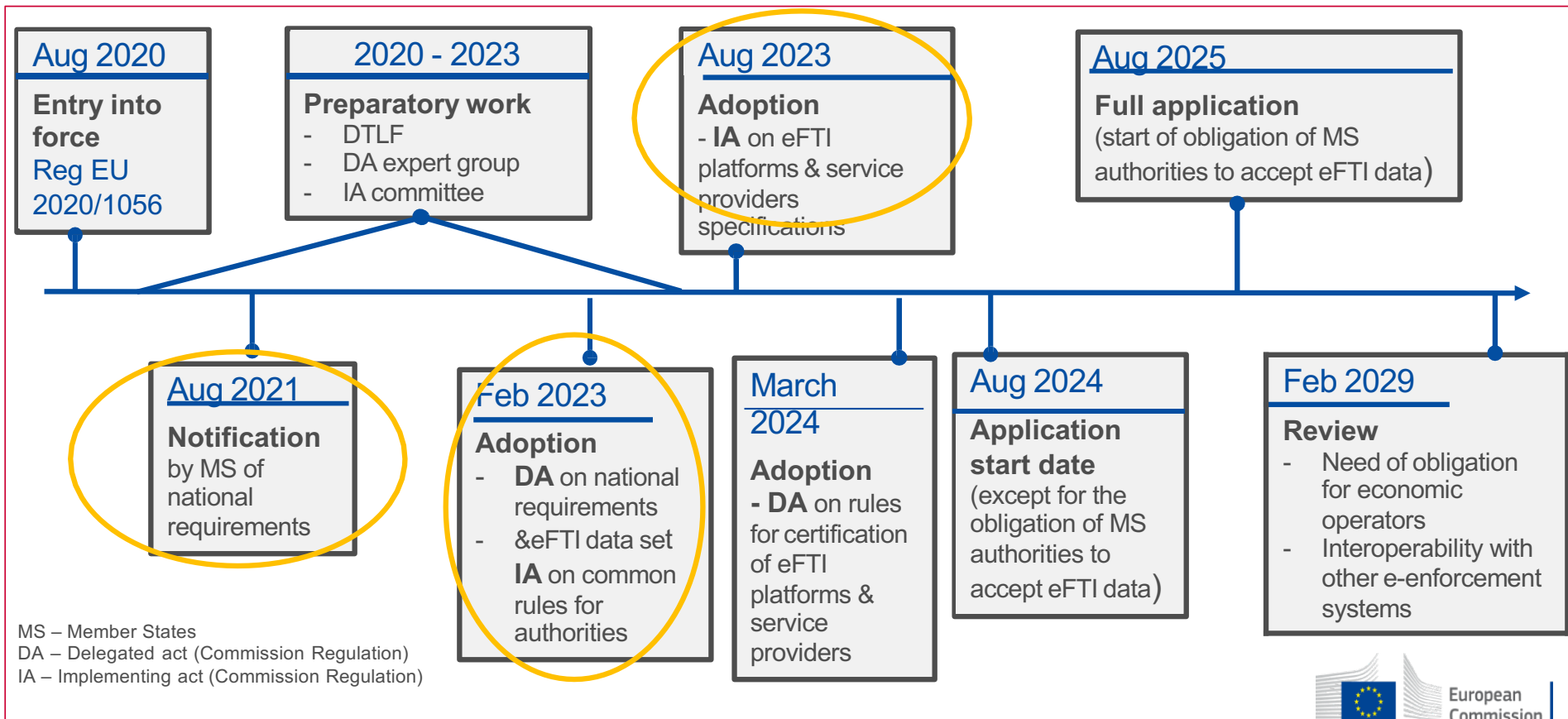
EU legislation

- **Regulation No 11/1960 on non-discrimination of 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 ADN)
- **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

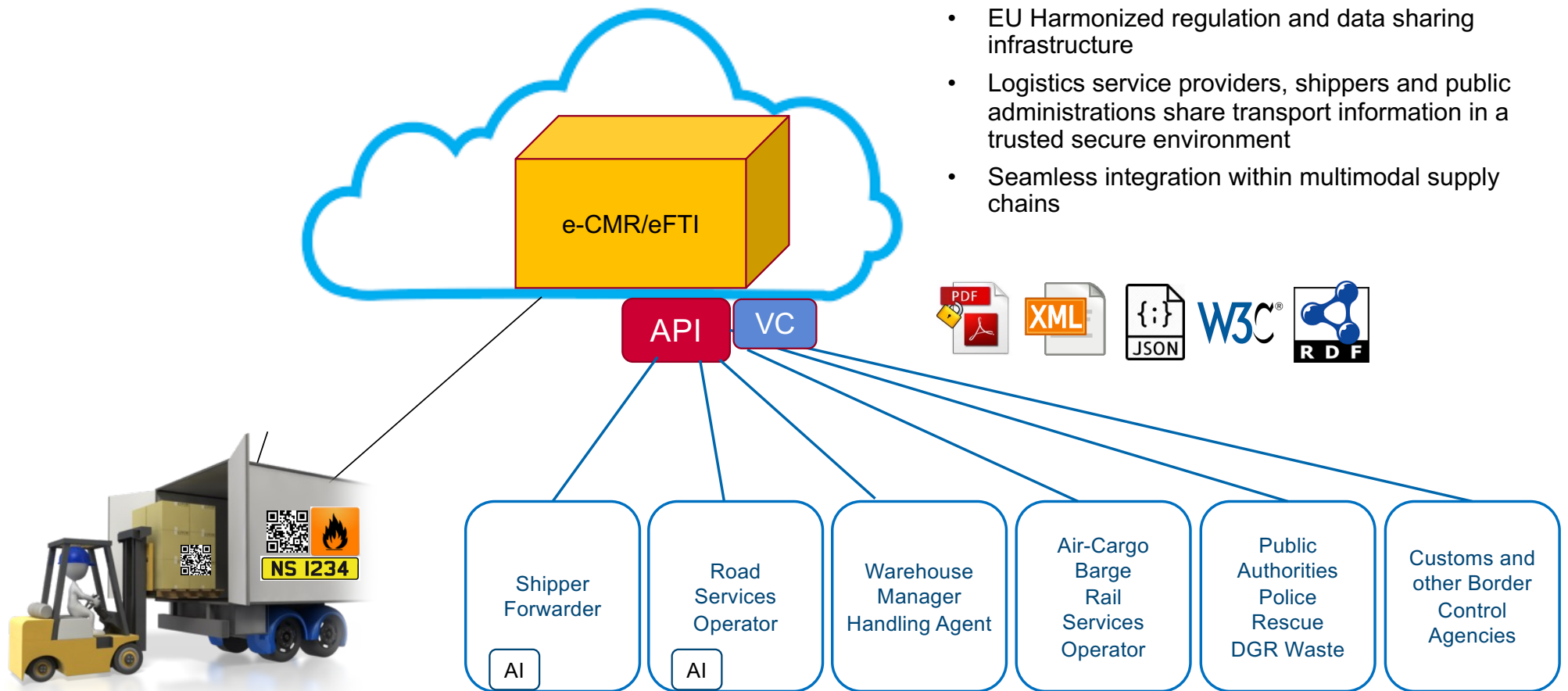
National legislation

- Requiring information that is identical, in whole or in part, to that in EU legislation

eFTI timeline



From document to e-CMR/eFTI dataset



Business Opportunity

€ 13,11



Paper CMR

€ 22,83



€ 8,95



€ 11,56



€ 2,32



e-CMR

€ 9,72



€ 2,51



€ 6,04



€ 1,16

Belgian e-CMR
Survey (2019)

[link to analysis of survey](#)

