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Cross Border Use of eFTI for Dangerous Goods and Waste Transport

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Agenda for the session

15'

Introduction

Dangerous goods and waste in the context of eFTI

5'

Group formation

Mixed tables: authorities, industry, platforms

30'+

Group work

Two of the four challenges per group, using the template

15'

Group conclusions

Each group presents its main conclusions

10'

Leaders' conclusions

Key takeaways and open points, per challenge

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Warm-up: show of hands

1	Today, could a fire brigade officer at an accident scene in your country open eFTI data for the vehicle in front of them?
2	Who in this room already handles waste shipments in DIWASS and a separate transport document system?
3	Who has ever seen a dangerous goods transport switch from road to rail with one continuous electronic document?

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Introduction

Dangerous goods and waste in the context of eFTI

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Why dangerous goods and waste are the hard cases

Where eFTI meets safety, environment and several legal regimes at once

Safety-critical data

The information is needed not only for a roadside check but by emergency responders, within minutes.

Several legal regimes

ADR / RID / ADN for dangerous goods, the Waste Shipment Regulation for waste, and eFTI on top.

Many actors

Consignor, carrier, driver, terminal, consignee, treatment facility, inspectors, police, fire brigade.

Cross-border and multimodal

Different Member States, authorities and transport modes on a single journey.

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eFTI in one slide

The data stays with the operator's platform; authorities access it on request



Economic operator

Records the regulatory information on a certified platform

Certified eFTI platform

Holds the eFTI common data set, generates the UIL

UIL

Unique electronic identifying link shown to the officer, e.g. as QR code

eFTI Gate

National gate routes the request to the right platform

Competent authority

Reads the data; must accept eFTI from 9 July 2027

Key point for today: eFTI obliges authorities to accept electronic information. It does not oblige operators to go digital, and it does not by itself decide which services (e.g. emergency responders) are designated competent authorities.

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Where we are on the timeline

eFTI and DIWASS are arriving on different clocks



Jul 2020

eFTI Regulation (EU) 2020/1056 adopted

Jan 2025

Acts on authority access (2024/1942) and data set (2024/2024) in force

Nov 2025

Platform functional requirements (2025/2243), incl. DIWASS link

21 May 2026

DIWASS live: waste notification procedures fully digital

27 Oct 2026

We are here

31 Dec 2026

End of transitional paper handling for Annex VII (green-listed waste)

9 Jul 2027

All authorities must accept eFTI data

eFTI

Waste Shipment Regulation / DIWASS

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The legal landscape in one table

Which rules produce the information that eFTI makes available

Domain	Legal basis	Information required	Link with eFTI
Dangerous goods	Directive 2008/68/EC → ADR (road), RID (rail), ADN (inland waterway)	Transport document per ADR/RID/ADN 5.4; instructions in writing for the crew	In eFTI scope; ADR 5.4.0.2 already allows electronic documents if equivalent to paper
Waste	Waste Shipment Regulation (EU) 2024/1157 + Implementing Regulation (EU) 2025/1290	Movement document or Annex VII document, carrier transfer confirmations	In eFTI scope; eFTI platforms can connect to DIWASS by API (2025/2243)
Combined transport	Directive 92/106/EEC	Proof of the combined transport operation, 'stamp' at rail/port terminal	In eFTI scope; 'combined transport stamp' is a platform operation (2025/2243)
eFTI itself	Regulation (EU) 2020/1056 + 2024/1942, 2024/2024, 2025/2243	Common data set and subsets per legal act	Authorities must accept from 9 July 2027

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What data are we talking about?

Examples, not the full data set

Dangerous goods (ADR 5.4.1.1.1)

- UN number and proper shipping name
- Class / hazard labels and packing group
- Tunnel restriction code
- Number and description of packages
- Total quantity per UN number
- Consignor and consignee

Waste shipments (WSR / DIWASS)

- Notification or Annex VII document number
- Waste identification and codes
- Arranger / notifier, consignee, facility
- Successive carriers and transfer confirmations
- Quantity and route
- Receipt and completion by treatment facility

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eFTI and DIWASS: the link already exists in law

Implementing Regulation (EU) 2025/2243, Articles 9 and 12



Carriers may connect to DIWASS through an interconnected eFTI platform (Implementing Regulation 2025/1290, Art. 5(2)).

The open question is not whether, but how it works in practice across borders.

What a certified platform can do

- Retrieve waste shipment documents from DIWASS and show a human-readable copy at a check
- Submit and edit the carrier transfer confirmation, with advanced e-signature
- Receive the consignee signature when the consignee is a waste treatment facility

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One journey, many hands on the data

Example: a chemical company ships dangerous goods from Belgium to Italy by road and rail



Consignor
Chemical plant, BE

Road leg
Carrier A, ADR

Terminal
Road → rail handover

Rail leg
Rail undertaking, RID, crosses FR

Last mile
Carrier B, ADR, IT

Consignee
Customer site, IT

Who may need the data along the way

- Road police and transport inspectors in 3 countries
- Rail safety and terminal staff
- Customs and environmental inspectors
- Fire brigade, 112 and medical services
- Consignee and next carrier

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Four challenges

Group work: each group starts with two of them

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Four challenges for today

Each group starts with two of them

1 Accident and emergency

Who needs which data, immediately, and who has access today?

2 DIWASS and waste registrations

Two systems for one shipment: what is the ideal process?

3 No connectivity and highly dangerous goods

What must still work when the network does not?

4 Combined and multimodal transport

Truck to train across a border: how does the data flow?

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Challenge 1

1 Accident and emergency

Scenario: A tanker crashes on a motorway 20 km past the border at 3 a.m. The driver is unconscious. The first fire crew arrives in 8 minutes.

Guiding questions

1. Who is involved, and who needs access to the information?
2. Who currently has access to eFTI data in the different Member States?
3. What information is needed immediately in an emergency?

Also think about

- Emergency services are not automatically designated eFTI competent authorities
- What if the driver is injured and cannot show the UIL?
- Language: can a responder in another country read the data?

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Challenge 2

2 DIWASS and waste registrations

Scenario: A load of hazardous waste leaves Germany for a treatment facility in the Netherlands, with two carriers and one reload.

Guiding questions

1. Today, some operators deal with two different registration systems. What does that look like?
2. What would the ideal process look like from the operator's perspective?
3. What would it look like from the competent authority's perspective?
4. How could eFTI support a more streamlined cross-border process?

Also think about

- Enter once, reuse everywhere: which identifier links DIWASS and eFTI?
- Several successive carriers on one waste shipment
- Hazardous waste = waste + dangerous goods at the same time

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Challenge 3

3 No connectivity and highly dangerous goods

Scenario: A roadside check in a mountain valley with no signal. The truck carries explosives. The platform cannot be reached.

Guiding questions

1. What happens when there is no connectivity?
2. What information should still be available to the driver?
3. What is expected if the driver cannot provide the eFTI data electronically?
4. What should the fallback look like, especially for very dangerous goods?

Also think about

- Offline-first: what must always be on board, on paper or on the device?
- Should high-consequence dangerous goods (ADR 1.10) follow stricter rules?
- Who carries the risk if the check fails: driver, carrier or consignor?

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Challenge 4

4 Combined and multimodal transport

Scenario: Chemicals leave a plant in Antwerp by truck, go on rail at a terminal, cross France and arrive in northern Italy.

Guiding questions

1. Real-life case: a chemical company ships goods by truck, then by train, to another country.
2. What are the data and documentation requirements throughout the journey?
3. How does the data flow between the different actors and modes?

Also think about

- ADR on the road, RID on the rail: one data set or two?
- Who owns and updates the data at the terminal handover?
- The combined transport 'stamp' at the terminal, digitally

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How the group work runs

At least 30 minutes, one template per challenge

1	**Form mixed groups**	At least one authority, one industry and one platform or IT person per table.
2	**Take your two challenges**	See the assignment on the next slide. Finished early? Pick a third.
3	**Fill in the template**	Answer the guiding questions from your own practice, not from theory.
4	**Agree on the output**	One problem, one proposal, one question for the Commission or authorities.
5	**Choose a reporter**	Three minutes to present the group's main conclusions.

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Group work in progress

Every challenge is covered by two groups

Group A	Group B	Group C	Group D
1	2	1	2
3	4	4	3

30:00

Finished early? Take a third challenge.

1 Accident and emergency · 2 DIWASS and waste · 3 No connectivity · 4 Multimodal

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Group conclusions

3 minutes per group, same format for everyone



One problem

The most important gap or pain point you found



One proposal

What should change, and who should do it



One question

For the Commission, the authorities or the industry

Workshop leaders capture the answers per challenge on the flipchart.

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Conclusions

Key takeaways and open points, per challenge

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What happens next

Summary to the organisers

Takeaways and open points from all four challenges, shared after the conference

Questions to the right table

Proposals and questions routed to the Commission, national authorities and industry groups

Keep the conversation going

Contact the workshop leaders; we want to hear your real-life cases

Workshop leaders: Karl Christoph Strack (GBK Trusted Partner) · Sebastiaan Laloo (Pionira) · André Perpey and Christophe Reynaud (NEOGLS)

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