Multimodal Transport & eFTI

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INTERNATIONAL UNION FOR ROAD-RAIL COMBINED TRANSPORT



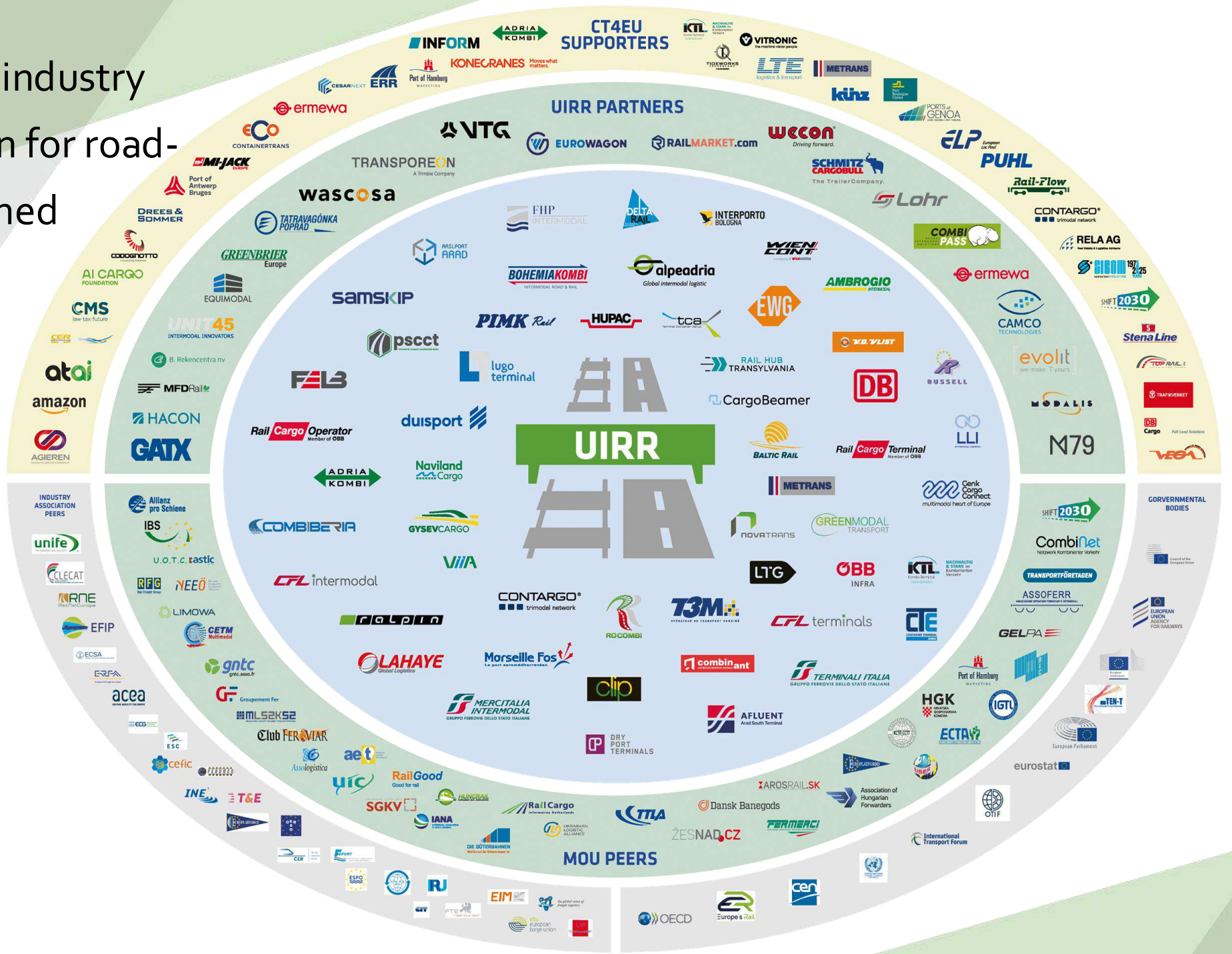
EFTI IMPLEMENTATION FOR COMBINED TRANSPORT

October 2026

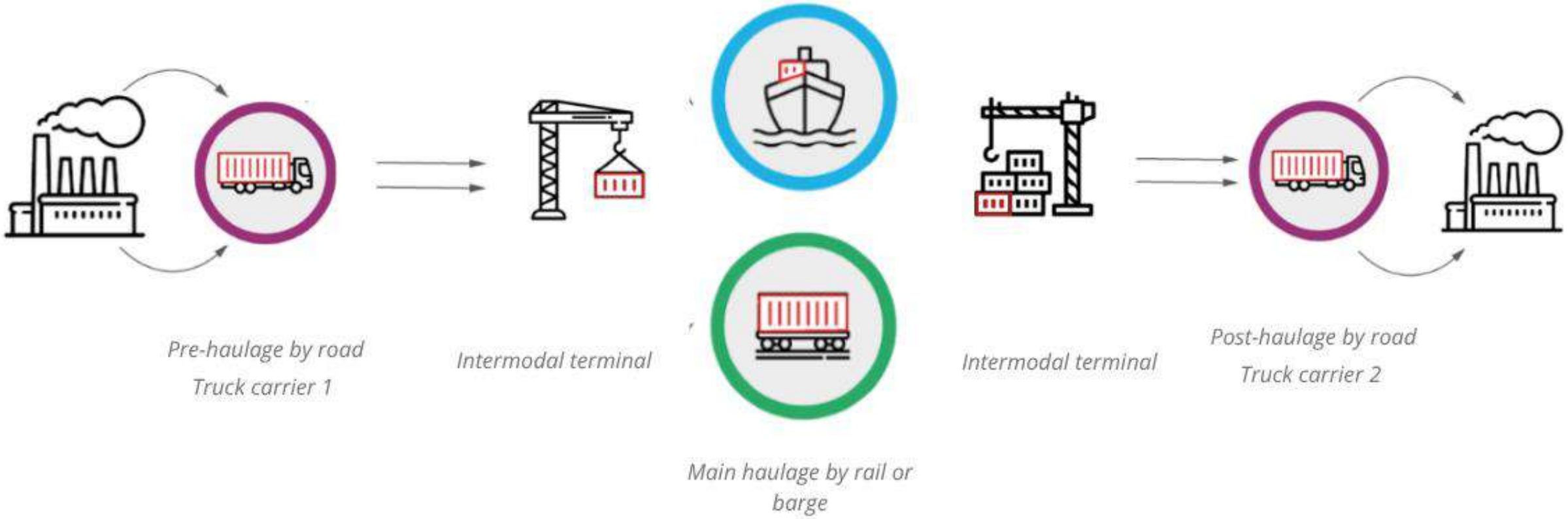
Agenda

1. UIRR introduction
2. Intermodal freight transport: key processes
3. eFTI from a legal perspective
4. UIRR position paper on eFTI implementation: main elements
5. Way forward
6. Q&A

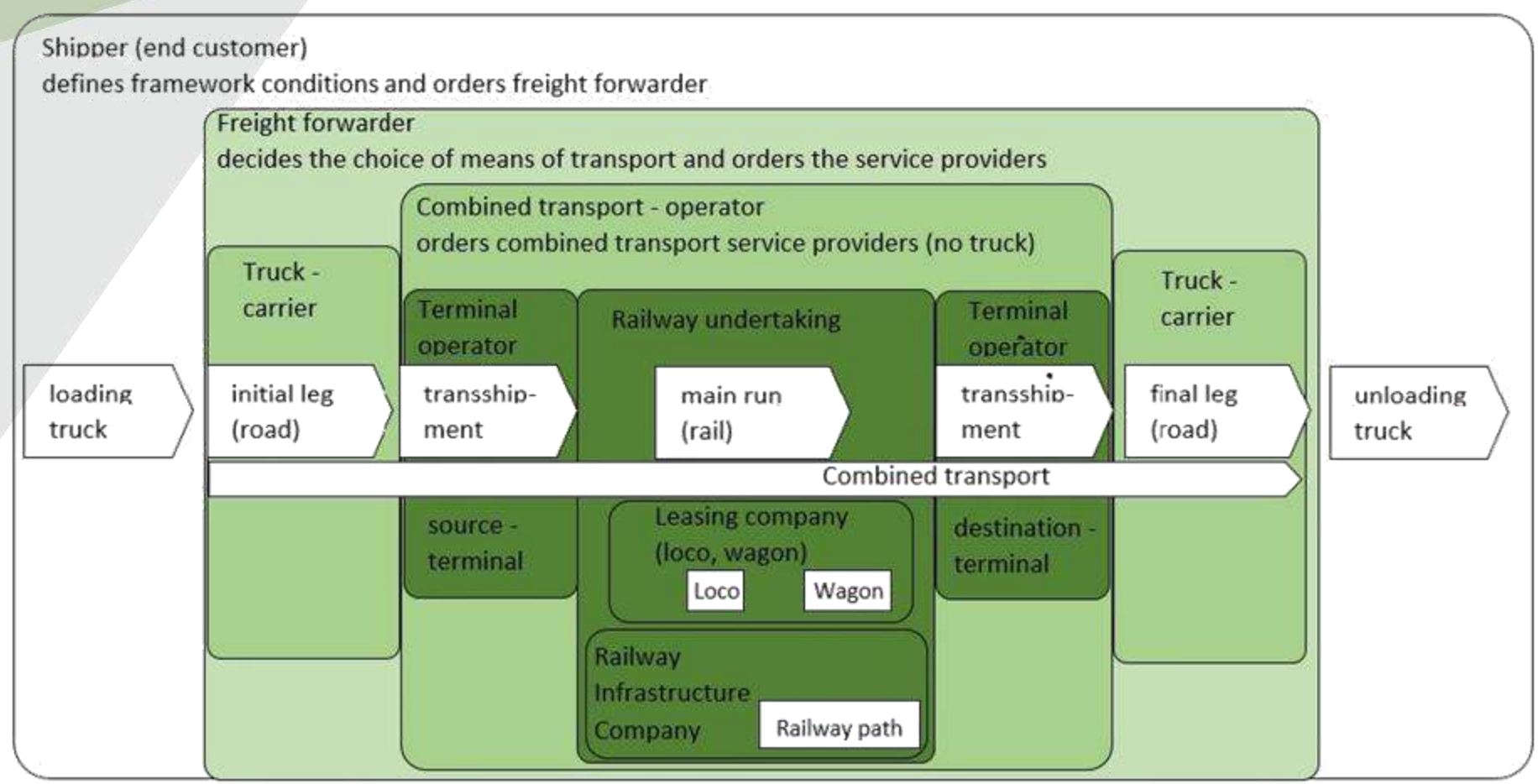
UIRR: the industry association for road-rail combined transport



The (simplified) intermodal transport process



… involves many different players



- **Shippers**
- **Freight Forwarder**
- **Road Hauliers**
- **Combined Transport Operator**
- **Railway undertaking**
- **Leasing company** (Locomotive + wagons)
- **Infrastructure manager**
- **Terminal managers**

Combined Transport is a subset of Intermodal transport

The Combined Transport Directive (CTD) 92/106 defines conditions for an intermodal transport to be recognised as "combined transport".

By being "combined transport", you receive operational advantage and eased access to state aid.

BUT the outdated definition is subject to interpretations, and lacks clarity.

For the purposes of this Directive, 'combined transport' means the transport of goods between Member States where the lorry, trailer, semi-trailer, […] uses the road on the initial or final leg of the journey and, on the other leg, rail or inland waterway or maritime services […].
- between the point where the goods are loaded and the ***nearest suitable rail loading station*** *for the initial leg, and between the nearest suitable rail unloading station and the point where the goods are unloaded for the final leg, or;*
- within a radius not exceeding 150 km as the crow flies from the inland waterway port or seaport of loading or unloading.

eFTI from a legal perspective

Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (Text with EEA relevance)

PE/27/2020/INIT

Article 2

Scope

1. This Regulation applies to:

(a) regulatory information requirements set out in:

(i) Article 6(1) of EEC Council Regulation No 11 ([11]);

(ii) Article 3 of Council Directive 92/106/EEC ([12]);

(iii) Article 8(3) of Regulation (EC) No 1072/2009 of the European Parliament and of the Council ([13]);

Article 3 of the Combined Transport Directive

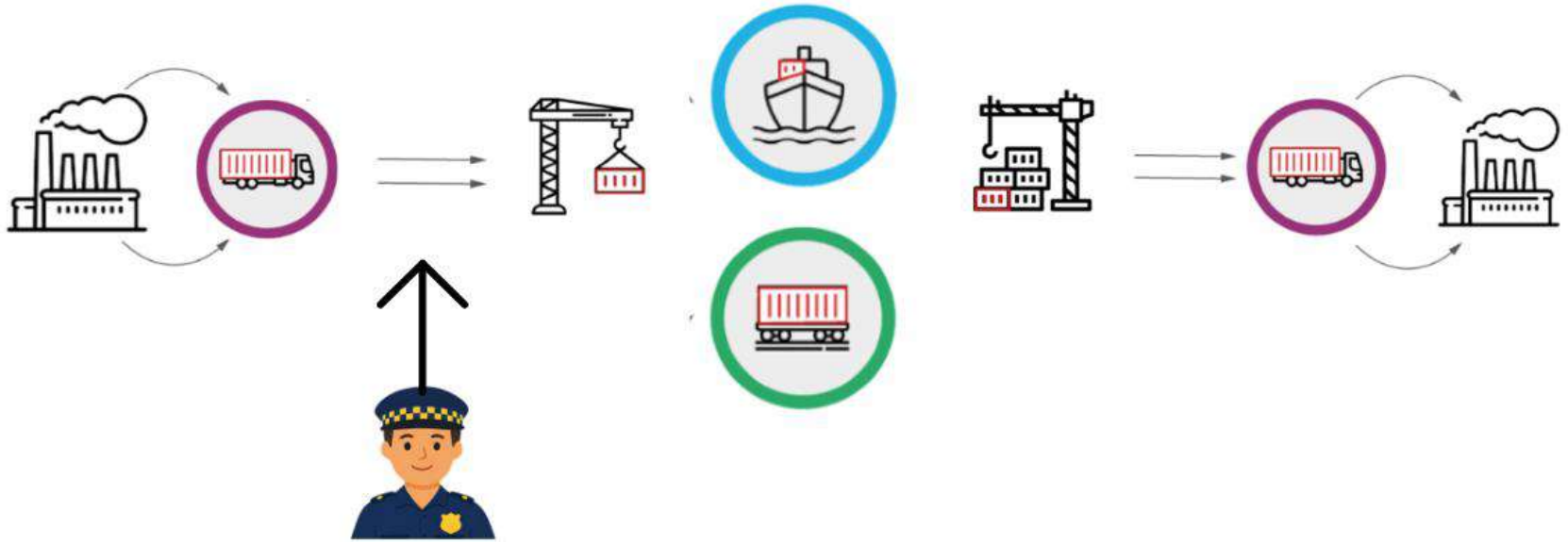
In the case of combined transport for hire or reward, a **transport document** which fulfils at least the requirements laid down in **Article 6 of Council Regulation No 11 of 27 June 1960** […] **shall also specify the rail loading and unloading stations** relating to the rail leg, or the inland waterway loading and unloading ports relating to the inland waterway leg, or the maritime loading and unloading ports relating to the maritime section of the journey. **These details shall be recorded before the transport operation is carried** out and shall be confirmed by means of a **stamp affixed by the rail or port authorities** in the railway stations or inland waterway or sea ports concerned when that part of the journey carried out by rail or inland waterway or by sea has been completed.

Terminals / ports must be recorded in a transport document.

The transport plan should be available on the transport doc and confirmed before the operation

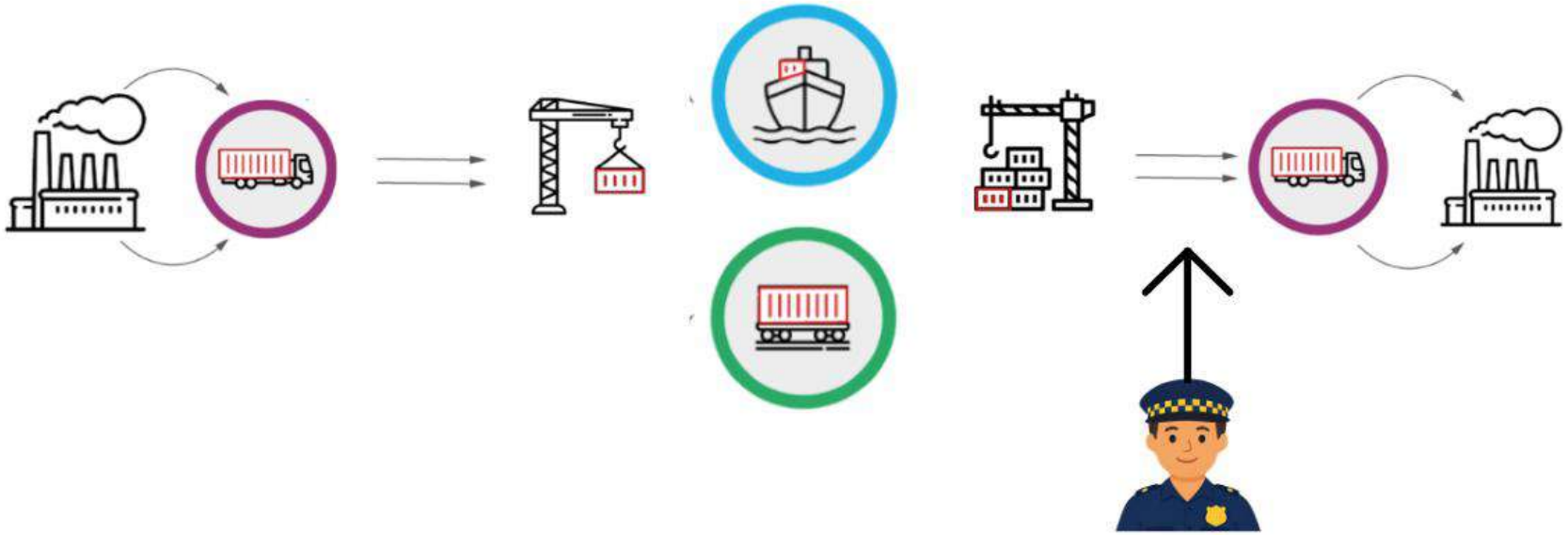
Who is the rail authority?
Are stamps actually affixed?

How combined transport enforcement works in practice 1/2



1. A police officer stops a truck <u>before</u> it arrives to the first terminal.
2. Only the CMR is shown to him and eventually a terminal booking.
3. It is up to the police officer to consider whether the intermodal transport complies with the Directive based on limited elements.

How combined transport enforcement works in practice 2/2



1. A police officer stops a truck <u>after</u> it left to the second terminal.
2. The CMR can be shown to him with the pick-up receipt.
3. It is easier for the police officer to accept that the transport is intermodal. Note: It does not allow them to ensure that it is Combined Transport.

Main conclusions of the position paper

- The “evidence-provision” article is not currently implemented, we cannot “simplify” the process through eFTI.
- A directive that is outdated in its terminology doesn’t allow to designate who should send what information to whom. Therefore, it cannot be digitised as is.
- The only proper “administrative” check takes place with a police officer. With exception of accidents where the railway police gets involved.

Conditions for a way forward

As eFTI connection from the business side is not mandatory, the use of eFTI must be beneficial to be invested by companies. In addition, the intention is to reduce red-tape, not adding more of it.

As a result:

1. **eFTI must reflect practice rather than theory;**
2. **We must designate the actor of the Combined Transport chain that will be trusted to send the information.**
3. **eFTI must be a simple, low-cost solution that integrates into already existing B2B digital environment.**
4. **eFTI should set a framework that would provide (some) legal certainty**

BRIDGE : eFTI task force

Creation of a digital ecosystem for the intermodal freight transport



EDIGES Standard

Compliant with TSI Telematics, eFTI data sets

Measurable improvement

Measurable improvement in service offering to customers

Harmonised processes

Harmonised processes, data or document sharing according to standards (efficiency)

Suitable governance

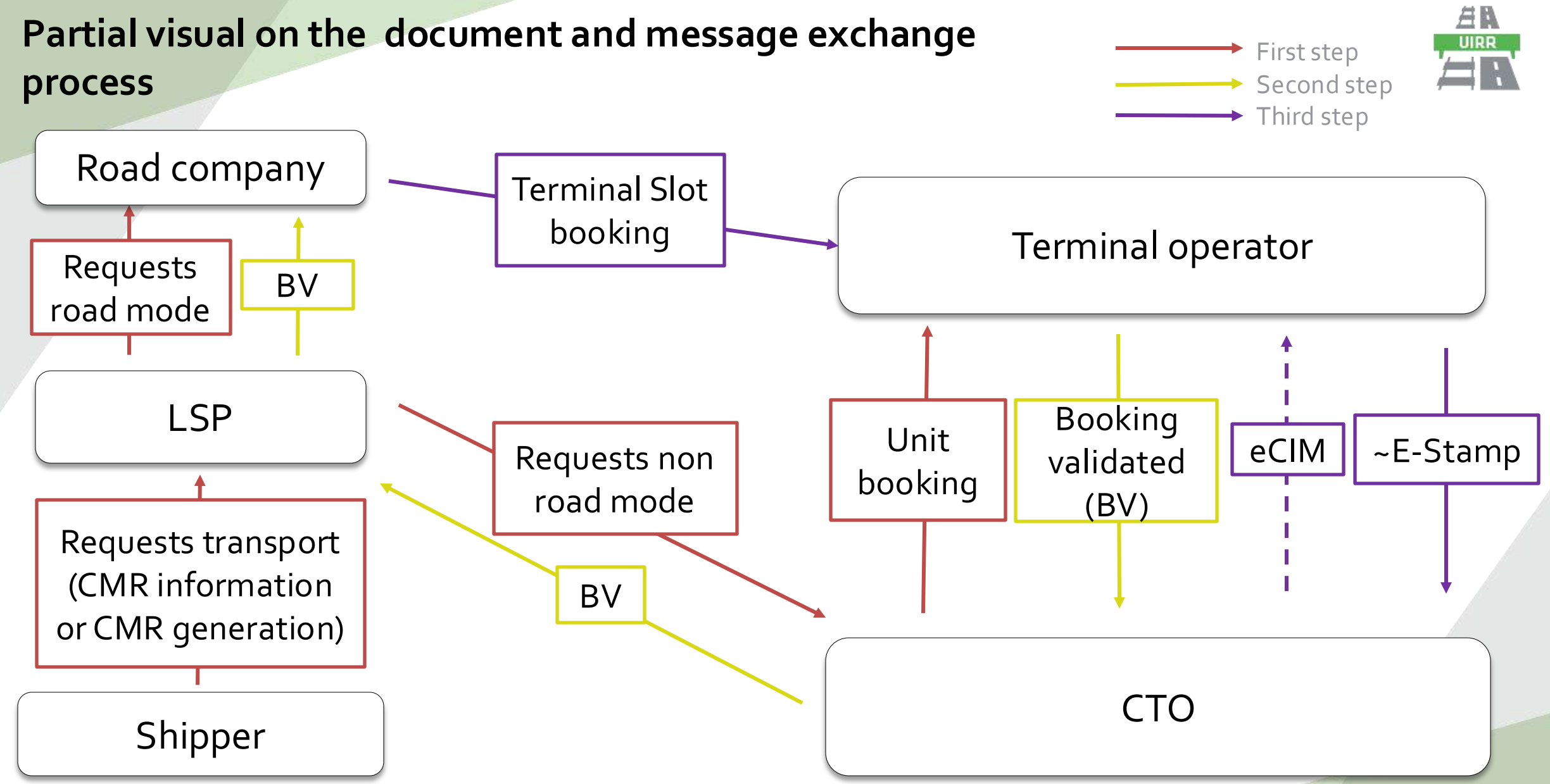
Suitable governance rules to foster utilisation

Accepted processes

Accepted processes, SLAs and data sharing with suppliers

Co-funded by the European Union

Partial visual on the document and message exchange process



Who holds what information?

Shipper

- Knows departure/destination
- Generates CMR

LSP

- Knows departure/destination
- Terminals used
- road haulage information

Road company

- eCMR
- Terminal slot

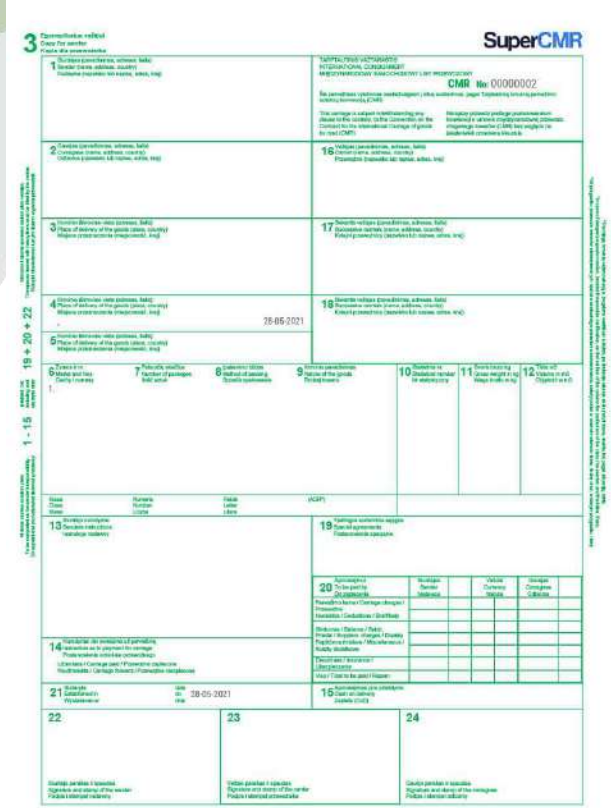
Terminal operator

- Transshipment A **or** B completed
- Train composition

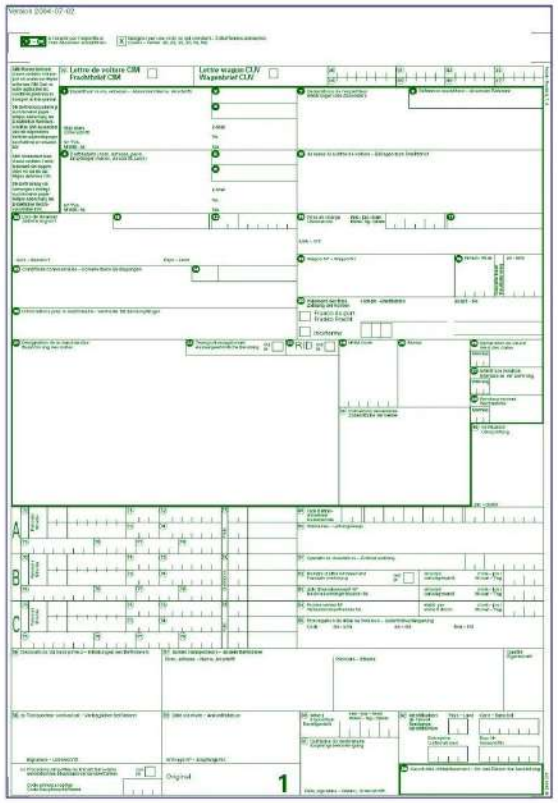
CTO

- Terminal A **and** B booking
- Transshipment A **and** B completed
- Train composition
- Generates CIM

The proposed eFTI for Combined Transport process 1/2



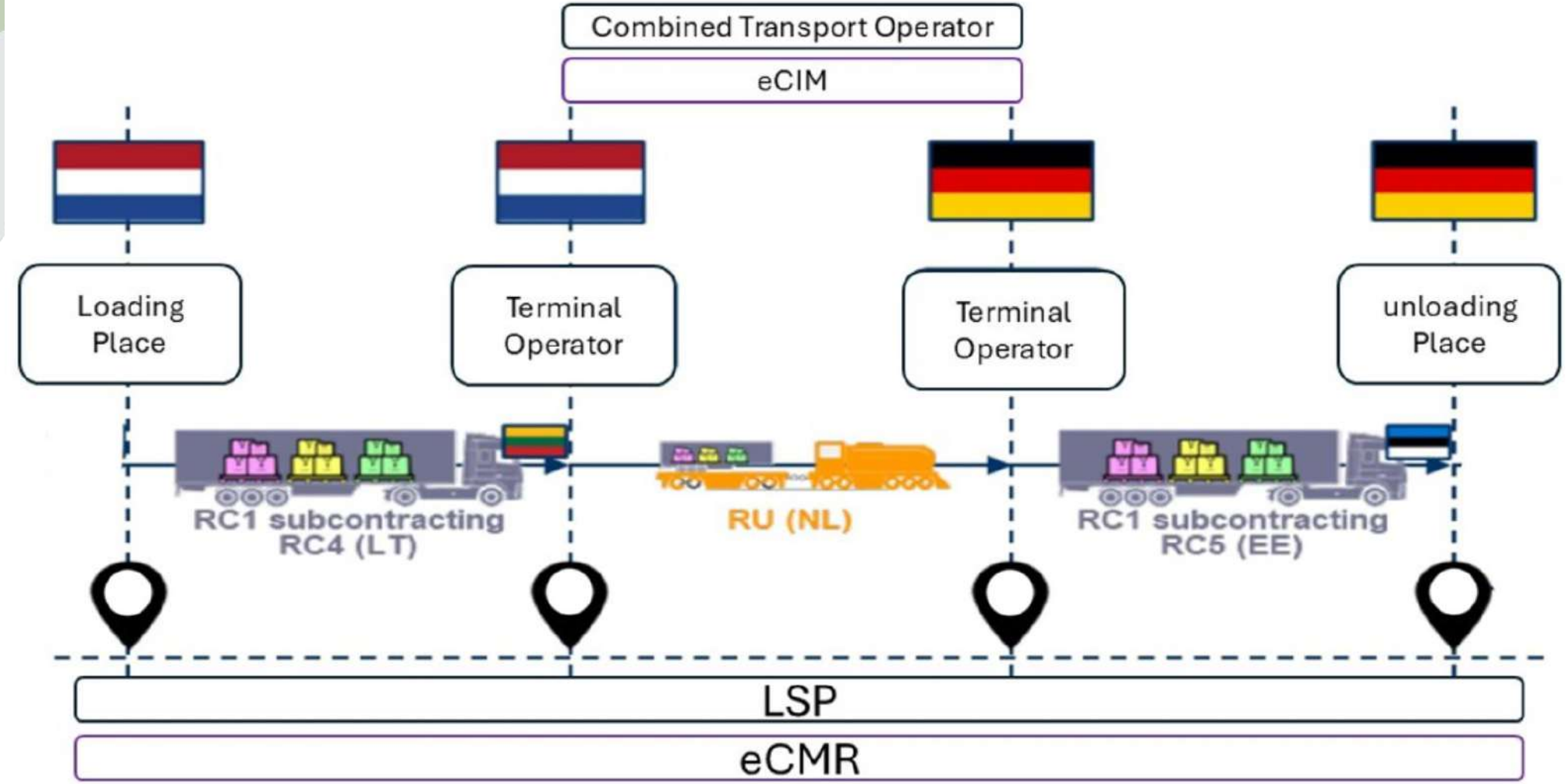
CMR



Intermodal CIM
(or other non-road transport document)

+ additional information

The proposed eFTI for Combined Transport process 2/2



Next step: Demonstrator with Codognotto

Objective of the demonstrator: Putting in practice the idea of using a CMR and a CIM / Non-road transport document.

- What happens when a CMR is incorrectly filled?
- Can a comment section be used to designate the terminal(s) that the unit will use?
- Can this solution be seamlessly integrated in the process?
- How eFTI can be used to harmonise compliance information?

Codognotto is an international logistics and transport group founded in Italy in 1946. The company provides road, rail and intermodal transport, warehousing, and integrated supply chain logistic.

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Questions & Answers



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Thank you