European Commission

eFTI Regulation

eCMR interoperability with eFTI exchange environment

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From Policy to Practice
Preparing Europe for eFTI Implementation
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Mobility and Transport

eFTI Regulation

KEY CONTEXT

The **purpose of eFTI** is:

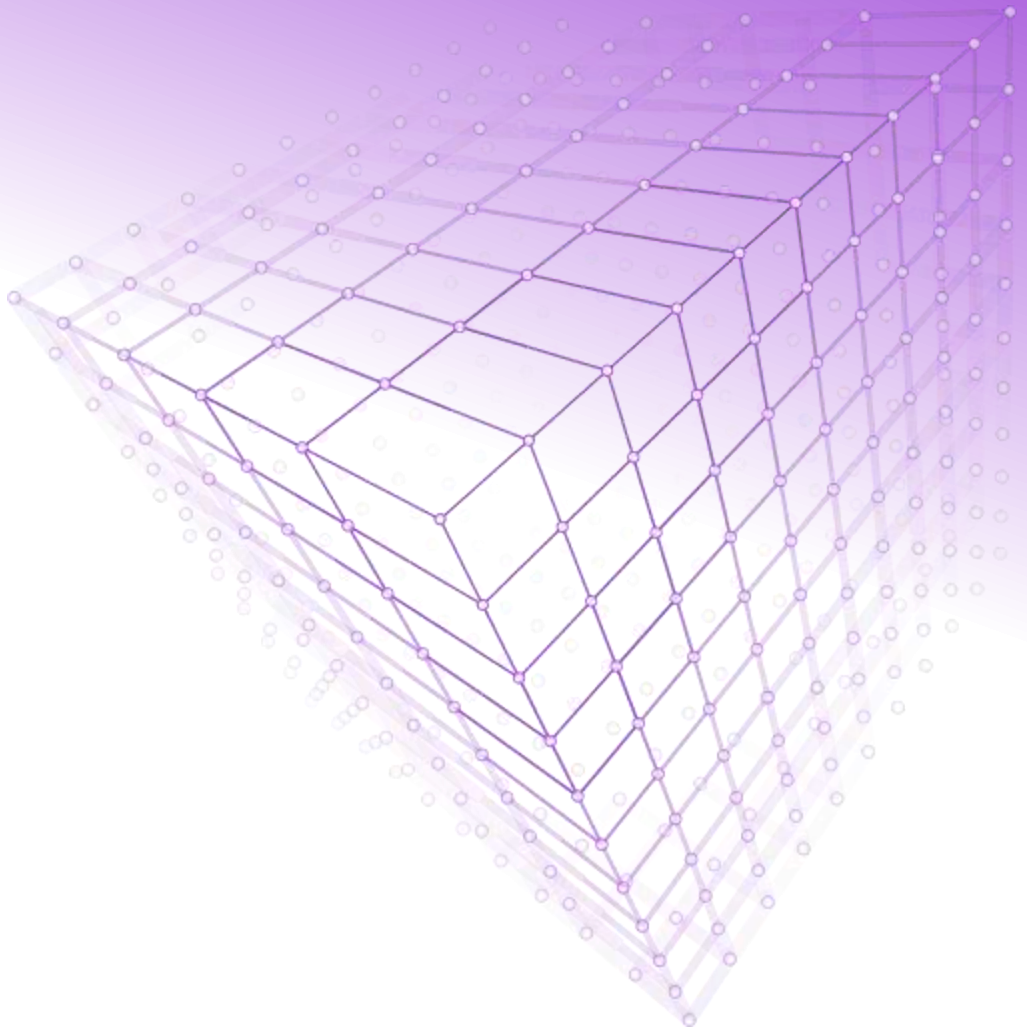
- to facilitate B2A information exchange
- by enabling operators to prove compliance electronically with specific EU and national laws
- across different transport modes



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KEY CONTEXT

- eCMR and eFTI consignment movement data set **are not** in hierarchical relationship.
- One **cannot be always used** as a source for the other, although often they may be identical in practice.

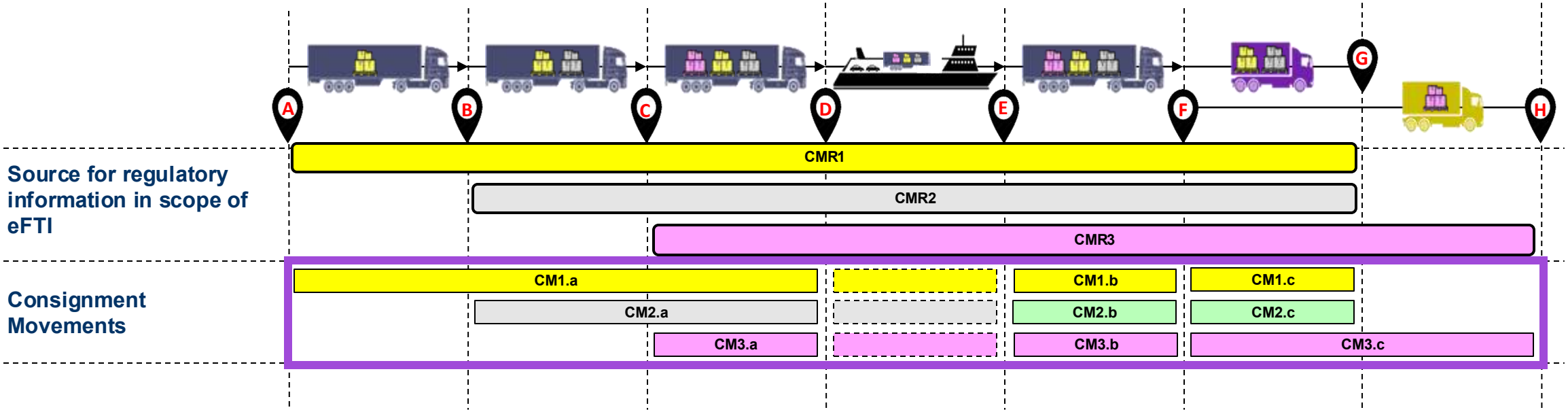


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eFTI consignment movement data set and eCMR

- eFTI **consignment movement** definition requires specifying information by:
  - **Each consignment**
    - **Each means of transport** transporting the consignment
    - **Each loading (acceptance) and unloading (delivery) event**
- eFTI **consignment movement data set** definition: a uniquely identified eFTI data set composed of the **eFTI data that, together, constitute the regulatory information** on freight transport related to a specific consignment movement.
- eCMR format is less constrained and may describe **various contractual arrangements** for the transport of goods **from a single transport leg to the entire transport chain**.

eFTI consignment movement data set and eCMR - example



KEY CONTEXT: MAIN BENEFITS OF eFTI

- Makes **road enforcement significantly more efficient**, shortening delays and, potentially, reducing unnecessary stops.
- Being established in EU legislation, eFTI provides a ***de facto* common reference standard** that can also serve as a basis for B2B data exchanges.



More efficient road enforcement – benefit for enforcers and economic operators

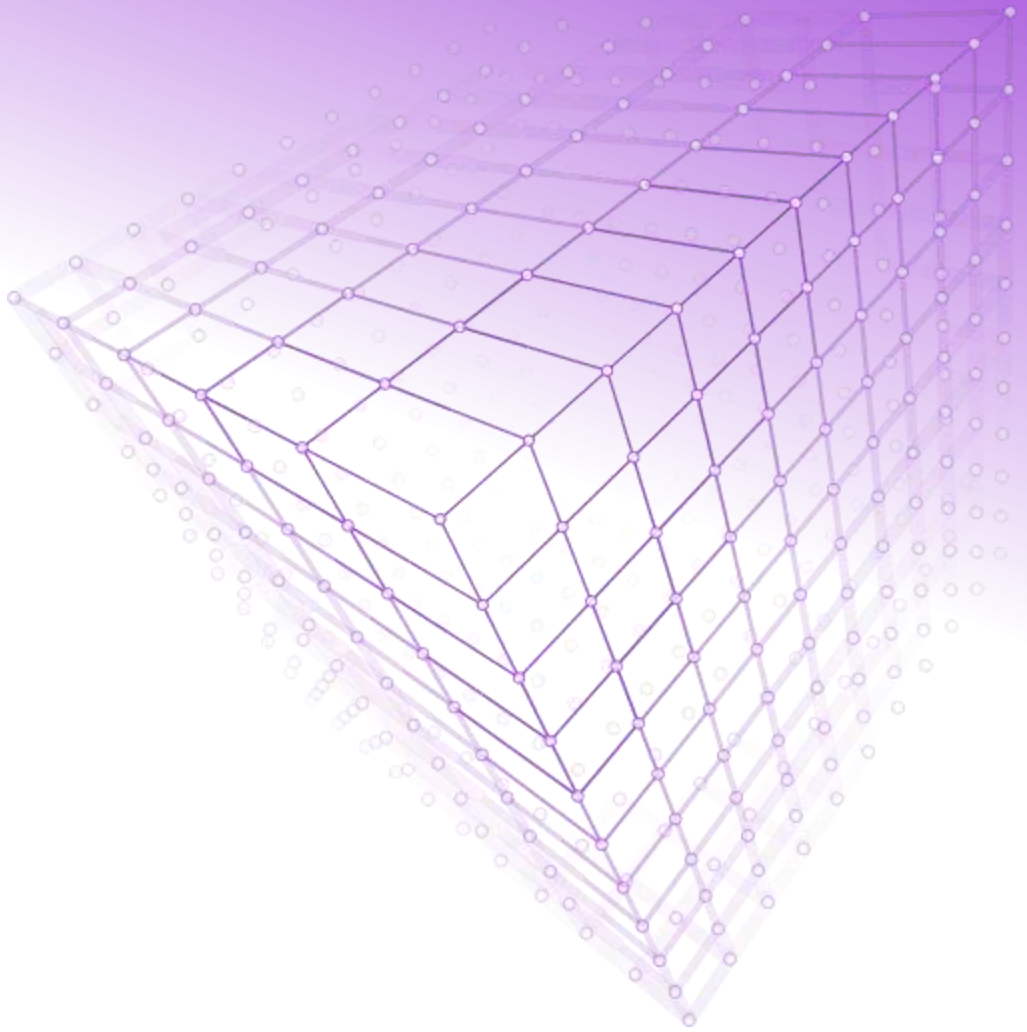
- Today roadside enforcement requires analysing and interpreting **information from multiple data sources** (transport documents, tachograph, etc).
- **Fixed structure of the eFTI CMDS** – easier to process larger volumes of data in an instant.
- Combined with **number-plate recognition**, relevant regulatory information could be assessed within seconds, potentially without stopping the vehicle.

eFTI as a *de facto* standard for information exchange

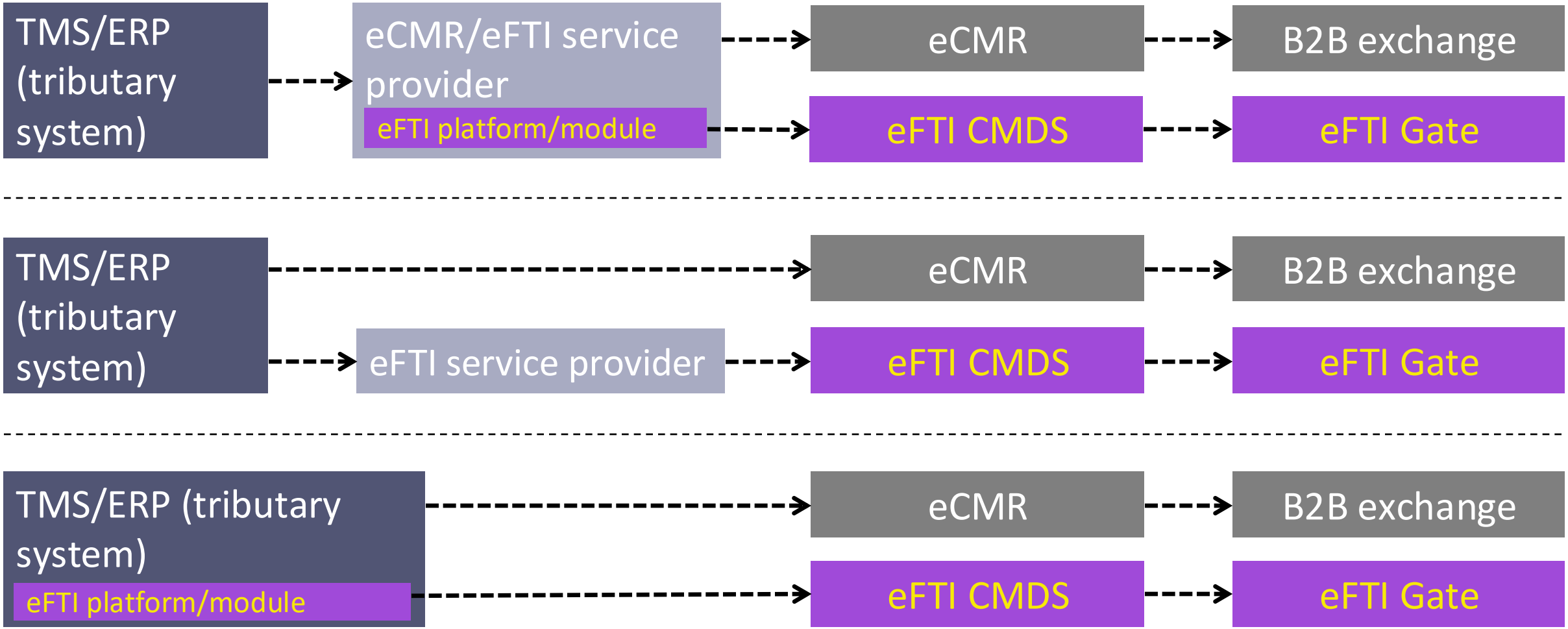
- By being established in EU legislation, eFTI provides a *de facto* common reference standard that can also serve as a basis for B2B data exchanges.
- Challenges of CMR/eCMR:
  - **no single commonly agreed data exchange standard that would allow interoperability for B2A use**.
  - no common agreement on the information that an eCMR should cover.
    - In some cases, requirements that effectively concern the same information are also **conceptually defined differently**. For example:
      - *places of acceptance and delivery* vs *places of loading and unloading*.
  - no cross-border recognition by national authorities.

eCMR AND eFTI INTEROPERABILITY

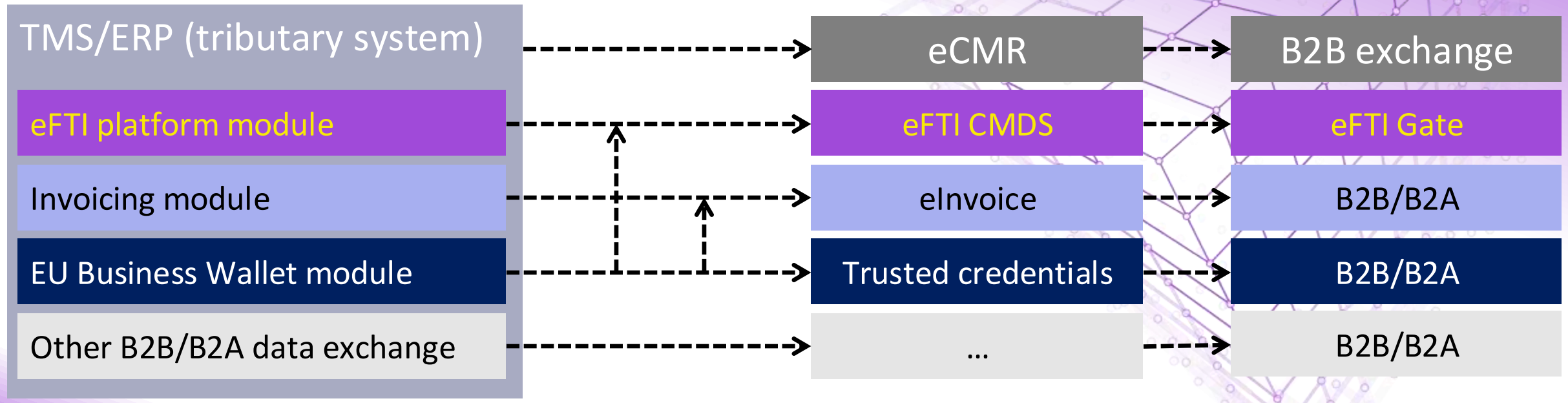
- Key to eCMR and eFTI interoperability lies at the level of the **IT system where the data originates from,** for example TMS or ERP



Options for creating eFTI and eCMR data sets



Food for thought... eFTI's potential for broader data reuse*



*Disclaimer: this is a hypothetical scenario and does not indicate any actual policy or technical decisions for such interoperability.

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Thank you!

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