

# Implementation of eFTI in Estonia

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# eLogistics projects

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- **DIGINNO (2017-2020)** – Digital Innovation Network to advance the digital economy and to speed up the process of moving towards the Baltic Sea region single digital market.
- **Accelerate Estonia (2019-2020)** – a national start-up to encourage the development of eLogistics services, which resulted in the establishment of Digital Logistics Centre.
- **DIGINNO-Proto (2019-2020)** – project initiated to develop one working prototype of a cross-border e-service based on DIGINNO WP3.
- **Real-time Economy (2020+)** – regulates and supports the private and public sectors in the deployment and implementation of RTE solutions.
- **DINNOCAP (2021)** – DIGINNO and DIGINNO-Proto prolongation for 2021.

# DIGINNO-Proto outcomes

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- **eCMR index registry prototype developed between Estonia, Latvia, Lithuania and Poland made possible the international exchange of electronic road transport documents.**
- Cross-border testing held to prove the benefits to all parties in the supply chain.
- Prototype solution source code shared as free software.

<https://www.diginnoobsr.eu/diginno-proto>

**DIGINNO-Proto**



Nordic Council  
of Ministers

# DINNOCAP project

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**Objective regarding eCMR (Work Package 3) is to develop further an eCMR data exchange system that enables secured data exchange between government and business, to be used by government agencies and business associations as inspiration and guidance in providing and using cross-border data exchange instruments.**

Project partners are from Estonia, Latvia, Lithuania, Poland, Sweden, Denmark, Norway and Russia (Kaliningrad)

Supported by Interreg Baltic Sea Region <https://www.diginnoobsr.eu/dinnocap>

# Joint Position Paper

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**The objective is to achieve an interoperable electronic freight information exchange system in Europe**

Supported by Estonia, Finland, Latvia, Lithuania, Poland, Hungary, Romania, Malta and Denmark



# Analyses on National Access Point (NAP)

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**Analysis must provide a comprehensive and exhaustive mapping of the different options, solutions, risks and threats for the location of NAP, taking into account the legal and economic specificities of the different economic sectors.**

- Duration 6 months, results in March 2022
- Functional and technical architecture of the NAP service
- Associated costs and benefits of the NAP
- Possible organisational location (private sector, public sector or PPP)

# Development of digital waybills services

Supported by Recovery and Resilience Facility

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**The objective is to support the digitalization of the exchange of information in road freight transport through introduction of digital waybills, in accordance with eFTI regulation, thus contributing to the smooth functioning of the internal market.**

Budget 6 million euros

The measure consists in supporting:

- (i) service providers in the establishment of eFTI platforms to enable the deployment of digital waybills (eCMR - electronic Consignment Note),
- (ii) transport and logistics enterprises in the interfacing of their systems and processes with the eFTI platforms, enabling them to use digital waybills (eCMR).

The corresponding projects shall be selected through two distinct calls for proposals.

The implementation of the measure shall be completed by 30th June 2026

# Next steps regarding eFTI

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- ❑ Results of NAP analyses (March 2022)
- ❑ Decision according to the findings of the NAP analyses (2022)
- ❑ Legal analyses carried out (starting 2022)
- ❑ Establishing eFTI implementation core team to Estonia (2022)
- ❑ Opening call for proposals for development of digital waybills services (2022)



# Thank you!

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