Intelligent Access, e-waybills and eFTI Developments in Estonia

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Abstract

The research objective is more effective and greener road freight transport with HV's, without damaging aging road infra below. One of the best solutions in 21. century is to use all kinds of digital data (temperature; GNSS; OBW etc.) and road maps, to control the logistics in the most optimum way, depending on the used vehicle's load type (Intelligent Access IA). It's a very cost-effective system. Since the HVTT15 & HVTT16 conferences, much work has been done in Estonia in the logistics digitalization area. In Transport Administration the e-waybill has been piloted to come in 2024 as a compulsory in building contracts for greener infra buildings.

EU Regulation 2020/1056 Electronic Freight Transport Information (eFTI) demands EU member states to accept the digital transport documents at the level of competent authorities starting from the end of 2025. In order to be ready for eFTI Estonian Ministry of Economic Affairs and Communications has developed and tested during the years 2020-2023 a cross-border eCMR indexing prototype between Estonia, Latvia, Lithuania, and Poland during the DIGINNO-Proto, DINNOCAP and The NDPTL goes real-time economy: eCMR projects. During the pilot projects the technical development took place and the concept followed a logic of not uploading any eCMR documents to the central database, but linking them via national indexing scheme. Central point or connecting layer for secure data exchange between economic operators and competent authorities such as Police or Customs was created and called as index registry.
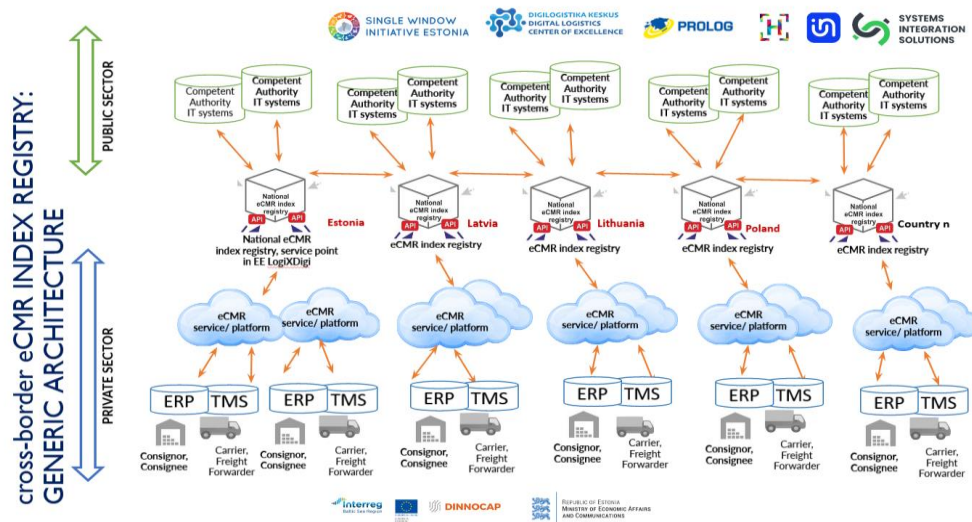

The process of establishing implementing acts for eFTI is ongoing at European Commission and it is an honour to note that the architecture that was tested during these above mentioned pilot projects proved to be also the preferred option for eFTI technical architecture (chosen from the 8 different options).

The findings from the pilot projects lead to the understanding that the architecture needs a middle layer - a National Access Point or now called **an eFTI Gate** in order the cross border data Exchange to function. In 2022 Estonia conducted an analyses on Estonian National Access Point[2] which provided a comprehensive and

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exhaustive mapping of the different options, solutions, risks and threats for the location of NAP (eFTI Gate), taking into account the legal and economic specificities of the different economic sectors.

NATIONAL ACCESS POINT (NAP) within eFTI ARCHITECTURE

Source: Digilogistika Keskus
Hurt, Mering, Lüpges (2022)
ESTONIA. NAP ANALYSIS STUDY 2022
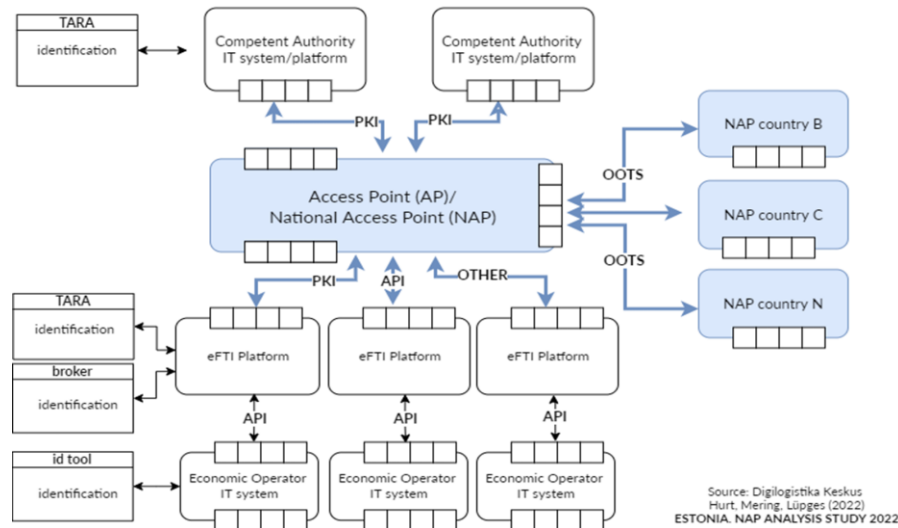
Estonia as a lead partner together with project partners from Finland, Lithuania, Germany, France, Italy, Portugal, Austria and Belgium and observers from Spain, Ireland and the Netherlands submitted an application for CEF funding in January 2023 – project called **eFTI4EU**. The goal of the eFTI4EU Project envisages to establish harmonised rules for trusted networks of eFTI Gate platforms and its components. Project involves in total, 22 different partners (public and private) in the project. The budget is 28.3 million euros and in case of the positive decision from the CINEA, the project will last three years – from 2023 to 2026.

By this autumn is more clear if the CEDR RFT workgroup will tender out *Intelligent Access as a part of the digital transformation of road freight transport* research program what takes together all EU and other pilots in above mentioned areas and explores how Intelligent Access can be used as a part of the digital transformation of road freight transport, automated transports included.

Keywords: Intelligent Access; Estonian VELUB System; OBW Automated Mass Control Integration; CEDR Road Freight Transport (RFT) workgroup; Estonian eCMR and e-waybill development; EU eFTI regulation

[1] Link to the Final Report