TECHNICAL DESCRIPTION (PART B)

COVER PAGE

Part B of the Application Form must be downloaded from the Portal Submission System, completed and then assembled and re-uploaded as PDF in the system. Page 1 with the grey IMPORTANT NOTICE box should be deleted before uploading.

Note:

Please read carefully the conditions set out in the Call document (for open calls: published on the Portal). Pay particular attention to the award criteria; they explain how the application will be evaluated.

The term 'project' used in this application form and other documents is synonymous to the term 'action' used in the CEF Regulation 2021/1153.

PROJECT	
Project name:	eFTI for Europe
Project acronym:	22-EU-TG-eFTI4EU
Coordinator contact:	MS Estonia EVA KILLAR, eva.killar@mkm.ee
Starting date	01/04/2023
Duration	36 months

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#@PRJ-SUM-PS@# [This document is tagged. Do not delete the tags; they are needed for the processing.]

PROJECT SUMMARY

Project summary
The **efficiency of freight transport and logistics is vital for the growth and competitiveness** of the Union economy, the functioning of the internal market and the social and economic cohesion of all regions of the Union. Digitalisation of transport documents and implementing a seamless paperless information exchange between businesses and authorities has been a major challenge. The aim of Regulation EU No 2020/1056 on electronic Freight Transport Information (in short "eFTI Regulation")1 is to foster an apply **the digitalization of freight transport and logistics** to reduce administrative costs, improve enforcement capabilities of competent authorities, and enhance the efficiency and sustainability of transport. Aim is to also support the shift from paper based supply chains towards digital processes. **By the eFTI Regulation, the competent authorities will be required to accept information made available electronically**, that is whenever economic operators are obliged to make information available as proof of compliance with requirements laid down in Union legal acts covered by the Regulation. Based on the work so far, in 2023 the Delegated Act on eFTI Data Set and Subsets, the Implementing Act on common rules for authorities and the Implementing Act on requirements for eFTI platforms and service providers will be published by the European Commission. In 2024, the rules on certification of eFTI platforms and service providers will be set upon a dedicated Delegated Act. By August 2025 all EU Member States need to have proper aligned systems in place, which allow their competent authorities to accept electronic freight information presented by economic operators, e.g., when a transport is checked. **eFTI4EU starts exactly there - between the implementing and delegated acts texts and the final interoperable implementation of the technical systems.**

[1] eFTI Regulation 2020/1956, https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32020R1056

The project encourages Member States to join forces, face the upcoming eFTI requirements, work jointly on common specifications and take profit of a well harmonized European wide eFTI exchange environment according to the regulation.

The consortium is led by the most committed EU Member States that are willing to quickly kick off and start up the eFTI operations in their country supported by some selected consultant companies with the most experienced EU eFTI experts already cooperating with DG MOVE for the implementation of Regulation 1056. Namely:

- *Nine (9) Member States as full beneficiaries (Estonia, Germany, Finland, France, Italy, Portugal, Austria, Lithuania, Belgium); they are participating with their Ministry in charge of the eFTI implementation and / or with internal Agencies acting on their behalf and /or in cooperation with selected IT companies for the pilot development*
- *Three (3) Member States participating as observers (Ireland, Spain and the Netherlands)*
- *Four (4) eFTI Consultant Companies with top level expertise in eFTI (PortExpertise, 51Biz Luxembourg Digilogistika Keskus, Circle)*
- *Three (3) IT companies providing software development for the pilots in their countries (Circle IT, Imprimerie Nationale FR, LT Normalis Tech LT)*
- *One (1) international interministerial cooperation partnership in the Baltic area working under the Nordic Investment Bank*
- *Two (2) other beneficiaries for the specific eFTI implementation in Lithuania (Transport Innovation Association and State Enterprise Klaipeda)*

The project will be complemented by specific companies that will be subcontracted both for the eFTI expertise and to develop the eFTI pilots for the countries that decided to outsource this activity.

eFTI4EU has a total eligible costs of 28.352.625 EUR and a duration of 36 months with a work plan that has been carefully identified in order to match with the overall eFTI implementation process led by the European Commission DG MOVE.

Due to the tight timing planned for the eFTI implementation (see eFTI time plan in the next section) the participating Member States and the other beneficiaries agreed to start preparations as early as possible. **Therefore eFTI4EU is planned to start in April 2023 at latest.**
A first eFTI4EU meeting is already planned in Germany at the end of April.

#§PRJ-SUM-PS§# #@REL-EVA-RE@# #@PRJ-OBJ-PO@#

0. PROJECT DESCRIPTION

Project description, scope and objectives

Describe the project scope, main goals and objectives, as well as the technical data.

Please use the following structure:

- *Overall objective*
- *General description and context — describe the context, including political priorities and if the project is part of a bigger project ('global project', including projects of common interest)*
- *Location — mention where on the network/corridors the project will be implemented*
- *Justification — describe the current situation and needs analysis*
- *Specific objectives — list and link them to the work packages used in section 6*
- *Expected outcomes and results — include facts and statistics (for instance, quantitative information expressed in km, MVA, Bcm/y, kV, bar, etc.).*

Overall objective

The overall objectives of the Project are fully aligned with the overall aim of Regulation EU No 2020/1056 on electronic Freight Transport Information (in short "eFTI"):

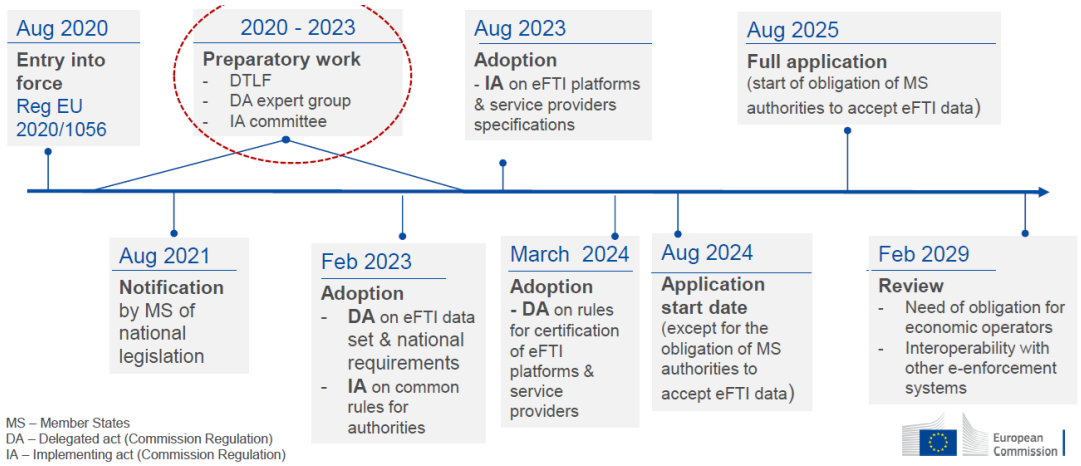
- to encourage the digitalisation of freight transport and logistics
- to reduce administrative costs, improve enforcement capabilities of competent authorities,
- and to enhance the efficiency and sustainability of transport.

The **specific objectives** that are then translated in the work plan are:

- to identify, by means of country-specific roadmaps, inter alia, the inventory of existing reusable systems, requirements for national eFTI implementation, resource needs (financial and technical) and requirements for the long-term operation of the eFTI exchange environment;
- to analyse the DA and IA introduced by the EU Commission and jointly translate them into harmonised technical specifications, thus providing member states with solid specifications, e.g. for the development/tendering of an eFTI gate;
- to develop national and cross-border test strategies to test the eFTI exchange environment;
- to develop a strategy for an open source reference implementation of an eFTI gate on top;
- to develop an agreed governance model that describes general rules for eFTI gates and the maintenance of the specifications
- to test and pilot
    - eFTI gate to competent authorities data exchange,
    - eFTI gate to eFTI platforms data exchange
    - eFTI gate to other eFTI gates data exchange
    - eFTI gate to other liked systems data exchange
- to support a wide communication, awareness raising, and cross fertilisation and capacity building activities supporting an harmonised eFTI development including;
    - a set of communication /information / training tools
    - a set of national events in which MSs will communicate eFTI to EOs and to a broader public.
    - a set of European workshops for very specific detailed issues.
    - 3 yearly eFTI conferences
    - a series of workshops / on site visits
    - onboarding trainings (webinars) and a set of training courses

This will be organised in 4 Work Packages with specific outcomes as described in the workplan.

The work plan has been carefully identified in order to match with the overall eFTI implementation process led by DG MOVE.



General description and context

By the eFTI Regulation, the competent authorities will be required to accept information made available electronically, that is whenever economic operators are obliged to make information available as proof of compliance with requirements laid down in Union legal acts covered by the Regulation.

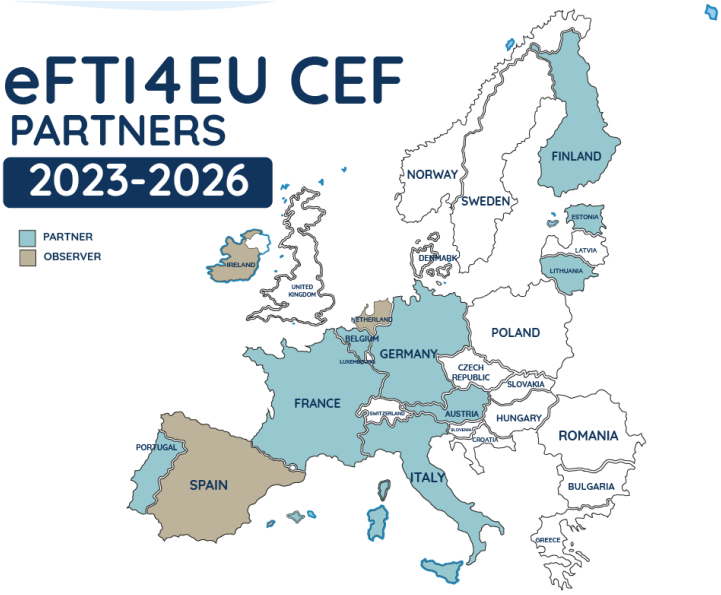
Based on the work so far, in 2023 the Delegated Act on eFTI Data Set and Subsets, the Implementing Act on common rules for authorities and the Implementing Act on requirements for eFTI platforms and service providers will be published by the European Commission. In 2024, the rules on certification of eFTI platforms and service providers will be set upon a dedicated Delegated Act. By August 2025 all EU Member States need to have proper aligned systems in place, which allow their competent authorities to

accept electronic freight information presented by economic operators via certified eFTI-platforms, e.g. when a transport is checked.

Location

The scope of the eFTI4EU project includes all 27 Member States, modes of transports (road, rail, inland navigation, air and maritime) and administrations that are impacted by the EU 2020/1056 regulation. This will be achieved by a European eFTI reference architecture and its cross-border pilots. Ultimately, the project will support the vision of generating digital and vibrant eFTI Core Network Corridors from North to South and across the EU.

The project will be executed in 9 EU Member States (Estonia, Germany, Finland, France, Italy, Portugal, Austria, Lithuania, Belgium) with cross border pilots that will also be exploited in all the 9 Core Network Corridors.



eFTI4EU Project Partners

TEN T Corridors

Justification

The project eFTI4EU starts exactly between the provision of the eFTI implementing and delegated acts and the final interoperable implementation of the technical systems. The project encourages Member States to join forces, face the upcoming eFTI requirements, work jointly on common specifications and take profit of a well harmonised European wide eFTI exchange environment according to the regulation.

Through the eFTI regulation, the EU wants to boost and harmonise the digitalization of logistics and transport. For companies eFTI provides a good opportunity to move from paper documents to digital data exchange and hence streamline their own processes. Based on industry comments the savings can be above 10€ per digital cargo document from the process point of view.

While the deadline to implement eFTI is getting closer (operational in August 2025) all authorities in the EU Member States need to speed up and prepare to meet the upcoming requirements in a rather quick manner - e.g. they need to join together and agree on rules to manage cross-border eFTI dataset requests, set up their data exchange readiness and instruct local/international eFTI platforms on the connectivity.

In other words, based upon the regional differences, existing or new platforms and ecosystems have to be integrated or made interoperable across the EU in a way that all competent authorities could equally well exchange the required data - a task that a single Member States (MS) cannot solve alone.

The questions of MS currently in air:

- On which (certified) eFTI Platform can an authority find the appropriate eFTI Data Set in case of a check?
- How can an authority trust and verify transport information that is presented in an electronic format?
- How can an economic operator trust and verify that a public officer has the mandate to request transport information
- How to define the rules and set up national query systems to fit all international destinations for queries?
- How (if) should a MS set up an eFTI Gate without “discovering” its rules on its own?
- How to set up a well-functioning eFTI architecture and eFTI Gate?
- How can economic operators be encouraged to accept and use the implementation of eFTI?
- How does the budget and funding calculation timeline for MS look like (individual implementation roadmaps)?

To face this challenge Digital Transport and Logistic Forum Experts join together with various national and regional authorities they already cooperate with.

The foundation of the project will be based on the eFTI Regulation and the related IAs and Das that will serve as starting points for all the project activities.

The project follows the vision of eFTI that this task can be efficiently managed by an architecture comprising a federated, coordinated (harmonised) and trusted eFTI network. Therefore, e.g. existing systems (UNECE eDGTI dangerous goods system), EU building blocks and proven practices of previous CEF and Horizon projects (e.g. FENIX FEDeRATED, DIGINNO Proto, etc.) could be reused and, if necessary, adapted to fulfil the eFTI requirements (Delegated Acts - DAs- and Implementing Acts - IAs).

In order to get an overview of the current state of eFTI development in the Member States, the project supports the creation of individual roadmaps for all participating Member States, which serves for further cooperation and as a foundation for joint specifications.

Following the project vision, a trusted network of eFTI Gates or similar services have to be developed. For that, the project envisages support in planning, organising and coordinating harmonised rules for platforms and components. The national ecosystems which manage the data exchange between eFTI Gate and eFTI Platforms can be different and to some extent the functional and technical national or regional eFTI Gate structure could be different. Yet, they all have to communicate with each other in cases of authority queries on eFTI datasets. Eventually new mechanisms could be built on jointly evolved building blocks. Jointly developed and used building blocks will be tested and piloted to ensure interoperability.

Frontrunner MS will do first developments / implementations and perform (cross-border) interoperability pilots and checks. For the harmonised eFTI data exchange common open-source solutions or modules will be specified and used. This requires a common understanding of rules and specifications to be followed

Work Plan

eFTI4EU Partners and associated partners join forces to:

WP1 Horizontal Alignment collect authorities' road maps and support an exchange and common understanding of requirements and preparatory works to implement eFTI

- cooperate with European or corridor-specific initiatives related to specific transport modes or goods. For example, Inland Navigation
- analyse and implement B2A (national and cross-border) eFTI processes on functional level and in a harmonised way
- initiate a comprehensive cross-member state co-development of the eFTI exchange environment to ensure interoperability
- think beyond implementation and develop eFTI Gate strategy and governance (e.g. maintenance and service level agreements)
- to enable day-2-day operation by addressing topics like legal implementation, certification and accessibility

WP2 National and Corridor Pilots

- focus on capability and usage of eFTI Gates
- integrate national and corridor B2A eFTI processes on functional level for all transport modes
- enable pilot planning, collaboration, testing (in particular with regard to interoperability) and knowledge sharing

WP3 Communication, Dissemination & Capacity Building disseminate the result and accelerate the eFTI implementation for other member states that do not join the project

- involve external stakeholders to promote eFTI (in particular economic operators which should make use of the opportunity of digitalised transport information).

WP4 Project Management

- ensure the smooth (administrative) progress of the project and fulfil the planned activities with the possibility to meet unforeseen challenges

Expected outcomes and results

Project participants will take profit of:

- pioneering information and knowledge about eFTI;
- shared resources, co-creation and co-development for eFTI;
- profound information and lessons learnt about eFTI architecture and pilots;
- reference architecture to support eFTI implementation;

In detail the project (that is a **study including pilots**) comprises the following:

Studies:

- Provision of national and regional eFTI roadmaps
- Participation in the horizontal alignment work package to promote harmonisation of eFTI development and interoperability between Member States. This also covers the specification and the common co-development of eFTI reference implementations (eFTI platform and eFTI Gate)
- Communication and dissemination, knowledge sharing activities in the MS to promote eFTI

Pilots:

- Development and piloting of an eFTI gate aligned with the jointly specified and developed reference implementation, which could lead to a system that becomes operational in 2025
- eFTI gate pilots cover the following communication paths:
    - eFTI gate to competent authorities
    - eFTI gate to eFTI platforms
    - eFTI gate to other eFTI gates
    - eFTI gate to other liked systems

Global projects

If the project is part of a global project (including projects of common interest (PCI), if applicable), provide the following information:

- *Objectives of the global project*
- *General description and context — specify how the project fits into the global project*
- *Justification — problems, needs and issues addressed by the global project*
- *State of play, results and objectives achieved by the global project so far*
- *Parallel projects — describe which other parts of the global project are to be implemented in parallel and their links to the project*
- *Timetable — describe the timetable of the global project and the interdependence with the timetable of the project; explain how the project will impact the progress of other activities which are part of the global project.*

The efficiency of freight transport and logistics is vital for the growth and competitiveness of the Union economy, the functioning of the internal market and the social and economic cohesion of all regions of the Union.

The overall aim of Regulation EU No 2020/1056 on electronic Freight Transport Information (in short "eFTI") are

- to encourage the digitalisation of freight transport and logistics
- to reduce administrative costs, improve enforcement capabilities of competent authorities,
- and to enhance the efficiency and sustainability of transport.

The movement of goods, including waste and dangerous goods, is accompanied by a large amount of information which is still exchanged mainly in paper format among businesses, and between businesses and competent authorities. The use of paper documents represents a significant administrative burden for logistics operators and an additional cost for logistics operators and related industries (such as trade and manufacturing), in particular for SMEs, and has a negative impact on the environment.

The Global Project is the full adoption of eFTI by Member States in all modes and different cases including waste shipment and dangerous goods.

The project is the first action of the Global Project and includes the activities described in the previous paragraph.

It contributes to the Global Project through:

- support Member States, Competent Authority and Economic Operators towards and harmonised eFTI implementation
- translating Delegated Acts and Implementing Acts in a common reference implementation
- supporting the creation of and effective eFTI environment
- delivering robust pilots

1. PRIORITY AND URGENCY

1.1 TEN-T network — Project of common interest (PCI)

TEN-T network — Project of common interest (PCI)

Explain why the project is considered a project of common interest (PCI) within the meaning of Article 7 of the TEN-T Guidelines and how it contributes or links to the core and/or comprehensive network.

Does it contribute to realising corridor work plans and implementing acts pursuant to Article 47 of the TEN-T Guidelines?

Does the project (or global project) produce a network effect by linking with or complementing other TEN-T/CEF actions?.

⚠ *Don't forget to also encode this information in the Application Form Part A in the General information section.*

eFTI4EU is in line with Art.7 contributing to the development of the trans-European transport network through the measures promoting the resource-efficient use of the network.

The Project will generate significant European value added as it contributes to all four categories of objectives set out in Article 4 of the TEN-T Guidelines:

a) Cohesion through defining measures and recommendations to improve accessibility and connectivity to all regions of the Union, reducing the IT infrastructure quality gaps between Member States; improving the interconnection between long-distance international transport and regional and local traffic.

b) Efficiency through improving interoperability in national /international multimodal transport networks; different transport modes will be better integrated and interconnected thanks to the results of initiatives; economically efficient and high-quality TEN-T transport chains will be promoted contributing to further economic growth and competitiveness; efficient use of existing infrastructure will be fostered; pilots will demonstrate that innovative technological and operational concepts can be applied in a cost-efficient way.

c) Sustainability through contributing to the objectives of low greenhouse gas emissions, low-carbon and clean transport, reducing external costs and increasing environmental protection as EFTI4EU will favour a more efficient use of the different transport modes.

d) Increasing the benefits for its users through meeting the mobility and transport needs of its users within the Union; increasing interoperability, which will ensure quality, efficiency and sustainability of transport services, particularly for rail and inland waterways transport.

In line with art. 47, the Project will also contribute to efficient use of infrastructure, safe and environmentally friendly intermodal connections in the all the 9 Core Network Corridors (CNC).

Stakeholders of these CNCs participate in eFTI4EU stakeholder's platform and results of this project will be presented periodically in CNCs meetings and stakeholders fora.

The project will be carried out in compliance with relevant Union and national law, in particular with Union legal acts on the environment, climate protection, safety, security, competition, state aid, public procurement, public health and accessibility.

1.2 Call objectives and priorities

Call objectives and priorities

Explain how the project contributes to the objectives, priorities and expected results of the topic under which it is submitted.

The general objective of the call CEF-T-2022-SIMOBGEN-eFTI-WORKS is to modernise transport infrastructure on the Core and Comprehensive Networks of the TEN-T.

Specifically, in accordance with the Article 9(2)(b)(ii) of the CEF Regulation, studies and / or works, will be supported, which support Member States to develop and implement IT platforms and processes in accordance with the eFTI Regulation (Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33)).

eFTI4EU fulfils exactly the call objectives and priorities, since it considers the development of all of the components of the systems/IT platforms to be used by the competent authorities to access and process information electronically in accordance with the provisions of the eFTI Regulation and its implementing and delegated acts, including:

- Pilot testing of exchanges with IT platforms of the economic operators (when adapted to meet the specifications for eFTI platforms in line with eFTI implementing and delegated acts*)
- Knowledge and good practice sharing with other Member States, including technical implementation guides
- Communication measures aimed at awareness raising and training of responsible officials in the competent authorities concerned

Digital platforms developed under eFTI4EU aim to be accessible for use by all operators on a non-discriminatory basis.

The project contributes strongly and has a supporting impact on the European Commission documentation and decision-making in member states on the practical and legislative implementation of eFTI. The project contributes to the works and specifications of the same eFTI Regulation that it is aimed to implement and seek solutions for.

The studies conducted will be an effort to fill in gaps and align specifications across borders and the pilots serve as contact points and possible testbeds for the members states and European Commission, the businesses and platforms that are to be developed within and aside the project. Both the organisations in member states of the project implementation and in the member states beyond are welcome to reap the practical benefits of the pilots while they are being developed and also while those are being implemented.

The output of the project and its deliverables are direct tools and input for policy making and development and pooling of best practices on eFTI and digitalisation of transport and trade data through the application date of eFTI on August 2025 trhough the period after reflecting also towards the assessment of the Regulation and needs for the amendments or further specifications for the next stages of decision-making for the full eFTI implementation in segments that might need a longer transition period.

1.3 EU added value

EU added value

Explain the effects of the project from the perspective of the EU interest and how it contributes to the objectives set at European level.

The Project will support the implementation of a key EU Regulation in terms of the effective digitalisation in the transport sector and that this is the highest EU added value that the project can bring,

Moreover, there are some other relevant added values in other areas,

Climate change and digitalisation are two global megatrends that will continue to shape EU policy for decades. The European Green Deal introduced policy shifts in the EU in these areas with the two being linked more explicitly at a political level. The synthesis of these policy areas has also been accelerated by the EU recovery package (RRF), which requires EU Member States receiving coronavirus-recovery funds to make significant investments in both areas.

Furthermore, the European Commission's (EC) Communication "Shaping Europe's digital future"/ Digital Europe Programme[2] provides some details about its vision for the role of digitalisation in achieving climate ambitions and the Sustainable Development Goals (SDGs).

Additionally, the EC Sustainable and Smart Mobility Strategy' lays the foundation for how the EU transport system can achieve its green and digital transformation and become more resilient to future crises. Namely in terms of innovation and digitalisation the strategy foresees to make **connected multimodal mobility** a reality and to boost **innovation and the use of data and artificial intelligence** (AI) for smarter mobility.

In this respect, eFTI4EU supports investment in Europe's transport digital infrastructure with beneficial consequences on the environment, thus supporting the twin green and digital transition, and contributing to the ambitious targets for the **European Green Deal[3] and the Digital Decade[4].**

It will support the goals of the Smart and Sustainable Mobility Strategy laying the foundation for how the EU transport system can achieve its digital transformation and become more resilient to future crises.

1.4 Cross-border link

Cross-border link

Is the project related to one of the cross-border links listed in Part III of the Annex to the CEF Regulation read in conjunction with Article 2(h) of the CEF Regulation and Article 3(m) and 3(p) of the TEN-T Guidelines?

Note:

[2] Digital Europe Programme, Digital Europe Programme | European Commission (europa.eu)
[3] European Green Deal - https://ec.europa.eu/info/strategy/priorities-2019-2024/european-green-deal_en
[4] Digital Decade, https://ec.europa.eu/commission/presscorner/detail/en/ip_21_983

Grants for works addressing a cross-border section may benefit from a higher funding rate (Article 15(2)(a)(i)) of the CEF Regulation). A joint application is strongly recommended, as a demonstration of the good coordination between the partners. Single applicant proposals can be considered as addressing a cross-border section, but need to demonstrate the commitment of all the countries involved.

Continuity of PCI or core network corridor	
Is the project located on a section which ensures the continuity of a project of common interest between the nearest urban nodes, on each side of the border of two Member States or between a Member State and a neighbouring country? *or* *Does the project ensure, via a neighbouring country, continuity of a core network corridor between two Member States?*	NO

If YES, explain how the project (or part of it) fulfills these conditions. Indicate which Member States/neighbouring countries are concerned and which activities each of them will be carrying out in the framework of the project. Please indicate which core network corridors are addressed (if applicable).
Insert text

High degree of integration in the planning and implementation	
Does your project involve a high degree of integration in the planning and implementation, in accordance with Article 15(2)(e) of the CEF Regulation (for instance through the establishment of a single project company, a joint governance structure, a bilateral legal framework or an implementing act pursuant to Article 47 of the TEN-T Guidelines)?	NO

If YES, describe the main elements of this integration and attach appropriate evidence in annex.
Insert text

Written agreement between the States concerned *Actions involving a cross-border link are eligible only if there is a written agreement between the States concerned.* ⚠ *Agreement of the proposal by the Member States does NOT substitute the written agreement.*	
Have the Member States/neighbouring countries concluded a written agreement at appropriate level relating to the completion of the cross border link (in accordance with Article 7(1) of the CEF Regulation)? *Put N/A if the answer to the first question above is NO.*	NO

If YES, describe the main elements of this agreement and attach a copy of it in annex.
Insert text

Other joint commitments *Such commitments could relate, for example, to a common financial plan or coordinated financial plans, a common timetable for the works, including a coordinated date of opening of service, agreement on coordinated procedures for assessing environmental effects and other similar arrangements.*	
Have the Member States/neighbouring countries made other joint commitments regarding the project?	NO

If YES, clarify and give details. Attach copies of the related documents (in particular legally binding agreements, if any).

1.5 Integrated management

Integrated management structure	
Is your project a cross-border link project (see section 1.4) which will be carried out by an integrated management structure (including joint ventures, etc), in accordance with Article 15(2)(e) of the CEF Regulation ?	NO
If YES, describe the main elements of this agreement and attach a copy of it in annex.	

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1.6 Synergies

Synergies

Describe possible synergies with other CEF sectors (Energy and Digital) or other EU programmes (Resilience and Recovery Facility (RRF), Digital Europe, Horizon Europe, Structural Funds, etc.).

Indicate if the project includes synergetic elements eligible under another CEF sector within the meaning of Article 10(2) of the CEF Regulation (and, if yes, describe the sector and the elements).

Indicate if the project will benefit from funding from another programme (and, if yes, explain which part of the project, which EU programme and provide the project reference of the other programme).

Overall synergies

For the project, significant preceding work has been done in previous projects within most of the beneficiaries both within the previous European and regional projects, both EU and other funding-based.

For the key synergies, the learnings from the European Commission stakeholder, expert group Digital Transport and Logistics Forum (DTLF) consultation expertise and documentation will be onboarded and extended. Based on the already mapped alternatives and preferences, the evolution of the eFTI4EU will be extending the already existing knowledge, developments and networks.

From projects, most valuable for the eFTI4EU and most related to the eFTI-Gates are the exchange and search mechanisms for Dangerous Goods (UNECE) and for the electronic road transport consignment note eCMR (UNECE).

For using the search mechanism and data at source principle (of access point and now eFTI Gates), DIGINNO, DIGINNO Proto and DINNOCAp projects in the Nordic-Baltic area have proven the concept via a dedicated pilot prototype, both as IT solution and testing platform between several access points.

Specific synergies within CEF

FEDeRATED

The FEDeRATED project is an EU Member State driven initiative to contribute to the establishment of a viable federated network of platforms for data sharing in the freight transport and logistics domain at EU level (and beyond). The main objective of the project is to enable a smooth and effective public involvement with logistic chains for the execution of public duties, such as eFTI. The project builds upon the work and recommendation of the Digital Transport and Logistic Forum (DTLF) to create such a viable and valid federative network of platforms as an enabler for Business to Administration (B2A) and Business to Business (B2B) data exchange and sharing. During the project beneficiaries have done

some pre-eFTI piloting actions that have been used to design the eFTI4EU project also. In 2023, according to its planning, the FEDeRATED Action will ultimately deliver the building blocks (templates/Master Plan) for developing an EU future proof data sharing infrastructure for freight transport and logistics established through testing sites with participation of various supply chain operators.

The Leading Principles of the FEDeRATED project shall be the functional requirements and technical specifications, resulting as a validated Master Plan, including a Toolbox and "How To" guidebook, in 2023. The various aspects laying down the foundations of a federated infrastructure provision shall cover the following functionalities (global features – the FEDeRATED stack), closely related to DTLF Subgroup II recommendations and FEDeRATED Activity 2 work, i.e.

a) Semantics with (open) standards

b) Identity and Authentication - Determining the identity of a person/organization/'thing' from a recognised provider

c) Access points and control - determine what data a person has access to and to identify the points for integrating organizations with or unlocking IT services (GUI) of the infrastructure

d) Findability - Search systems with metadata - findability of all kinds of data (cargo, qualifications, certificates, electronic documents) for supervisors and enforcers

e) Governance principles

For practical purposes the FEDeRATED Activity has identified the federated network of platforms as "an infrastructure provision containing a set of arrangements and technical applications to enable data in existing IT systems (platforms) of companies and public administrations to become available to authorized users through a publish and subscribe approach". The feasibility of the infrastructure provision will be concretely identified through a multitude of Living Labs.

eFTI will be integrated into several FEDeRATED Living Labs, which along with the FEDeRATED Leading Principles will be utilized for the planning of the eFTI4EU project and its pilots as of 2023. Thus most of the work done in the project can be used as foundation and building blocks for eFTI implementation and eFTI4EU project. more info: http://www.federatedplatforms.eu/

FENIX

While FEDeRATED Activity focused on more fundamental data sharing issues, the FENIX project focused on way more scalable piloting of platform federations. Fenix was also initiated by the work and recommendations of the European Commission's Digital Transport and Logistic Forum (DTLF) to create a viable and valid federative network of platforms as enabler for Business to Administration (B2A) and Business to Business (B2B) data exchange and sharing by transport and logistics operators.

The FENIX objectives were to:

- overcome fragmentation and lack of connectivity around ICT-based systems for logistics decision making
- interconnect the different digital platforms and harmonize the services they offer
- ensure interoperability and common protocols for supporting data sharing services
- facilitate horizontal collaboration within the Logistics Solution Companies and act as a technology neutral open-solution
- enable data sharing in the form of digital corridor information systems serving the European logistics community

A key result of the FENIX project at its closing in 2022 was the well tested FENIX connector, which provides an interface for federation of platforms. These learnings will also be utilized in the eFTI4EU project and its pilots as of 2023.

RISCOMEX and RISCOMEX II (Inland Navigation)

RIS COMEX is a CEF funded multi-Beneficiary project aiming at the definition, specification, implementation, and sustainable operation of Corridor RIS Services following the results of the CoRISMa study. RIS COMEX started in the course of 2016 and is operational since June 2023. The project area covered altogether 13 different European countries.

The EuRIS and the CEERIS portals are the main deliverables of the RISCOMEX CEF project.

EuRIS provides skippers an access to all information required by skippers, vessel owners or logistic operators on the main European waterways. Barge operators can register their vessels and follow their

route, receive a message when one of your vessels passes a certain point on the network. As the owner of the information, the barge operator is always in charge of who is allowed to see which information.

The EuRIS and CEERIS information platforms will be extended during the CEF RISCOMEX II follow-up project to provide an integration of the movement of the vessel with the movement of the cargo. As such RISCOMEX II will provide the information that is necessary for the implementation of the EU 2020/1056 eFTI regulation.

The participation of INE (Inland Navigation Europe) as an observer of the eFTI4EU project will ensure a periodic alignment role between MS implementing their national eFTI roadmap and the eFTI roadmap for inland navigation at a corridor level.

Synergies with other funding and RRF

Some Member States may use RRF funds to support the overall eFTI implementation.

#§COM-PLE-CP§#

1.7 Dual-use potential (civilian-defence)

Dual-use potential (civilian-defence) *(for Military mobility topics)*

Describe the potential of dual-use (civilian-defence).

Not applicable

#§PRJ-OBJ-PO§# #§REL-EVA-RE§# #@MAT-URI-MU@#

2. MATURITY

2.1 Readiness and technical maturity

Readiness and technical maturity

Provide information about the readiness and technical maturity of the project.

For every work package, describe the precise state of preparation (e.g. terms of reference ready, tendered, contract signed, started, etc. If any activities of the project have already started, indicate more precisely their current status of implementation.

Describe how the implementation of the project (and, if applicable, of the global project it is part of) depends on the results of past or on-going feasibility or technical studies. For projects with high technological value (such as infrastructure crossing natural barriers, intelligent traffic management systems, cooperative ITS, or airspace initiatives), provide additional information on the foreseen technology, type of communication, and materials.

Explain if there are any further dependencies that are critical to the start and completion of the project such as connection to grid or other utilities, access to and use of land, etc. Indicate if such authorisations have been obtained already or when they are planned for.

The eFTI regulation and the preparation work on EU level is still ongoing and during the 2023 most of the regulative actions needs to be decided. However, at the same time the main conceptual framework for eFTI is understood and the implementation deadline is getting closer. Thus, it must be stated that all eFTI development actions and works need to follow an agile development cycle, where parallel EU regulation work must be monitored continuously.

The project eFTI4EU is designed so that it will provide maximal support for member states and thus it starts exactly where eFTI development is meant to be in summer 2023 - between the implementing and delegated acts texts and the final interoperable implementation of the technical systems.

It is important to stress again that the foundation of the project will be based on the eFTI Regulation and the related IAs and Das that will serve as starting points for all the project activities.

Namely in 2023 the first DA (on data model) and IA (on the technical specification of the eFTI gate) will be released. Ongoing works are in execution with all the 27 MSs that are regularly aligned on the progresses. This will assure a robust readiness and maturity level although there are still some open questions regarding the technical solutions for interoperability, data exchange, identification-authentication-authorization for example. However, the aim of the project is to produce reference

architecture, which will tackle all of these issues also and provide that for the MS, so that they can utilize it effectively in their national implementations.

The **composition of the consortium** support the readiness of the proposal and the technical robustness of the team.

9 Member States as full beneficiary

Estonia

- MAJANDUS JA KOMMUNIKATSIOONIMINISTEERIUM (ministry in charge)
- Digilogistika Keskus (supporting consultant and IT specialist)

Germany

- BUNDESMINISTERIUM FÜR DIGITALES UND VERKEHR (ministry in charge)
- Bundesamt Logistik und Mobilität (supporting Agency)

Finland

- LIIKENNE JA VIESTINTAVIRASTO (supporting Agency acting on behalf of the ministry in charge)

Austria

- BUNDESMINISTERIUM FUER KLIMASCHUTZ, UMWELT, ENERGIE, MOBILIÄT, INNOVATION und TECHNOLOGIE (ministry in charge)
- Schieneninfrastruktur-Dienstleistungsgesellschaft MBH (supporting Agency)

Italy

- MINISTERO DELLE INFRASTRUTTURE E DEI TRASPORTI (ministry in charge)
- RAM (supporting Agency)
- Circle (supporting eFTI consultant and IT specialist for pilot implementation)

France

- MINISTERE DE LA TRANSITION ECOLOGIQUE (ministry in charge)
- IN Continue et Services (supporting consultant and IT specialist for pilot implementation)

Portugal

- INSTITUTO DA MOBILIDADE E DOS TRANSPORTES, I P (supporting Agency acting on behalf of the ministry in charge)

Lithuania

- LIETUVOS RESPUBLIKOS SUSISIEKIMO MINISTERIJA (ministry in charge)
- Transporti Innovation Association (supporting consultant)
- Normalis Tech (supporting consultant and IT specialist for pilot implementation)
- Klaipeda Port (supporting for pilot implementation for the connection between the port and the hinterland; the pilot won't be dealing with the maritime side that is covered by the EMSWe Regulation)

Belgium

- SERVICE PUBLIC DE WALLONIE (ministry in charge)
- Logistics in Wallonia (supporting non-profit community)

4 top level eFTI consulting companies

- PortExpertise and 51Biz Luxembourg, heavily involved in supporting the EC in the eFTI implementation through the Digital Transport and Logistics Forum (DTLF). Digilogistika Keskus consolidating both the expertise on DTLF consultations and team co-leading and on analysis and suggestions on eFTI Platforms and eFTI Gates requirements.

  Circle has been supporting the EC in the eFTI implementation of eFTI trough specific contracts, the latest ongoing contract with Circle and Digilogistika Keskus together supporting the DG

MOVE will l guarantee the alignment of the eFTI4EU development with the delivery of the Delegated and Implementing Acts

1 Intergovernmental initiative

- The Secretariat of the Northern Dimension Partnership for Transportation and Logistics (NDPTL www.ndptl.org), represented by the Nordic Investment Bank, is an intergovernmental initiative established by the Ministries of Transport of the participating countries and the EU in October 2009 by the Memorandum of Understanding setting out the modalities of establishing the Northern Dimension Partnership on Transport and Logistics - The currently active members of the NDPTL are Estonia, Finland, Germany, Latvia, Lithuania, Norway, Denmark, Poland, Sweden and the European Union. Geographically the Northern Dimension focuses on Northern Europe, including Baltic, Northern Atlantic, Arctic and Sub-Arctic areas. The overall goal of the partnership is to improve, in compliance with the ecological needs of the region, transport connections and logistics in the Northern Dimension region. Digitalization of transportation is, together with decarbonization, a currently highlighted NDPTL strategic priority topic. The Secretariat of the Northern Dimension Partnership for Transportation and Logistics (NDPTL), hosted by the Nordic Investment Bank (NIB). NDPTL has allocated its work for the first two years of the project because its agreed work program is set for 2020-2024.

The consortium is **complemented by other experienced top consultants** subcontracted by Members States such as AlbrechtConsult in Germany (Expert for data exchange, developer of the Dangerous Goods system architecture of the UNECE and DTLF Subgroup 1 Team 3 co-lead) and by Member States participating as observers with whom a regular interaction will be established during the project.

The composition of the consortium also shows that the eFTI4EU project connects leading eFTI MSs and experts together, which gives an extremely good starting point for the project. Most of the project participants have actively participated in the project preparations and eFTI development. Some actors have taken more concrete and pioneering roles and some have been active followers. Aim is to utilize this same division between actors during the project and hence improve the general readiness and maturity level of MSs on eFTI implementation.

WP1 – Will be built on know-how of the eFTI Expert team, that prepared this proposal, that will form the **Project Coordination Committee**; the relevant work undertaken by the PCC in eFTI matters will be reflected towards the MS requirements while creating the eFTI roadmaps, reference implementation architecture and the subsequent governance model.

The PCC members are:

- Peter Bresseleers, PortExpertise
- Alexio Picco, Circle
- Marco Gorini, Circle
- Ulrika Hurt, Digilogistika Keskus
- Heiti Mering, Digilogistika Keskus
- Matti Lankinen, Vediafi
- Lasse Nykänen, Vediafi
- Rudy Hemeleers, 51Biz Luxembourg
- Christian Lüpges, AlbrechtConsult

WP2 – Is based on the PCC team piloting experience derived e.g. from the FENIX and FEDeRATED projects, where pre-eFTI piloting is already being made. MSs will enrich this piloting with valuable real system cross-border implementation experience e.g. for Dangerous Goods in Germany and France (see political statements below) or eCMR pilots in the Nordic-Baltic region. This will be complemented through inclusion of counter parting eFTI test platforms, which will be available as a result of MS initiated projects e.g. in Estonia and Germany.

WP3 – Circle has a relevant experience in Communication and Dissemination activities in a vast range of projects across Europe (DocksTheFuture, Pioneers, 5G Loginnov, Moses, E-Bridge, Seanergy, Renew). This assures a very mature knowledge base and a quite large stakeholders database (nearly 3.500 profiled and GDPR compliant addresses in their own mailing lists).

WP4 – The Coordinator (Estonia) will be supported by PortExpertise and specifically by Peter Bresseleers that is an experienced project manager of the eFTI4EU-project. In addition to Peter´s own experience e.g. in the FENIX project the PortExpertise has more than 20 years of experience in maritime/port issues. PortExpertise has international focus on financing, legal matters, market research/audits, insurance and claims, ICT, customs, training, and market communication. It has made research assignments and project management for more than 300 port and terminal projects worldwide with agents in Europe, Middle-East and Asia. It has also been active in Worldbank and EU projects worldwide, as external advisor to EU logistics and - digitalisation projects, and assisting the big five consultancy firms in port related projects.

Together with the coordinator, and the PCC, he will have full control of the project and its reporting to CINEA.

The eFTI4EU Activities are technically mature, the beneficiaries integrate a consortium ready to develop entirely these activities, the necessary budget has been agreed and self-financing has been secured.

Complementary considerations about readiness / technical maturity which reinforce the maturity of the Project are provided below.

eFTI4EU is not an isolated project, but it is built on the results of different projects and regulatory activities conducted at national and international level.

In technical terms, as already anticipated, the work of DTLF and the outcomes of the FENIX and FEDERATED project are the foundation of the eFTI4EU.

A list of previous projects is provided as annex.

eFTI4EU goes several steps further on the way initiated by these projects in order to effectively deploy reference implementations and potential solutions with high positive impact on the multimodal transport sector. In fact, the lessons learned from those projects allowed the identification of the proposed technological solutions as the most suitable options to be implemented in a short period of time and with a high degree of impact on increasing door-to-door TEN-T efficiency and competitiveness and raising perceived quality by TEN-T operators.

The pilots in eFTI4EU constitute market sided innovation and will bridge the gap between the existing state of the art and the eFTI implementation, validating the technologies in real scenarios in real TEN-T sections. These technologies that have already been thoroughly researched but never tested in real eFTI solution will be analysed and piloted, with the objective of testing them and providing results by beginning 2024. The partners involved in the piloting activities agree that this deadline already incorporates a 15% extra margin of time just in case minor unforeseen tasks arise during the piloting activities. The commitment of the partners to the project and to the dates fixed in these activities is total and they agree that the time plan has been designed following conservative criteria.

Ex ante evaluations and feasibility studies

Provide information on ex-ante evaluations and feasibility studies (if any) and summarise the main results (and attach them as annexes).

In particular, describe the objectives, activities and policy options considered. Describe the main indicators used in the ex-ante evaluation and make reference to the appropriate statistical base. Outline the strategic and technical alternative options considered in the option analysis. Summarise the multi-criteria analysis or any other method used to shortlist the alternatives and what have been the arguments used to exclude cheaper but still relevant solutions. Summarise the shortlisted options or any other method used that led to the final selection.

If the ex-ante evaluation was carried out on a global project going beyond the scope of the project, give an overview and explain how it is linked to the project.

Clarify if TEN-T/CEF or other EU programmes have provided financial support for the ex-ante evaluations.

eFTI4EU is a study conducted through pilots that will be assessed prior to their future implementation after the project has been completed. As such, it does not need to provide a full ex-ante evaluation as the validation of the feasibility of those solutions is one of the tasks to be carried out in the Project.

However, since the start of Digital Transport and Logistics Forum (2015) a substantial list of studies lead to the current regulation on eFTI platforms. We mention a few of them:

- The Digital Transport and Logistics Forum Second Mandate (DTLF II) Subgroup 2: corridor information systems Interim report: defines the challenges as having a too high Total Cost of Ownership due to the wide range of different interfaces deployed in B2B and B2G/G2B data sharing interfaces; this current approach lacks inclusiveness, as SMEs have insufficient knowledge and financial means to invest in current methods of data sharing; the lack of harmonized interfaces leads to a variety of platform solutions focused on particular markets. In short, the current data sharing solutions hinder the creation of an open and neutral data space.
- Digitalisation of transport data is considered a digital Pillar of the Sustainable and Smart Mobility Strategy, as per Principal Adviser for Digitalisation – Smart Mobility, European Commission address to the DTLF Plenary meeting of December 2021, stating that ‘ The main objective of the Strategy and its digital pillar is to create an irreversible shift to zero-emission mobility while making the EU’s transport more efficient and resilient, which corresponds to the three pillars of the Strategy (Sustainability, Smart Mobility, Resilience of the Transport System). The Strategy is translated into 82 policy actions, structured around 10 flagship areas relevant flagships for

the DTLF are “Making connected and automated multimodal mobility a reality” and “Innovation, data, and artificial intelligence for smarter mobility”

- European Data Strategy - Mobility Data Space and Digital Europe Programme-, is to ‘create the right conditions for people, companies and authorities to share data in a secure, trust creating manner’. This is to be done by 4 key instruments, the Data Act (2022) - ensuring fairness in the allocation of data value among the actors of data economy; Implementing Act High Value Data Sets (2021) (unleashing the socio-economic potential of data as a public good; Digital Market Act (2021) - regulating market power based on data, and Data Governance Act (2020) - ensuring trust in transactions.
- The European data strategy of February 2020 announced the creation of data spaces in 10 strategic fields among which logistics. To this point the creation of eFTI platforms and national nodes is indispensable.
- DG MOVE’s ‘State of play and barriers to the use of electronic transport documents for freight transport: options for EU level policy interventions5 addressed the Member States in a detailed study on ‘the high use of paper documentation in freight transport’, causing a high administrative burden for public and private sector, blocking the full benefit of digital solutions and the elimination of paper copies of carriage contracts, consignment notes, CMR, lading way bill, Dangerous goods formalities, … .the survey also identifies problems in national authorities having nearly 30 times different requirements, transport is often cross-border and only a small number of cross border initiatives exist in digitalisation, .. Furthermore there are numerous legal and regulatory barriers (lack of appropriate legislative frameworks in the EU MS on acceptance by authorities of electronic Freight Transport Documents (e-fTD), a too large diversification of national regulations on data, acceptance, and use of e-fTD; procedural and organisational barriers (the fact that authorities still demand paper copies; The suggested policy measures that resulted from the survey are a) acceptance by MS b)Interoperability of solutions/systems (i.e. automatic reuse of data) in business-to administration communication
- a 2017 study by SAMSKIP revealed that Samskip a pPotential cost saving for the supply chain partners of at least EUR 3.2 million per year when - only - digitising the CMR (assuming 350.000 shipments in total @ lowest average of 9.26 euro per shipment)
- the World Economic Forum6 estimates the benefits of a Reduced administrative cost of compliance to $ 12 billion per year, in the air sector alone : Stakeholders would be able to handle all administrative tasks online instead of filling in paper documents. For example in the air sector, the World Economic Forum (WEF) estimates benefits of moving from paper to electronic documents up to $12 billion per year. In addition, transport players could introduce their information only once, and the data could then be made automatically available to all stakeholders that they choose. Furthermore, controls as well as tolling of trucks thanks a remote access to trucks on-board systems while these are moving could reduce unnecessary stop times.
- Currently, only 1%-3% of all cross-border shipments carry electronic freight information documents on average, ranging from 0-1% in road and inland waterways, 5% in rail, up to 40% in air transport. There are substantial inefficiencies in the handling of paper-based freight documents: incorrect completed documentation, human mistakes, poor writing and loss of documents result in poor data quality. This, in turn, leads to losses in terms of efficiency, simplification, transparency and competitiveness. Nominally, the industry spends yearly approximately 387 million hours on processing paper-based documents with an estimated cost of about EUR 7 890 million.[7]
- Further on we identify the alignment of this project with EU policy and ambitions for digitalisation of transport and logistics:
    - the European Interoperability Framework (EIF), promoted and maintained by the ISA² programme, aims at developing, maintaining and promoting interoperable systems that can act as enablers of smooth electronic data sharing.
    - A decade ago, the White Paper on Transport (COM/2011/0144)[1] acknowledged the need to improve the use of digital technologies in the freight transport sector.
    - The European Strategy for Low-Emission Mobility (COM/2016/501)

[5] https://op.europa.eu/en/publication-detail/-/publication/b187493e-0349-11e9-adde-01aa75ed71a1

[6] http://reports.weforum.org/global-enabling-trade-2013/iata/

[7] European Commission. (2018). *State of play and barriers to the use of electronic transport documents for freight transport Options for EU level policy interventions : final report - Study*, pp. 41, 47. and European Commission. (2018). *State of play and barriers to the use of electronic transport documents for freight transport Options for EU level policy interventions : final report - Study*, pp. 41, 47.

- the Digital Single Market Policy (COM/2015/192)[1] has introduced a detailed digitisation action plan, including the ICT Standardisation Priorities for the Digital Single Market
- the EU intends to develop several common European data spaces, which will allow a single market for data, as stipulated in the European Strategy for Data
- Smart and Sustainable Transport Strategy
- the European Green Deal (EGD): in which digitalisation of the transport and freight sector is key for the successful implementation of the EGD. Among others, transportation networks should become completely digital in order to benefit from the Green Deal. Moreover, electronic data should flow across supply chains seamlessly, which includes data-sharing between public administrations and businesses, and between firms themselves

This project also addresses the objectives of EU legislative framework for digitalisation of transport and logistics:

- 2017, the Commission introduced two mobility packages and the subsequent EU Member State ministers signed policy statement reiterating the need to invest in accelerating digital transformation of the public sector through the Tallinn Ministerial Resolution on e-Government
- Third Mobility Package is the Electronic Freight Transport Information (eFTI) Regulation
- INSPIRE Directive (2007/2/EC)[1] aiming to create a European-wide 'Infrastructure for Spatial Information'. It outlines 34 spatial data themes to be made available by public sector organisations for environmental utilisation, of which transport networks is defined as one of these themes.
- In addition, the intelligent Transport Systems (ITS) Directive (2010/40/EU)[2] aims at facilitating the deployment of innovative transport solutions by creating favourable conditions through the adoption of technological, functional and organisational specifications

Ex-ante preliminary identified benefits

The benefits of the eFTI Regulation are to be important to both economic operators and competent authorities. If one accounts for the time-savings, the industry would save up to 75-102 million hours saved yearly, which is the equivalent of EUR 20-27 billion over a period of 22 years (2018-2040). Specifically, the majority of the administrative cost savings would take place in the road transport sector (60%) – an industry composed of 99 percent SMEs, who will be directly impacted.[1] The eFTI Regulation will also have beneficial consequences in terms of sustainability, in addition to economic benefits. The sum of CO^2 emissions reductions are estimated to amount to a cumulative external cost saving of EUR 74 million. In addition, less congestion and waiting times are estimated so save almost EUR 300 million. On the other hand, the eFTI Regulation will ensure the availability of standardised, high quality data for monitoring and statistical purposes. This, in turn, will lead to more efficient and consistent enforcement of EU freight transport regulations and enable risk-based controls by competent authorities.[3]

Overall, the eFTI Regulation represents a significant step towards strengthening the goals of efficiency of the logistics chain, administrative simplification, and competitiveness of the sector.[8]

[8] European Commission. (2018). Impact Assessment Accompanying the Document Proposal for a Regulation of the European Parliament and of the Council on Electronic Freight Transport Information, pp. 42-50.

European Commission. (2018). Impact Assessment Accompanying the Document Proposal for a Regulation of the European Parliament and of the Council on Electronic Freight Transport Information, p. 52.

European Commission. (2018). Impact Assessment Accompanying the Document Proposal for a Regulation of the European Parliament and of the Council on Electronic Freight Transport Information, p. 49.

Political commitment

Provide information on the political commitments regarding the implementation of the project and, if relevant, on the global project, including cross-border commitments where relevant.

List and briefly describe the (formal and informal) documents demonstrating these commitments (decisions of national and regional authorities, memoranda of understanding, written agreements, national transport master plans or in sectorial strategies, etc).

At EU level, the DTLF and the European Commission emphasise the relevance of corridor information system aspects in a future pan-European architecture together with the advanced interoperable transport and logistics solutions.

Nationally, the project is a direct extension of existing political commitment in all the MSs towards furthering digitalisation in the fields of transport and logistics. The activities are formulated to ensure existing initiatives can be further upheld and developed, specifically in relation to the already mentioned Resilience and Recovery Fund in different MSs.

The political commitment is clearly shown by the nine (9) ministries and agencies directly participating in the proposal or through their own agencies plus three (3) participating as observers.All the committed MSs have secured their own budget for the eFTI4EU implementation and are ready to co-fund this project. Moreover, **many MSs are already cooperating between them in order to execute specific agreement that are indirectly supporting the eFTI implementation**.

In the following paragraphs two examples are presented.

Guidelines for the *use of RID/ADR/ADN 5.4.0.2* (use of electronic data exchange) - The regulations on the carriage of dangerous goods require a transport document to be provided with standardised information on the goods being carried. Up to now, this has usually been done in paper form. The provisions of ADR (Agreement concerning the International Carriage of Dangerous Goods by Road), RID (Regulations concerning the International Carriage of Dangerous Goods by Rail) and ADN (European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways) only permit the electronic exchange of data if the procedures used meet the legal requirements with regard to evidential value and availability during carriage at least equivalent to the procedures with written documents.The competent international dangerous goods body, the UNECE RID/ADR/ADN Joint Meeting, has developed a guideline for this purpose which describes the necessary elements of data communication in order to achieve the required equivalence.

On 30 March 2021, as the first country of the UNECE contracting parties, Germany notified the Guidelines had been legally adopted and designated a TP1 entity (similar to an eFTI Gate) in accordance with Appendix A of the guidelines. The notification is available in the Verkehrsblatt in 2021 and thus made it applicable in Germany. France planned the notification after successful field tests of proper authority applications at the end of 2022 or the beginning of 2023.

The electronic dangerous goods transport document as part of eFTI not only serves to make things easier for transport companies, but also in particular to increase the safety of dangerous goods transport. In the event of accidents, data communication makes it possible for authorities and emergency services to reliably obtain information that is important for emergency measures without endangering themselves. Further increases in efficiency can also be expected in the further processing of the data by the authorities. Therefore, eFTI plans to incorporate these benefits and the processes required to apply them to the transport of dangerous goods. This in turn will be properly implemented by eFTI4EU.

Memorandum of Understanding between the Finnish and Estonian ministries - On 15 November 2022, Finland's Minister of Transport and Communications Timo Harakka and Estonia's Minister of Entrepreneurship and Information Technology Kristjan Järvan signed a Memorandum of Understanding between the Finnish and Estonian ministries on advancing the digital transformation in the field of logistics.

The Memorandum of Understanding enables cooperation and exchange of information between the ministries in logistics digitalisation. This agreement between the two countries will facilitate cross-border transport and promote the digitalisation of transport and logistics, which directly contributes to the efficient functioning of logistics helping with green transition and sustainability. Cooperation between Finland and Estonia plays an important role in promoting the digitalisation of logistics. In Finland, cross-border cooperation is included in the government resolution on the digitalisation of logistics, published in 2021. Cooperation is expected to increase efficiency in international transport, create new business opportunities and promote the achievement of emission reduction targets. Both countries are also currently preparing for the Connecting Europe Facility (CEF)-eFTI call for proposals in line with the MoU targets.

Public consultations

Describe the public consultations carried out and the feedback received (or consultations foreseen and their timing). Provide information on the plans to involve stakeholders during the implementation.

With regards to the preparation of the Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on electronic freight transport information the Commission actively engaged with stakeholders and conducted comprehensive consultations throughout the impact assessment process. The consultation activities included: an open public consultation (OPC) organised by the Commission, running from 25 October 2017 to 18 January 2018; an SME panel survey organised by the Commission, running from 24 November 2017 to 22 January 2018; a legal survey of private and public stakeholders organised by the consultant responsible for the impact assessment support study, running from 23 October 2017 to 1 January 2018; a targeted survey of private and public stakeholders organised by the consultant responsible for the impact assessment support study, running from 27 October 2017 to 7 January 2018; 50 interviews with stakeholders, including industry representatives and national authorities, conducted by the consultant responsible for the impact assessment support study and its partners between 20 October 2017 and 15 January 2018; stakeholder meetings and workshops at several different events; five case studies examined by the consultant responsible for the impact assessment support study between 6 November 2017 and 15 January 2018.

The result was that a large majority of the stakeholder consulted — i.e. more than 90 % of the 265 SME respondents to the SME panel survey, and 88 of the 100 respondents to the OPC survey, indicated significant or at least some expected benefits from adopting electronic information exchange. Moreover, 90 % of the private companies and associations responding to the OPC indicated the **non-acceptance** of electronic transport documents/information **by Member State authorities** as a significant driver of the problem. For the **smaller companies**, the SME panel survey found that the main reason for not using electronic transport documents was that their clients and business partners do not use transport documents in an electronic format. The next most widely cited reason for this group (following closely behind) was non-acceptance by the authorities.

More importantly, around 90 % of the respondents of the OPC considered ensuring acceptance by Member State authorities, while 88% found **a legally binding approach** to ensuring such acceptance more effective than a non-binding one. 90% of all OPC respondents also indicated as important the **interoperability of B2A and B2B communications**. Similarly, 75% of the SME panel respondents indicated ensuring acceptance by authorities as a very important policy objectives, and another 13% as moderately important.

More than 70 % of both the OPC and SME panel respondents would also welcome standardised technical specifications for sharing data between logistics operators and the public administration, with 88 % of OPC respondents considering a legally binding approach more effective.

As part of the service contract MOVE/2020/OP/0015 ‘Support for development of implementations specifications for the EU Regulation 2020/1056 on electronic freight transport information (eFTI)’, project partner Circle performed detailed discussions with EU Member States representatives by means of surveys and virtual workshops in order to identify the possible technical scenarios which resulted in a report called ‘Draft sets of alternative architectural options & comparative assessment’. The document aims at describing several architectural options for the eFTI exchange environment. The document is built on the top of the eFTI regulation and of the Architecture principles for the eFTI reference architecture.

The project preparation and the application coordination team has interviewed several actors around EU from public and private sectors and at the same time the team has participated actively in DTLF work. All these discussions and knowledge has been used for preparation works and the team has tried to gather together the most relevant challenges and open questions that have been pointed out from the stakeholders. Target is that the eFTI4EU project will tackle these issues and provide profound and useful information and practices for EU MS so that they are well prepared to implement their operative eFTI systems.

eFTI4EU will involve as stakeholders several authorities, port and inland terminals, railway undertakings, railway infrastructure managers, road transport companies and IT experts that are not direct beneficiaries of this Project. As many stakeholders interested in this Project as possible will be involved in this group that will have access to the results of the activities, will be able to provide technical input and give information for the impact assessment and cost-benefit analyses on the benefits that launching for real the sFTI4EU initiatives would have on the European digital transport and logistics sector.

2.2 Status of contracting procedures and authorisations, approvals and permits

Authorisations, approvals and permits

Indicate the general project maturity in terms of authorisations, approvals and permits needed.

Not applicable being eFTI4EU a study.

Authorisations, approvals and permits (including environmental)

For each work package/task, list the authorisations or approvals needed (at governmental, regional, local level, including environmental approvals, right-of-way, state aid notification/decision, etc.) and their status and expected timeline.

Risk factors and mitigating measures (alternative solutions) if the authorisations are not obtained in time should be described in section 3.4.

Task No	Type and Description	Status	Date of award

Building permits

For each work package/task, provide information on the building permits which must be obtained.

Describe what the permit is for, the authority concerned, the size (land surface) and the kind of works concerned.

Indicate their status timeline.

Risk factors and mitigating measures (alternative solutions) if the permits are not obtained in time should be described in section 3.4.

Task No	Type and Description	Status	Date of award

Contracting procedures

Procurement in general

Indicate the project maturity in terms of procurements needed.

In order to carry out the eFTI4EU project, both public and private beneficiaries will require external procurement of services and/or materials for their solutions. The partners of EFTI4EU will carefully respect legal procurement procedures. All beneficiaries will abide by the rules on procurement contained in the respective Union and specific country legislation on public procurement. Relevant public procurement procedures will be applied to contracts signed during the reporting period of the Project by public partners.

In any case, the **best value for money criteria** will be followed.

Contracts awarded before submission of the proposal

For each work package/task, explain the contracts already awarded, their typology and status. For public procurers, please specify which procurement method has been selected (e.g. EU-wide or national; open, restricted or negotiated, etc). For private companies, please specify best value for money. Where applicable, indicate the starting dates of the awarded contracts.

Please note that we do not check or validate the procurement method you chose. The procurement must be in compliance with the provisions set out in the Grant Agreement and compliance may be checked later on (in checks, reviews, audits or investigations).

The German Ministry of Transport has already awarded a 400.000 € contract to AlbrechtConsult. The following text describes the content of this contract.

The Regulation 2020/1056 on electronic freight transport information obliges the control authorities to accept freight information electronically in the event of a control. For this purpose, information on the implementation situation in the authorities concerned must be collected and processed, and the costs of setting up and operating the system must be estimated. In addition, all implementation-relevant working documents discussed within the Digital Transport and Logistics Forum driven by the EU Commission, e.g. on technical specifications for the development of the platforms, are to be analysed and evaluated. For the regulation, Delegated (DA) and Implementing Acts (IA) being developed, which are also to be analysed and evaluated. The first DA on data (others will follow) is to enter into force as early as February 2023. In addition, working group meetings and communication tasks are to be carried out. Therefore, a public procurement has been started already in 2022.

In summary the contract comprises for Germany, the collection and evaluation of information, participation in EU IT-technical working groups, analysis and evaluation of EU working papers and proposals with regard to German implementation conditions, impact assessments, preparation of the situation in Germany with regard to the state of preparation of the authorities, estimation of the costs for the BMDV and the German authorities.

Contracts planned during implementation

For each work package/task, explain the contracts planned, their typologies and status. For public procurers, please specify which procurement method will be selected (open, restricted, negotiated, EU wide or national). For private companies, please specify how you will ensure best value for money. Where applicable, please indicate the start dates of the awarded contracts.

Please note that we do not check or validate the procurement method you chose. The procurement must be in compliance with the provisions set out in the Grant Agreement and compliance may be checked later on (in checks, reviews, audits or investigations).

The partners that require relevant external contracts in the Project have already asked for preliminary budgets from different suppliers in order to estimate the costs executing their activities and be able to produce an adjusted budget. If the Project is selected for EU co-funding, all beneficiaries will abide by the rules on public procurement contained in their respective country and Union legislation.

Any outsourcing will be awarded in accordance with the applicable rules on public tendering of their respective countries and in conformity with European Union Directives on public tendering procedures. eFTI4EU partners will invite competitive tenders from potential subcontractors and award the contract to the bid offering the best value for money; in doing so, they will observe the principles of transparency and equal treatment and will take care to avoid any conflicts of interest. Contracts may be awarded only on the following basis:

- Recourse to the award of contracts must be justified having regard to the nature of the Project and what is necessary for its implementation.
- The Beneficiary will undertake to make the necessary arrangements to ensure that the contractor(s) waive(s) all rights in respect of the Commission.

The Beneficiary will undertake to ensure that the conditions applicable to them concerning conflict of interests, ownership/use of the results, confidentiality, publicity, evaluation, suspension, assignment, checks and audits are also applicable to the contractor(s).

The main costs that will be outsourced are:

- Specific IT and logistic expertise for the definition of the technical and functional specifications of the solutions, for the implementations of the pilots and for the evaluation of the results
- Software development works for some beneficiaries
- Some countries (e.g. Italy) will reserve a portion of the pilot budget to publicly select and engage a set of economic operators / eFTI potential service providers to test the eFTI gate

Travel and subsistence costs have been budgeted considering a limited amount of physical consortium meetings,

Costs of auditing and administrative support(s) have been also budgeted.

2.3 Financial maturity

Financial maturity

Describe the availability of funds for the project over its lifecycle (budget in balance; use of funds vs sources of funds) demonstrating that the sources of funds cover the project costs. Distinguish between the applicant's own resources, third party resources, grants and other forms of funding of the project and list for each source the fund providers, recipients and use of funds. Provide a diagram of entities participating in the financing structure, either as a receiving party or as provider of funding or financing, or of other support (e.g. guarantee).

Provide details on revenues and other sources of financing needed to complement the CEF support and the degree of confidence in those financial commitments.

For own resources, indicate whether these are already approved internally and put aside for the project, or what conditions need to be lifted to reach approval. Explain the degree of confidence (and why) that these conditions will be lifted. Give details on the planning/timing for the final investment decision.

For resources contributed by third parties, describe the amounts expected, their nature (external equity, debt or other grants). Indicate when approval is expected and explain the degree of confidence (and why) of getting such approval. Indicate if the approval necessitates a due-diligence process and, if yes, describe its scope.

For debt instruments, explain if you (or your partners or associated companies) provide guarantees of repayment, irrespective of the financial performance of the project. Explain the debt structure (layers and their respective seniority) as necessary.

Explain what the alternatives are, if a specific source of financing turns out to be not available.

83.63 % of the projects budget (eligible costs) is secured by the participating Member States, or their appointed public agencies. These budgets are secured in their respective national budget for the next three years. The remaining 16.37 % is allocated by private partners annual investment budgets.

In terms of funding, all partners have allocated budgets up to 50% of total costs. 50% of the project budget is expected to be covered with CEF funding which was approved internally and put aside for the project.

The co-financing is secured as the commitment of the partners to the Project is total.

All MSs allocated national budgets to cover the full eFTI implementation and the eFTI4EU project is part of the overall implementation.

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3. QUALITY

3.1 Cost effectiveness and financial management

Cost effectiveness *(n/a for prefixed Lump Sum Grants)*

For each work package of the project, explain and justify the level of resources needed for implementing the proposed tasks. These may relate to human resources, financial resources, buying equipment, etc.

***Note:** It is important to demonstrate the appropriateness of the estimated costs (in terms of both type and level of costs) needed for the implementation of the proposed tasks.*

The overall costs for each WP have been calculated considering the estimated eligible costs for the different main categories:

- Personnel costs (based on actual personnel costs practice): 10.210.248 EUR
- Subcontracting (based on market values): 16.897.414 EUR
- Purchase costs (travel and subsistence, equipment and other goods, works and services) in total: 1.244.963 EUR
- The share of the budget between the Work Packages over the years can be seen below (details in Annex I to Part B – Detailed Budget)

Summary per work package

Row Labels	Reporting period_1	FP RP_1	Reporting period_2	FP RP_2	Reporting period_3	FP RP_3	Reporting period_4	FP RP_4	ng period_ 5	FP RP_5	Sum of Total costs	Sum of EU contribution
WP 1 Horizontal Alignment	865.376	16%	2.012.035	38%	1.958.709	37%	445.184	8%	-	0%	5.281.304	2.640.652
WP 2 National and Corridor Pilots	2.074.089	13%	6.353.044	39%	6.229.748	38%	1.687.537	10%	-	0%	16.344.418	8.172.209
WP 3 Communication, Dissemination & Capacity Building	264.393	15%	648.278	37%	663.522	38%	193.149	11%	-	0%	1.769.342	884.671
WP 4 Project Management	541.932	18%	1.029.816	34%	1.069.641	35%	416.173	14%	-	0%	3.057.561	1.528.781
Grand Total	**3.745.790**	**14%**	**10.043.173**	**38%**	**9.921.620**	**38%**	**2.742.042**	**10%**	**-**	**0%**	**26.452.625**	**13.226.313**

The EU member states are obliged to implement Regulation 2020/1056 on electronic freight transport information from 2024. The regulation obliges competent authorities to accept electronically information in case of control. The member states are responding to this fact with varying degrees of commitment in the project. Basically, they are all analysing their eFTI readiness and joining forces to actively create a harmonised cross-border eFTI exchange environment based on the eFTI Regulation and related delegated and implementing acts and to promote eFTI in their countries. This requires a similar commitment in WP 1, 3 and 4. Some countries also want to go a step further and test the specifications in (WP2). This ranges from small pilots that essentially look at single use cases to wide-ranging pilots that come close to an operational eFTI system. All pilots are to realise cross-border exchange of eFTI data sets. This leads to varying levels of commitment and financial investment.

Therefore, the following table explains the main differences in the budget for each Member State by using 3 different levels of engagement.

Level	Description	Member State
1 - Advanced	MSs with a higher budget, providing a software development level close to full operational system, co-develop also an open- source reference implementation, provide a higher level of integration with existing national systems (e.g., eCMR, Dangerous Goods) and covering most of the eFTI use cases (road, rail, aviation, inland waterways, combined transport, cabotage waste and dangerous goods)	DE, FI, FR, EE
2 – Basic	MSs with an intermediate budget to cover a smaller number of eFTI use cases and the cross-border pilots	IT, PT, AT, LT, BE
3 - Observer	MSs acting as observer (no budget and no active participation in the Project) will be engaged at least twice a year in specific meetings dedicated to inform them on the progress of the project and to ask for their feedback in order to guarantee a more effective and harmonised eFTI implementation at EU level + *Inland Navigation Europe (INE) a platform of national & regional waterway authorities and bodies promoting waterways transport*	IR, ES, NL, INE*

PortExpertise.

PortExpertise: PortExpertise will support the coordinating MS (Estonia) and lead the overall project coordination team from daily operational aspect of the project. PortExpertise will facilitate the overall project governance (with “political” alignment with the member states). In practice these concerns mainly WP 4 Project Management, that consist of daily management, controlling, coordination of Coordination Committee Support and Identification of the action required, and support and secretariat activities. All reporting formalities of both the MS and the private partners

Circle

Circle: supporting Italy in the horizontal tasks, leading WP3 on communication / dissemination, and working in WP 1 to guarantee the compliance with the eFTI IAs and DAs (being the leading consultant for DG MOVE); **Circle will also develop the national eFTI gate pilot**.

51Biz Luxembourg

51Biz Luxembourg will adapt the FEDeRATED EU-Gate e-CMR/eFTI access point and OneAPP for Authorities to the eFTI4EU reference architecture (WP1). During the first year, particular attention will be also given to hands-on training sessions (WP3). 51Biz will participate in the setup and implementation and quality assurance of cross-border pilot use cases. 51Biz will participate in the coordination with external stakeholders in the domain of inland navigation (INE, RISCOMEX II project), the DTLF SG1 Data Model and eFTI architecture teams and DTLF SG2/FEDeRATED pilot implementations (WP3).

Digilogistika Keskus (Digital Logistcs Centre of Excellence)

Digilogistika Keskus and its experts and partners come into the project with a strong expertise on eCMR and eFTI architecture and application, research and stakeholder engagement experience. The company is both holding competence in how to set up an access point and consolidates delivering the analysis reports and architecture proposals for the eFTI platforms and eFTI gates (National Access Points).

DLK has the respective international expertise via its projects, DIGINNO, DIGINNO-Proto and DINNOCAP as well as NDPTL eCMR.

DLK also consolidates Estonian and regional experts who have been members of DTLF and its partner Ulrika Hurt has long been the co-lead of DTLF eFTI Technical Requirements/Architecture team and consolidator of the DLTF content work on eFTI Architecture, Building Blocks, Scenario and General Business Process. Currently, DLK is in the consultation team for the European Commission on preparing the regulatory proposal content on requirements for eFTI and for the German ministry BMDV on reflection and requirements on eFTI.

DLK also leads and consolidates the experts who consult the Estonian Innovation and Entrepreneurship Agency on consulting the eFTI platforms development as per national grants.

The Project Coordination Committee (PCC), (description in the project management structure section) will be also adding additional eFTI consultants that are already or will be contracted by MSs for specific national support alongside with the abovementioned teams (mainly from also DTLF-experienced. AlbrechtConsult).

Financial management

Describe in detail the arrangements for the financial management of the project and the monitoring, internal and external audit and evaluation processes, put in place to ensure the eligibility of the expenditure.

The overall eligible cost of the Project is a bit more than 28 million euro.

The main categories of costs will be personnel costs and subcontractors (rules of engagement already described in the paragraph on procurement).

Outsourced external costs (services, equipment, travels) accounts for about 1,25 million euro.

The financial management of the eFTI4EU will be primarily the responsibility of the Project Coordinator, who will put in place the following arrangements:

- appointment of an administrative and financial manager: All Project partners have extensive experience in the management of TEN-T/CEF projects and also in the use of the EU CEF /Horizon web portal. Each MS will allocate an administrative and financial contact point to align with the project administrative and financial manager
- drafting, finalizing the Consortium Agreement, including covering i) consortium organization ii) payments procedures: iii) participants admin in web-Portal; iv); dispute settlement rules; vii) liability, indemnification and confidentiality arrangements. Signing of consortium will be mandatory
- special workshops, and online tutorials/guides on projects administration procedures, eligibility of costs, will be organized
- project accounting is used by participants allowing to track the specific costs of each project activity/cost. This is done by using a sub-account for this project, where activity specific costs are accumulated
- inserted in the document), reporting obligations (i.e. timesheets, justification of the best value for money in subcontracting) and how to prepare the periodic reports.
- availability of financial reporting template, assistance and monitoring of project partners financial reporting

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3.2 Consortium set-up, governance and organisational structure

Consortium cooperation and division of roles and organisational structure

Describe the organisational structure set up to implement the project.

In particular, explain the distribution of roles and responsibilities between the different partners (Beneficiaries, Affiliated Entities and Associated Partners, if any).

Describe the main contractual arrangements, the governance structure, the lines of communication and decision-making processes. Describe if the governance bodies have already been established; if members have been nominated and the status of approval of the governance rules. List any pending decisions on the organisational structure.

If a special purpose company/vehicle (SPC/SPV) is envisaged, indicate whether a shareholder agreement has already been prepared. If not yet, the case, indicate where you are with the finalisation of the agreement.

This section describes how the project will be managed, the distribution of roles and responsibilities, the decision-making structures to be applied and the communication flows within the consortium. The management procedures will be based on international recognised methodologies for project management, already successfully proven in several EU TEN-T projects. The eFTI4EU consortium involves experienced partners in the management of large projects. In addition, the proposed management structure ensures effective collaboration among partners and activities for the duration of the project.

The roles and responsibilities of the different partners and boards will be as follows.

The **Project Coordinator** (Estonian Ministry of Economics and Communications (MKM)) will ensure effective and comprehensive project coordination and management. Tasks include administrative tasks, contract management, financial monitoring, preparation and submission of deliverables, preparation of periodic and final reports, organisation of project meetings and the management of any contingencies. The responsibilities of the Coordinator will cover the technical management of the project in general and chair the Project Board and General Assembly meetings, it will manage the administrative and financial perspectives of the project and lead WP4.

The Project Coordinator will be supported by a **Technical Manager** (PortExpertise) and (as described above) by an administrative and financial manager.

The Partners' General Assembly is the body where all partners are represented. It is composed of one duly authorised representative of each of the Parties. The Partners' General Assembly will be led by the Project Coordinator (supported by the Project Coordinating team) and it will decide on access rights matters and results communication during the project duration. Meetings of the General Assembly will help to communicate important decisions made by the Project Board to all partners.

The **Project Coordination Committee (PCC)** is composed by the specific beneficiaries DTLF and eFTI consultancy related (PortExpertise, AlbrechtConsult, Digitlogistika Keskus, 51Biz Luxembourg, Circle and some others that will be contracted by MSs.

As explained in the previous paragraph they will mainly act in the horizontal activities guaranteeing an harmonised development of the eFTI gates and an adequate link with the eFTI Regulation and with DTLF. It will be led by the Technical Manager (Peter Bresseleers) and will be the central technical governing body of the Project (by weekly meetings). The Project Coordination Committee will be in permanent contact with the partners and stakeholders participating in field operational tests in order to ensure that the activities to be carried are performed in due time, with no significant delays. With regard to the provision of the deliverables under the specific work packages, the PCC will technically support the partners that committed already for a leading or co-leading role to ensure the technical correctness, the alignment with DTLF and delivery in time. Additionally, after analysing the contributions received from partners participating in each initiative, the Project Coordination Committee will give them feedback on synergies that could be exploited and will ensure that cross-fertilisation from one field operational tests and group of partners to another takes place.

The **Project Board** will be formed by the Project Coordination Committee plus Workpackage Leaders and the MSs Leaders (appointed by each MS). The responsibilities of the Board (meeting monthly) will be to guarantee the technical execution of the Project, ensuring that the work executed by each party proceeds at all levels and particularly that the necessary technical links between partners are established and maintained.

The **Project Coordinating Committee** acts also as a support body for the General Assembly and the Project Board and carries out an important role in the communication of the Project and in the quality control as it will carry out the first verification of all the information dossiers to be sent to the EC. The Project Coordinating Team is also the body in charge of producing the first draft of the specific deliverables requested by the EC and compiling the contributions from the Parties before submitting them to the EC.

The key responsibilities of the project **Work Packages** and underlying tasks are shared between the beneficiaries and/or their subcontractors in accordance with the Project WP structure. The WP 1. will be led by Germany as MS. WP 2. will be led by Finland as MS. WP 3. will be led by Circle . WP4. will be led by Estonia as MS supported by the Technical Manager.

The **MS leaders**, following the advice and recommendations issued by the Work Package leaders, will provide the general specifications of the work to be done within their specific initiative to all partners participating in it and will ensure the coordination of the engineering, prototyping and field operational testing phases for their specific initiative throughout the project.

The **Observers Group** formed by the Member States and Associations that signed a specific letter of support and that are not directly engaged in the project but intend to have a close link to it. They will be invited 2 times per year in a specific digital working group in order to share the advancement of the project

and to share best and worst practices in the eFTI implementation. The Observer Group can be extended later during the project.

The **overall Stakeholders Group** will include mainly Economic Operators (railway undertakings, railway infrastructure managers, inland terminals, multimodal transport operators, barge operators, road transport companies, road hauliers, freight forwarders, Competent Authorities) and IT experts that are not direct beneficiaries of this Project but are interested in having access to the results obtained in it. As many stakeholders interested in this Project as possible will be involved in this group that will have access to the results of the activities, will be able to provide technical input and give information for the impact assessment and analysis on the benefits that launching for real the EFTI4EU initiatives would have on the European transports and logistics sectors.

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3.3 Project management, quality assurance and control procedures

Project management, quality assurance and control procedures

Describe the methods to ensure good quality, monitoring, planning and control for the implementation of the project. Explain the main features of the quality assurance plan and quality control system that will be used.

Implementation of quality assurance procedures with particular focus on monitoring review activities built into the studies programme and submitting quality review reports. A quality plan within the Project Quality Handbook will specify the quality procedures, internal and external peer reviews, control, monitoring and reporting activities to be implemented in the project to ensure that satisfactory quality standards are met. Task 4.1. is responsible for project Management, quality assurance and control procedures.

Project Management Tasks (Project Coordination Committee reporting to the Project Coordinator)

- Identification and prioritisation of key elements of the work packages with each WP team to ensure tasks are conveyed/delegated appropriately and clearly.
- Establish a modus operandi for the work packages that conveys a logical breakdown to the team e.g., phases, blocks etc.
- Establish drawing and data registers
- Ensure that design criteria and risk mitigations are clearly understood by each team.
- Ensure that that the design and assessment outputs produced address agreed requirements.
- Ensure that the WPS are carried out utilising relevant and current editions of standards, regulations and guidelines.
- Verifies key elements of the work programme for submission to the Project Board.
- Liaise with EC/ CINEA /Consultants / Contractors / Local Authorities etc. and maintains adequate records e.g., minutes, telecoms etc.
- Ensure all contract amendments are noted and keeps records of authorisations, scope changes agreed etc.
- Ensures that communications systems properly update the Project Coordinator on status and/or particular aspects of the project
- Ensure that peer reviews take place to ensure delivery of project Deliverables.
- Ensure that Standardised Documentation is used across the work packages.
- Ensure that a comprehensive project risk register is maintained across the work packages with regular reviews with the Project Coordinator, work package and MS leaders.

Project Handbook

In order to help each project actor, at the kick-off meeting each person involved in the project will receive the management and project rules document, informing on the rules to be followed in the project, particularly scheduled dates of meetings, contacts names, document numbering and handling rules. The management document will recall the financial issues of the project rules and content of the internal reports. This will help in the timely generation of reporting and cost claims documents.

The project document numbering will be also defined, whether it will be an official document (like a Deliverable) or a project's internal reporting. The formats to be used for the document will be also distributed. In order to perform the above-mentioned tasks, a configuration management tool will assure that all project documents including shared documents are properly tracked. A specific Project Repository will be established; rules will be set by and circulated.

Different broadcasting email lists will be set up to be used for different purposes

Quality management

Next to the risk management, the quality assurance is essential for reaching the overall project targets. The main target is to monitor the achievements of the Project, i.e., the deliverables and milestones, and to establish adequate processes within the project to get the optimum high-quality results. The Project refers to the ISO norm and contains the description of all relevant organisational elements, processes, methods and tools. It aims at effectively steering and controlling the project and complying with contractual regulations.

Deliverable's handling

Deliverables will be a joint effort between the persons involved in the related Work Package. Their completion will be the responsibility of the Project Coordination Committee who will ask for assistance to the Work Package Leaders. Their content in a draft version has to be approved by all the persons involved in the related Work Package and by the Technical Manager. Moreover, the quality of technical results will be based on the instrument of peer reviews. All deliverables will be evaluated by at least two experts, always including one Partner's General Assembly member and one expert coming from the Project Board. If needed, the Project Board can allocate a third reviewer. The quality management is organised by the Project Coordination Committee which is also in charge of the tracking and assurance of formal standards.

Conflict settlement mechanism

Consensus as the general principle will also be pursued in the decision-making processes of the project. In general, project-related decisions will be taken at the lowest organisational level possible. Furthermore, it is expected that the instructions of overall coordinating tasks (such as management tasks within specific WP) will be followed by the concerned WPL, or that conflicting views will be solved bilaterally. In the exceptional case that conflicts cannot be solved at Work Package level, the respective Work Package Leader will bring the problem to the Technical Manager that is expected to consult the concerned WP before making any decision and especially ensure that no heavyweight is generated. The goal of the coordinating tasks is always to enhance the overall functioning of the project as a joint undertaking and improve the quality, consistency, and impact of the project results. In case conflicts cannot be solved at the operational level, the Project Coordinator passes them to the Project Board that can be also urgently called via remote conference call. If no acceptable solution can be achieved within it, the case must be brought to the Partner's General Assembly that will take the final decision. This decision is then binding on all management bodies.

Control Procedures established within the Project Board

Most of the beneficiaries have significant experience in managing complex projects and will apply this discipline to the proposed project.

Standard operating procedures will be used to monitor the effectiveness of internal controls covering financial, operational, compliance and risk management, encompassing policies, processes, tasks, behaviours and other issues that:

- Facilitate effective and efficient operations;
- Help ensure the quality of internal and external reporting; and
- Help ensure compliance with applicable laws (health and safety for example), regulations and internal policies (audit for instance).

The procedures include:

- A clearly defined organisational structure, with defined authority, spending approval and reporting procedures;
- A cost-based budgeting dashboard;
- A comprehensive system of financial reporting and review;
- The submission of monthly reports comparing actual results against budget;
- The capture of all project data into a defined repository.

- Cyber security protective measures;
- Measures to identify possible fraud;

Official Reporting

The beneficiary will continuously report on the progress of the action (e.g. deliverables, milestones, outputs/outcomes, critical risks, indicators, etc; if any), in the Portal Continuous Reporting tool and in accordance with the timing and conditions it sets out (as agreed with CINEA). Standardised deliverables (e.g. progress reports not linked to payments, reports on cumulative expenditure, special reports, etc; if any) will be submitted using the templates published on the Portal.

The beneficiary will provide reports to request payments, in accordance with the schedule and modalities set out in Grant Agreement:

- an additional prefinancing report for additional prefinancing (if any)
- a periodic report for interim payments (if any) and the final payment

The prefinancing and periodic reports will include a technical and financial part. The technical part will include an overview of the action implementation. It will be prepared using the template available in the Portal Periodic Reporting tool. The financial part of the additional prefinancing report will include a statement on the use of the previous prefinancing payment.

The financial part of the periodic report will include:

- the financial statements (individual and consolidated; for all beneficiaries/affiliated entities)
- the explanation on the use of resources (or detailed cost reporting table, if required)
- the certificates on the financial statements (CFS) (if required)

The financial statements will detail the eligible costs and contributions for each budget category and, for the final payment. All the eligible costs and contributions incurred will be declared, even if they exceed the amounts indicated in the estimated budget.

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3.4 Risk management

Risk management methods and procedures

Explain how risk management is part of your project management approach and how you address risk management in general. Mention only methods and major elements (details are to be provided in the risk assessment grid below).

Indicate whether a risk management plan is in place and explain its main features.

Risk management methods and procedures will be further defined in the eFTI4EU Project Handbook. eFTI4EU risk management integrates recognition of risk, risk assessment, developing strategies to manage it, and mitigation of risk using managerial resources. It is therefore linked very closely to eFTI4EU's quality management and an appropriate eFTI4EU project management, which is monitoring all plans and processes. In eFTI4EU, organisational, technical and financial risks are considered.

The objective of eFTI4EU risk management is to reduce different risks for different, pre-selected domains to an acceptable level. It refers to various types of threats caused by technology, humans, organisations and politics. The eFTI4EU coordinator has identified risks and has drafted a risk table based on risk management (see section 6.9). The eFTI4EU partners have endorsed the risk table and the PCC will start the risk management process according to the Project Handbook when and where needed. The risk process will be closed when a problem has been resolved. The eFTI4EU risk management steps are: Establishing eFTI4EU goals and context (i.e. the risk environment) ⇨ Identifying risks to reach these goals ⇨ Analysing the identified risks ⇨ Assessing the risks⇨ Treating or managing the risks ⇨ Monitoring and reviewing risks and the whole risk environment regularly ⇨ Continuously communicating with eFTI4EU partners, CINEA, stakeholders and reporting.

Risk assessment grid

Describe critical risks, uncertainties or difficulties related to the implementation of your project, and your measures/strategy for addressing them. Include significant risks, factors of uncertainty and major elements of complexity that may affect the project implementation, whether of political, institutional, financial, organisational, social and/or technical nature.

Indicate for each risk (in the description) the impact and the likelihood that the risk will materialise (high, medium, low), even after taking into account the mitigating measures.

***Note:** Uncertainties and unexpected events may occur in all organisations, even if very well-run. The risk analysis will help you to predict issues that could delay or hinder project activities. A good risk management strategy is essential for good project management.*

Risk No	Description	Work Package No	Proposed Risk Mitigation Measures
1	Partner/Member State (MS) leaves the eFTI4EU project, political climate changes Impact = Medium, Chance = Low	all	Participation in eFTI4EU is a high-level decision for all applicants. As internal communication and coordination is organised properly and partners are actively involved via WP4, problems can be detected, discussed and resolved within the project at a very early stage.
2	Unforeseen difficulties for the eFTI4EU Partners/MS (political, economic, technical, financial, organisational) Impact = Medium, Chance = Medium	all	The eFTI4EU Coordinator and the PCC are in contact with the Partner/MS on a regular basis to inform each other about problems and progress where needed. In case of major difficulties, the coordinator is therefore informed in due time to inform the related MS and to elaborate on alternative concepts to achieve the eFTI4EU objectives. In the case of new technical challenges Task 4.3 will address those and prepare solution options to decide in the project coordination committee.
3	Milestones are not met Impact = High, Chance = Medium	all	An appropriate project monitoring according to the project Handbook is set up to detect deviations from plans in a timely manner. Critical deviations will be limited, and alternatives will be prepared and put in place. Official and formal risk management procedures will be activated and performed by the coordinator until the risk is under control again. CINEA will be continually informed about risks occurring in order to minimise the impact.
4	Delays with regard to the eFTI time plan of the European Commission, DA or IA not adopted Impact = High, Chance = Medium	all	Delays with regard to the eFTI time plan, in particular with regard to the provision of the planned DA and IA will have a direct impact on specifications or the planning and development of reference implementations and pilots within the MS and last but not least to availability of operational eFTI environment in August 2025. The project coordination committee will consult CINEA and the European Commission to find a proper solution (e.g. project extension, specific degree of implementation, etc.).
5	COVID pandemic extends for a longer period Impact = Medium, Chance = Low	all	Stakeholder engagement and fall-back to digital/virtual way of project management risk management will be put in place.

6	Not all stakeholders consulted - Not enough focus on the important stakeholders. Impact -medium, Chance = medium	all	For all the business process, make a list of actor types involved in these processes such as enforcing authorities, transport operators, IT developers, prof. organisations, make sure that they or their interest groups are consulted and/or involved. Make a stakeholder analysis. For each concept, topic or projects and for each actor type define their attitude against these concept, topic or projects by making a power/ interest matrix. No effort goes to low power - low interest stakeholders and the high interest - high power stakeholders are actively managed.
7	Dissemination and communication not tailored to the target audience Impact -medium, Chance = low	WP4	From previous stakeholder analysis target by topic the message to the audience. Define in a stakeholder management plan or communication plan.
8	Availability of resources is limited, not sufficient Impact -medium, Chance = medium	all	The project team has a back-up of most important profiles, The direct/indirect (through subcontracting) involvement of renowned organizations includes back-up procedures as to resources. Covid measures are common practice now.
9	Resistance regarding data sharing and non-disclosure of data formats Impact -high, Chance = medium	WP2	Close stakeholder cooperation to create mutual trust and willingness to share data
10	Conflicts in consortium Impact -medium, Chance = low	All	Experienced project coordination committee member and clearly defined project and organisation management structure; transparent project management & implementation; open discussion with partners to address problem
11	Insufficient alignment between project scope and DTLF an DTLF's subgroup, eFTI regulation Impact -medium, Chance = low	WP1 and 2	The consortium includes partners that actively participate in DTLF ever since its foundation (2014), having a profound understanding of existing Databases, IT architecture, applications, it gaps and fits, and participates in discussions related to drafting DTLF III and eFTI II-regulation. The consortium includes also the leading consultant supporting DGMOVE for the IAs DAs release
12	Insufficient testing and capacity (expertise, infrastructure) Impact -medium, Chance = medium	WP2	Besides the rich experience of consortium partners there is an testing environment available to allow extensive testing, valorisation. Testing is as much as possible part of training sessions, but also a sufficient number of additional testers are available.

3.5 Communication and visibility

Communication and visibility

Describe the communication plan and strategy to provide visibility to the EU funding (e.g. billboards, reports, websites, brochures, information leaflets, reports, factsheets, newsletters, press articles, presentations).

Provide the websites being used for this purpose, the Social Media accounts and the communications' contact person.

***Note:** Please note that we will no longer pay for project websites which are not hosted on participants' websites; costs for separate project websites are no longer eligible.*

Communication, cross-fertilisation and dissemination represent crucial activities involving the whole consortium. The objective will be to ensure that the aims of SMILE, its ongoing prosecution, and its results as they emerge throughout the lifetime of the project are publicised among all the actors and stakeholders involved in the field under consideration and more widely in the European regions and transport and logistic operators, counting also on the European and global networks in which the partners are involved. The project will be of little value if the dissemination and capacity building activities are not successful and the enhancement of capabilities, positive socio-economic impact and increased business profitability are not tangible outcomes of the project.

Communication will be developed within Work Package 4 of the Project. This activity will provide support to any communication and visibility action carried out in eFTI4EUROPE and will provide proper publicity to inform the public of European Union's financial support and the progress of the project. Communication and visibility will be materialised through different press statements released in each of the Member States involved in the project during its execution. The project is expected to attract strong interest on behalf of the specialised media, due to the relevance of the topic and the Trans-European Transport Network, as well as institutional significance of many of the members of the consortium in their respective countries.

The ultimate objective of the communication efforts to be carried out is to enable TEN-T business stakeholders, transport and logistic operators, transport policy-makers and EU citizens to understand and decide which technologies and potential solutions generate the best socio-economic value, help to increase TEN-T competitiveness to the largest extent, support the most the integration of TEN-T, core ports, CNCs and RFCs and have the highest potential for rapid deployment across the EU.

The eFTI4EUROPE Communication Plan will outline the communication strategy of the project. This document will define the objectives of the communication strategy, provide the key communication messages to be used by all partners, analyse the main target groups and communication channels, set up the timeframe for the different communication activities to be carried out, describe the communication tools that will be defined and used throughout the duration of the project and designate a communication core group that will be in charge of carrying out the communication activities defined.

All project's materials will follow the EC rules on Communication and Visibility.

The anticipated communication plan includes two main streams.

Communicating and Disseminating eFTI

- A set of communication /information / training tools (including the MSs web sites)
- A set of national events in which MSs will communicate eFTI to EOs and to a broader public.
- A set of European workshops for very specific detailed issues.
- 3 eFTI conferences (once a year)

eFTI Capacity Building

- A series of workshops / on-site visits in which more advanced countries could transfer their knowledge and expertise to less advanced ones this should include lessons learnt including onboarding trainings (webinars) in collaboration with the European Commission and the member states, associations and other projects

A set of training courses to be delivered monthly for CAs and EOs, also open to MSs not involved in the project (to complement the ones planned in the eFTI second tender), including knowledge sharing.

#§COM-DIS-VIS-CDV§# #@SUS-CON-SC@#

3.6 Sustainability and maintenance strategy

Sustainability and maintenance *(for Works topics)*

Describe the follow-up of the project after the EU funding ends. How will you guarantee the proper maintenance and continued operation of the investments made?

Describe in detail the strategy (periodicity, components, financing, actors) and practical measures that will be put in place.

Not applicable

#§SUS-CON-SC§# #§QUA-LIT-QL§# #@IMP-ACT-IA@#

4. IMPACT — COST-BENEFIT ANALYSIS

4.1 Demand analysis

Demand/traffic forecast study

Provide the results of the demand/traffic forecast study (if any). Give an outline of the overall context (including date of completion) and scope of the study, explain the methodology chosen and the assumptions made regarding the demand growth rate and the utilisation rate on completion of the project. Provide the list of indicators and their sources of verification (e.g. institution or organisation collecting statistical information, website, database, etc.). If the study carried out goes beyond the scope of the project, give an overview of the demand analysis of the global project and explain how it is related to the project. Clarify if TEN-T/CEF or other EU programmes have provided financial support for the study.

Not applicable

4.2 Economic and financial analysis

Socio-economic impact analysis

Describe the general socio-economic impact of the project.

Describe whether the project (or the wider global project) has the potential to generate cash revenues, and what are the limitations (legal, regulatory, or commercial, if any), that constrain the revenues generation to the levels you have estimated.

Provide details on the expected revenues and their timeline (e.g. number and diversity of users). Describe if the users are sensitive to prices and if they are captive. Provide indications concerning the degree of certainty of your assumptions and estimations. Explain whether the project will operate in an autonomous manner or whether the expected level of revenues depends on the completion of additional investments or processes.

For Works proposals required to submit a full CBA, describe the main results of the economic analysis of the cost benefit analysis (Economic Rate of Return (ERR) and Economic Net Present Value (ENPV). If the scope of the economic analysis addressed by the CBA is wider than the scope of the project, explain the difference in scope between the CBA and the project and to what extent findings of the CBA are relevant to the project. Please upload the CBA report and the CBA cash flow template filled in.

For Works proposals required to submit a simplified CBA, provide information under this section and submit the simplified CBA calculator filled in. No need for a separate CBA report.

For the CBA report, please use the unitary values referred to in the Handbook on External Costs of Transport.

Note:

For more guidance on CBA, see CINEA Guide on economic appraisal for CEF Transport Projects, DG REGIO Guide to Cost-Benefit Analysis of Investment Projects and DG REGIO CBA Economic Appraisal Vademecum.

The project will not generate cash revenues for the participating authorities. Facilitating the implementation of eFTI-services, is a service offered by the governments. The main goal is not to generate revenues, but to increase the safety and to improve the efficiency of logistics in Europe. This project will have a direct economic impact for the users of logistics services. Improved safety means that

there will be less costs associated with incidents and improved efficiency means a reduction of costs related to time loss. The project is also expected to generate economic growth, by creation of additional jobs both in logistics sector and IT-sector, alongside a positive environmental impact.

As per the COMMISSION STAFF WORKING DOCUMENT IMPACT ASSESSMENT Accompanying the document Proposal for a Regulation of the European Parliament and of the Council on electronic freight transport information {COM(2018) 279 final} - {SEC(2018) 231 final} - {SWD(2018) 184 final}, a full socio-economic impact analysis was made that covered economic impacts(administrative and compliance costs for businesses and authorities, modal shift and congestions costs, transport costs for operates, internal market impacts and innovation impacts. In addition, the social impacts (employment) and environmental impacts (emissions, and use of natural resources and energy use efficiency) were valuated.

The document distinguishes between 4 policy options (PO1 to PO4), in which the scope of policy intervention is limited in PO1 and PO2 to those transport documents which serve as (international) contracts of carriage. In PO3 and PO4, this scope is enlarged to include any document which, due to its information content, may serve as evidence of compliance of a determined transport operation with the applicable regulatory conditions on the EU Member States' territory.

The main expected potential negative social impact is linked to changes in the employment structure and possible impacts on the related levels of employment. Full implementation of the electronic documentation is expected to make **redundant** over time a large number of jobs that today are linked to processing of paper documents. However, according to stakeholders' feedback, these employees will be more efficiently redeployed in higher-value tasks. Nevertheless, the exact mechanism for this remains unclear and it will largely differ depending on the organisational structure and internal processes of each company.

This negative impact is expected to be **offset** to a large extent by the overall sector growth that is expected under all policy options for all transport modes. Greater demand for IT solutions and systems is likely to bring more opportunities for the IT providers, leading to an increase in high-skilled employment. The employment in public administrations is unlikely to change significantly since authorities do not expect to significantly reduce the absolute number of inspections, but rather improve their effectiveness.

One can note the reduction in workload expected will lead to improvements in working conditions via the reduction of workload equal to around 75-102 million hours yearly (equivalent to around 36-49 thousand full time equivalents per year) on average in PO3 and PO4 over the full deployment horizon of electronic transport documents (2018-2040) across the whole sector.

The impact would be the lowest in PO1 (6-9 million hours saved per year; equivalent to around 3-4 thousand full time equivalents per year). Also, it is expected that there will be the possibility to focus on more creative and added-value tasks and reduce the overtime work.

More argument on the positive side, that the concerned studies identify

- reduction in workload for both public and private entities, reduction of administrative burden.
- The European Commission estimates that the reduced administrative burden of using digital forms will save operators up to EUR 27 billion over the next 20 years (source European Commission Staff Working Document: Executive Summary of the Impact Assessment (SWD(2018) 184 final).
- Shipping goods across EU borders and between transport modes is expected to become easier and cheaper. This could translate into faster delivery times and lower prices for consumers. For road and other route transport operators, operational cost savings would amount to about €12 billion over the period 2018-20402.
- A growth in the ITC sector to help businesses and public administration to modify their IT applications

Source: European Commission Staff Working Document: Executive Summary of the Impact Assessment (SWD(2018) 184 final)

Financial analysis

Describe the financial viability/sustainability of the project over its lifecycle (budget in balance; use of funds vs sources of funds).

For works proposals submitting a CBA, mention the value of the financial indicators after CEF funding (i.e. assuming that CEF support is granted for the amount requested (Financial Rate of Return FRR (C after CEF) and Financial Net Present Value FNPV(C after CEF)). Compare the profitability achieved after CEF funding with national and international benchmarks for the sector.

For projects with negative FNPV and with FRR smaller than the discount rate, explain why or under which conditions (e.g. other grants, reduction of costs) you would still proceed with the project despite its insufficient financial viability and illustrate how the project would be at least financially sustainable (i.e. not likely to default and therefore not putting at risk the commitment from the EU budget) by showing that the cumulated cash flows are always positive. Unprofitable/nonviable projects need to demonstrate their sustainability, for example by benefitting from other sources of support (such as national/local grants or operational subsidies) or revenues that can compensate negative cash flows or by the applicant's commitment and financial capacity to cover the remaining gap or absorb potential losses or accept deferral of profits.

Describe any financial risks associated with the implementation of the project.

The EFTI is a regulation measure, which is imposed on MS's Competent authorities to be able to accept information made available electronically whenever economic operators are obliged to make information available as proof of compliance with requirements laid in the Regulation.

Consequently, the objective of the investments made by the Member States in this eFTI4EU project is to accelerate the digitalisation of freight transport and logistics as stipulated by the eFTI regulation REGULATION (EU) 2020/1056 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 15 July 2020 on electronic freight transport information.

As such this project is an enabler to comply with the eFTI requirements and is not to achieve a positive Financial Rate of Return (FRR) and Financial Net Present Value (FNPV) but to accelerate the digitalisation of freight transport and logistics.

All participants, public and private allocated dedicated budgets to this eFTI4EU project for the complete duration of the project. During the project, WP 1 is to assist MS in further detailing each MS' roadmap, as the technical architecture choices get finalized. These roadmaps will include budget estimates for further eFTI maintenance and implementation in the years after the pilot implementation.

All budgets are found to be in balance by the respective Member States, and private partners.

As such, also **no revenues** will be generated directly from this Project. For certain, the use of electronic means to exchange regulatory information will reduce administrative costs for economic operators and enhance the efficiency of competent authorities. This results in minimising costs for both competent authorities and economic operators.

The burden and costs on Member States is minimised by this eFTI4EU initiative by offering a common software developed at EU level, available to all MS and private sector. This minimises the risks related to the creation of an additional layer of architecture (including by ensuring proportionality of the proposal) and reduces the risks deriving form single point of failure.

4.3 Social, environmental and other impacts

Impact on congestion, modal split, safety and security, service quality, noise air pollutants

Describe the expected positive and/or negative impacts of the project on time savings, optimisation of existing capacity and service quality. If quantified in the CBA, mention the total monetary value of such impacts (€ Net Present Value (NPV)) and the main assumptions in terms of quantities (e.g. change in number of hours or vehicles) and unit values (e.g. €/hour or €/vehicle/km).

Describe the expected positive and/or negative impacts on modal split.

Describe the expected positive and/or negative impacts on safety and security. If quantified in the CBA, mention the monetary value of such impacts (€ NPV) and the main assumptions in terms of quantities (e.g. change in number of accidents, injuries and fatalities) and unit values (€/accident).

Describe the expected positive and/or negative impacts of the project on noise emissions. If quantified in the CBA, mention the total monetary value of such impacts (€ NPV) and the main assumptions in terms of quantities (e.g. change in number of trains) and unit values (e.g. €/train).

With the removal of paper processes and resulting improvement on logistics efficiency, the supply chains are expected to get a positive - double digit percentage - impact on supply chain congestion, modal split, safety and security, service quality as well as noise air pollutants.

The project, once eFTI is fully deployed is also to bring about net positive environmental impacts. In cumulative terms, **CO2 emission savings** are estimated to amount to more than **1,300 thousand tons** over the 2018-2040 period, equivalent to 74 million euros in external cost savings.

Congestion costs are expected to be reduced by nearly 300 million euros over the same period. In addition, no longer printing an average of 1-5 copies of each document per shipment would **save about 2-8 billion sheets of paper**, or the equivalent of **180-900 thousand trees per year.**

Businesses, including SMEs, will opt between the speed of their digital transformation, in this case digitalise their paper-based processes. The assurance that e-documents/information will be accepted will encourage digitalisation. One-off investments are expected to bring savings already within the first year, because of reduced time spent on regulatory compliance reporting activities and improved overall business efficiency. Road transport operators, about 99% of which are SMEs, are expected to benefit of about 60% of all industry administrative costs savings.

The European Roads Policing Network reported already in 2021 that the number of drivers' hours offences has "never been higher," showing that of the 197,274 Heavy Good Vehicles (HGV) and 111,545 buses checked overall, 77,386 violations were found. The HGV violation rate was 35,21% higher compared to May 2020. The main violations were tachographs not properly managed, manipulated, drug-driving, serious technical defects, overweight, over-dimensioned, load insecurity, speeding, use of DVD/TV/mobile phones while driving, etc.

When considering the low number of controls versus the effectuated number of transports, law enforcement authorities clearly lack capacity to have a permanent positive impact on road safety.

Initiatives by European Commission to facilitate this structural change in transport policy are ongoing in large numbers covering all transport modes (RIS, DTLF, EUCARIS, ERTMS, ...).

A major contribution into the implementation of this transport policy is expected from the broad digitalisation of the transport sector. The more data becomes available, the more finetuning will be possible within MS authorities and between multi-MS authorities. The use of eFTI will therefore certainly increase the need for applications to facilitate the controlling capacity of law enforcement authorities. Not only in the number of controlled vehicles, but also in the deployment of human resources.

The **Modal shift** to cleaner transport fails to materialise as per conclusion of Global transport data from 2010 to 2021 collected by the International Transport Forum: The increasing use of road transport over the railway in most countries translates into more carbon dioxide (CO_2) emissions, hindering global climate efforts. The internalisation of external costs will contribute to making such effects part of the decision-making process of transport users. To this means data needs to be digitised, to which eFTI and this project contributes significantly.

Source: EU COMMISSION STAFF WORKING DOCUMENT EXECUTIVE SUMMARY OF THE IMPACT ASSESSMENT: Proposal for a Regulation of the European Parliament and of the Council on electronic freight transport information {COM(2018) 279 final} - {SEC(2018) 231 final} - {SWD(2018) 183 final}

The EU 2020/1056 eFTI regulation introduces a common data model that will harmonize the implementation of the eFTI regulation across EU MS and across modes of transport. The eFTI4EU project will allow individual MS to coordinate their national implementation roadmap with transport mode roadmaps for inland navigation, rail and air that are coordinated by corridor or by mode of transport.

The portfolio of pilot projects of the eFTI4EU project includes the integration of a port community system as an eFTI Gate and/or eFTI Roadmap.

Several members of the PCC have been participating since several years in eFTI expert groups that are transport mode specific.

Environmental and climate impact

Describe the expected positive and/or negative impacts of the project on the climate change targets (such as the Paris Agreement and the 2030 Climate and energy framework).

*Describe the expected positive and/or negative impacts of the project on the emission of air pollutants such as Particulate Matter - PM2.5, Nitrogen oxides - NOX, Sulphur Dioxides – SO2, etc. If quantified in the CBA, mention the total monetary value of such impacts (€ NPV) and the main assumptions in terms of quantities (change in tonnes or vehicle*km) and unit values (e.g. €/tonnes or €/vkm).*

Specify if the project helps to reduce greenhouse gas emissions (GHG) and limit global warming. Explain how it impacts upstream and downstream emissions (e.g. emissions from purchased electricity as well as full life cycle). For works proposals submitting a CBA, also include the total monetary value of such impacts (€ NPV) and the main assumptions in terms of quantities (avoided tonnes of GHG) and unit values (e.g. €/tCO2equivalent).

Describe how climate change has been taken or will be taken into consideration when designing the project and its components.

Describe in detail the measures that are foreseen to monitor, prevent and mitigate a negative impact on the environment, and provide an estimation of the associated costs.

Freight transportation and logistics sector, i.e. the movement of goods, including waste, dangerous goods, cabotage, is accompanied by a large amount of information which is still exchanged in paper format among businesses, and between businesses and competent authorities. Cargo transports are still characterized by large number of paper-based documents set, which move together with shipment. in worst case the same information is copied several times as the shipment moves along the supply chain. eFTI is promoting fully digital operation mode and works as enabler for private sector in the digitalization transition. For public organisations it means that the same information is available for stakeholders without the dependency on paper documents. In addition, the use of paper documents represents a significant administrative burden for logistics operators and an additional cost for logistics operators and related industries (such as trade and manufacturing), in particular for SMEs. Another aspect of this positive impact is the availability of data, which can be used to digitally track and trace supply chains in a more detailed level and even generating digital twins of transportations. Such a data and information can easily be used to track and analyse carbon footprint of supply chains and even parcels, which enables actors' opportunity to react and mitigate their emissions based on actual data.

In addition to direct reduce the usage of paper, eFTI regulation has indirect impact to supply chain emission mitigation via enhanced situational awareness and transparency. I.e., when data and information are not tied to any specific location, through the eFTI gates stakeholders will have more efficient access to necessary data without physical interaction between authorities and economic operators. Hence unnecessary field inspections (law enforcement) and auditions can be avoided. At the same time, the technical implementation of eFTI regulation removes the well-known bottleneck from private sector process digitalization development, being the acceptance by public organisations of a digital format instead of a paper-based form. Thus it can be stated that eFTI regulation will enable fully digital supply chain processes and hence it has great positive impact on supply chain sustainability.

The European Commission estimates the **benefits** of eFTI to be around **€1.3 billion per year** due to the reduction of administrative burdens and foreshadows both economic and environmental benefits due to the large paper savings resulting from the digitization process of transport documents. EC estimates point to economic benefits of up to €27 billion over the next 20 years, thanks to the reduction in administrative burdens made possible by setting up widespread digital logistics, resulting in savings of between 75 and 102 million man-hours per year[9]. Shipping goods across EU borders and between transport modes is expected to become easier and cheaper as to its administrative costs and faster delivery times. For road and other route transport operators, operational cost savings would amount to about €12 billion over the period 2018-2040[10].

However, Europe's Policy on Green digital sector describes that Europe faces two important challenges: the green transition and the digital transition. These might seem like two distinct issues, but really, they are twin challenges: neither can succeed without the other. Indeed, whereas the digital transformation may help in reducing our carbon footprint in our lives, there is also a potential downside. Digital technologies should not consume more energy than they save. At present, digital technologies

[9] European Commission Staff Working Document: Executive Summary of the Impact Assessment (SWD(2018) 184 final) Savings are calculated against a scenario in which no policy action is taken at the EU level.

[10] Savings are calculated against a scenario in which no policy action is taken at the EU level.

account for between 8-10% of our energy consumption, and 2-4% of our greenhouse gas emissions – small percentages but big numbers.

All technical solutions in eFTI4EU are to be validated against the EU's most relevant voluntary and binding measures on this topic. To this respect the European Green Deal Coalition will be involved in peer reviewing of the retained technologies. This coalition (EGDC) was formed by 26 CEOs of ICT companies who signed a Declaration to support the Green and Digital Transformation of the EU on Digital Day 2021. The Declaration builds on the EU Council conclusions of December 2020 on *Digitalisation for the benefit of the environment* and recognises the ICT sector as a key player in the fight against climate change[11].

The outcomes of this project will be used by not only the MS participating, but through communication and dissemination be shared with the other MS. These best practices will assist in the update of existing laws and introduce new measures to achieve EU's green and digital goals for the next decade. This project is to create awareness among all stakeholders to this aspect. Examples are measures for the MS to ensure data centres are climate neutral, energy-efficient and sustainable.

Climate resilience *(for Works topics)*

Describe the climate proofing exercise and how it was taken into consideration when designing the project and its components (see Technical guidance on the climate proofing of infrastructure). Summarise the findings of the vulnerability assessment to identify the climate hazards to which the project is more sensitive (because of the its type or location).

If significant risks are identified, explain how the vulnerabilities were embedded in the decision-making process so that they can be addressed and mitigated and what relevant measures were taken to ensure the resilience of the project to climate change.

Not applicable

Decision-making tool, input for policy making or development of best practices *(for Studies topics)*

Show how the project will have an impact as decision-making tool or input for policy making or development of best practices.

Who will use the output of the project and for how long? Describe the extent to which the output will be relied on for decision-making, possibly in relation to other studies and future projects, and at what level, (e.g. a future CEF Transport action, national project, global project, etc.). Describe the relevance and economic value of those future projects in terms of costs and benefits. Explain the degree to which elements of the project could be used to develop best practices.

The eFTI4EU project addresses the coordination and collaboration in and between the relevant national authorities, other governmental agencies and private stakeholders in the 9 participating Member States, including several observers being MS (IRL, NL, ES) and private organisations (such as Inland Navigation Europe).

But the real impact of eFTI4EU extends to all 27 MS as decision making tool. Indeed, it will not only pave the way for a really harmonised eFTI development across the EU, which is very unlikely to happen without such multi–Member State initiatives such as this project. The eFTI4EU project will define the MSs roadmaps, strategy and long-term governance model for eFTI and facilitate the co-development of the eFTI reference open architecture that will be validated in cross border and national pilots. This will provide a strong foundation of best practices for the full MSs implementation of eFTI implementing acts. The MSs time and cost benefits thus created will be multiplied way beyond the project cost when eFTI interoperability is established between the MS competent authorities in the 27 MSs and with countless Economic Operator eFTI platforms that are to report to it.

The outcomes of this project will be used by not only the MS participating, but through communication and dissemination be shared with the other MS. These best practices will assist in estimating national

[11] https://www.greendigitalcoalition.eu/coalition/

budgets for eFTI implementations in the coming years, in identifying MS's IT capacity shortages, in contributing to the digital transformation strategies of national authorities, in contributing to the MS's strategies on Smart Enforcement in transport and logistics, in providing arguments and insights to the update of existing laws and in introducing new measures to achieve EU's green and digital goals for the next decade.

The participating private project partners will disseminate the material into their eco-systems. This will allow their public and private clients to have detailed insights in the upcoming changes impacting their company or public service department. As such providing feedback will be done towards the near future regulations of eFTI II (through among others DTLF), by means of dissemination to national ministries of transport (BE, DE, Luxemburg, Baltic States, ...), making sandbox (testing environments) available for all stakeholders, providing training courses. More details on this in the communication and dissemination section.

Task 1.3- eFTI Gate Strategy and Governance will set the common rule set for the best practices.

Interoperability and accessibility

Describe if and how the project contributes to increased interoperability of transport systems and/or modes in the TEN-T network.

Describe if and how the proposal enhances the accessibility for passengers and/or goods to the TEN-T network (e.g. cross-border dimension, effect/contribution to territorial accessibility, including for outermost regions and islands).

The national and cross border corridor pilots are performed in the eFTI4EU test environment according to eFTI specification and adherent reference implementation is created to build interoperability between different MSs. This will result in more fluent transit of goods within and in-between the MSs. Interoperability and accessibility will be under Task 1.2.

Innovation and digitalisation

Describe if and how innovative technologies are being used to reach the project's objectives.

Describe if and how the digitalisation forms part of the project (or its use).

In case the project is making use of results from EU-supported research projects, please give the reference of the EU research project.

eFTI4EU is a digitalisation project that will use the input taken form the Regulations and the related IAs and DAs (e.g., the specifications of the eFTI architecture) to pilot eFTI gates in a harmonised way across Europe using robust and mature proven technologies.

The overall project structure ensures that each partner organisation is engaged in the development of the technological enablers for the reference implementation and the pilots (see Task 4.3)

Competition

Describe the expected positive and/or negative impacts of the project on regional and national competition.

With introduction of paperless logistics over multimodal supply chains the EU region is expected to get a competitive edge over other global regions. The pioneering MSs will have the edge over other MSs and the pioneering actors within MSs will have the edge over other actors. However, a critical mass of stakeholders is required to make these benefits come through. Therefore, it is essential to create EU-level commitment to the eFTI implementation.

The approach of open software architecture is taken to minimize the risk of having transport and logistics SMEs 'barred' from technical solutions that go beyond their knowledge and financial means.

Regional and local development and land use

Describe the expected positive and/or negative impacts of the project on regional and/or local development, and land use. Assess the impacts on the neighbouring regions.

Indicate if the project is linked to urban development plans, or if it will contribute to increasing the land value.

There are no major regional effects due to the project.

Outermost regions (if applicable)

Describe which outermost regions are impacted by the project.

Indicate how the regions and project promoters cooperate. If relevant, specify which countries are impacted and explain how the cooperation with them is ensured.

Other considerations

Please describe any other relevant considerations.

Not applicable

#§IMP-ACT-IA§# #@CAT-EFF-CE@#

5. CATALYTIC EFFECT

5.1 Financial gap

Financial gap

Explain how the EU grant will facilitate or accelerate the project, in comparison to a situation without the EU funding.

Describe the financial gap, which the EU funding is supposed to cover. Specify and justify the amount.

Describe the financial obstacles and how public funding would help to overcome them.

Indicate whether you expect any EU support under the Recovery and Resilience Facility (RRF) (with an approximate amount).

To reach the ambitious goal to have eFTI fully in place in 2025, the project is essential to accelerate a common harmonised development that will be much further delayed without it. Considering that eFTI must be implemented in all MS by 2025 and considering that the first of CEF2 Transport call in 2021 (on this topic), did not generate a project, the urgency to finally start acting has only grown bigger for the Member States.

In some cases, the national RFF will support the full implementation of the national eFTI architecture, but the early piloting stage will not be covered. Therefore, once again eFTI4EU is an essential tool to cover the early-stage financial gap.

Without eFTI4EU there is the serious risk of delays in the national implementation of the eFTI Regulation.

Despite the many efforts from EC (DTLF forum, information sessions, Research Funding Programs, CEF Funding, IT building blocks, organisation of Member State workgroups) the uptake by the Member States of eFTI preparations remains far below the expected level. The Council stresses that it is urgent for its Member States to take action towards achieving the eFTI implementation.

EU support is needed for this Project to bridge a financial gap. The eFTI implementation cannot be approached from an individual country viewpoint but is to build on the joined efforts of as many MS as possible. The leveraging effect will also help to minimize the current different ‘eFTI’ maturity stages between the MS. This is the added value that CEF financing and support to this Project offers. The CEF financing will facilitate and promote the creation of a consortium of Member States that will bring together work from other private and public entities to address these issues together, joining different stakeholders to improve the efficiency of reporting operations in Europe and ultimately contribute to a harmonized eFTI

implementation. Should the co-funding not be available MS indicated that these initiatives would be delayed for another 2 years., given the budgetary constraints all MS are confronted with.

No support under the Recovery and Resilience Facility is expected for this Project in any of the involved MS.

5.2 Public and private investment and financial leverage

Public and private investment and financial leverage

Provide information on the capacity of the grant to trigger a bigger investment or to allow other investments.

Will the EU grant help mobilising additional public and private funding? Will different sources of funding or higher amounts become available? Has the financial leverage been optimised in terms of amounts and duration?

eFTI4EU will be a great investment trigger.

National budget will be mobilised to move from the pilot stage to the full eFTI implementation including specific budget of the national Competent Authorities.

Private funding will be mobilised for 2 different strands:

- **Economic Operators that will invest in developing and certifying their platforms**
- **Software service providers that will invest in their products to be ready to provide to the market the new eFTI services**

5.3 Stakeholder commitment

Stakeholder commitment

Explain how the EU funding would reinforce the commitment of different partners and stakeholders (public and private).

What would be the effects, in terms of commitment of stakeholders, if the project would not receive the grant?

EU funding of the eFTI4EU project will be a crucial catalyst for eFTI take off initially for the Competent Authorities in the MSs and indirectly also to the Economic Operators who will be the long-term real beneficiaries of this project. Moreover, is an indispensable and accelerating means to enable the rapid roll-out of the eFTI exchange environment and thus to meet the ambitious timetable of the EU Commission for eFTI, as this requires considerable investment costs.

If the grant is not received, severe consequences on the eFTI harmonisation and implementation schedules will be expected. On the contrary, this could be counterproductive about the ambitious timetable of the EU Commission. Many MSs are not aware of the scope of regulation and the necessary cross-border harmonisation and are still waiting for the DA and IA. This will significantly delay the timetable for eFTI readiness.

#§CAT-EFF-CE§#

#@WRK-PLA-WP@#

6. WORK PLAN, WORK PACKAGES, ACTIVITIES, RESOURCES AND TIMING

6.1 Work plan

Work plan

Provide a brief description of the overall structure of the work plan (list of work packages or graphical presentation (Pert chart or similar)).

Overall Structure of the Work Plan

The project is organised in four (4) Work Packages (WPs) that correspond to the project's objectives, coordinated by the Project Coordination Committee. Each WP is led by a project partner particularly experienced in the corresponding area, so as to ensure the best practice and work efficiency.

Work Packages Timing and Key Dependencies

The Member State activities will be coordinated within WP1 and supported by other WPs to provide detailed analysis of the requirements and analysis of the required WP contribution. After the initial Studies and project starting phase the project focus will move towards creation of reference implementation related pilots and communication led by WP2 and WP3. Information and results from WP2 and WP3 will provide constant input for WP1 and Member States as authority support actions. This iteration loop between the WPs will be repeated constantly, so that all required project goals and aims will be covered. In parallel WP4 project management will take care of project process, coordination and novelty. Below WPs and subtasks are listed.

WP1: Horizontal Alignment

- Task 1.1 Authorities' road map (requirements and preparatory works)
- Task 1.2 Interoperability of eFTI exchange environment (planning, reference specification, testing)
- Task 1.3 eFTI Gate Strategy and Governance (Common Rule Set)
- Task 1.4 eFTI Gate Content and Accessibility (e.g. Metadata, Access Management)
- Task 1.5 Legal implementation and Certification-related affairs and rules

WP2: National and Corridor Pilots

- Task 2.1 Pilot collaboration and knowledge sharing

- Task 2.2 Pilot planning
- Task 2.3 System development, testing and piloting
- Task 2.4 Cross-border testing and pilots
- Task 2.5 Pilot results and analysis

WP3: Communication, Dissemination & Capacity Building

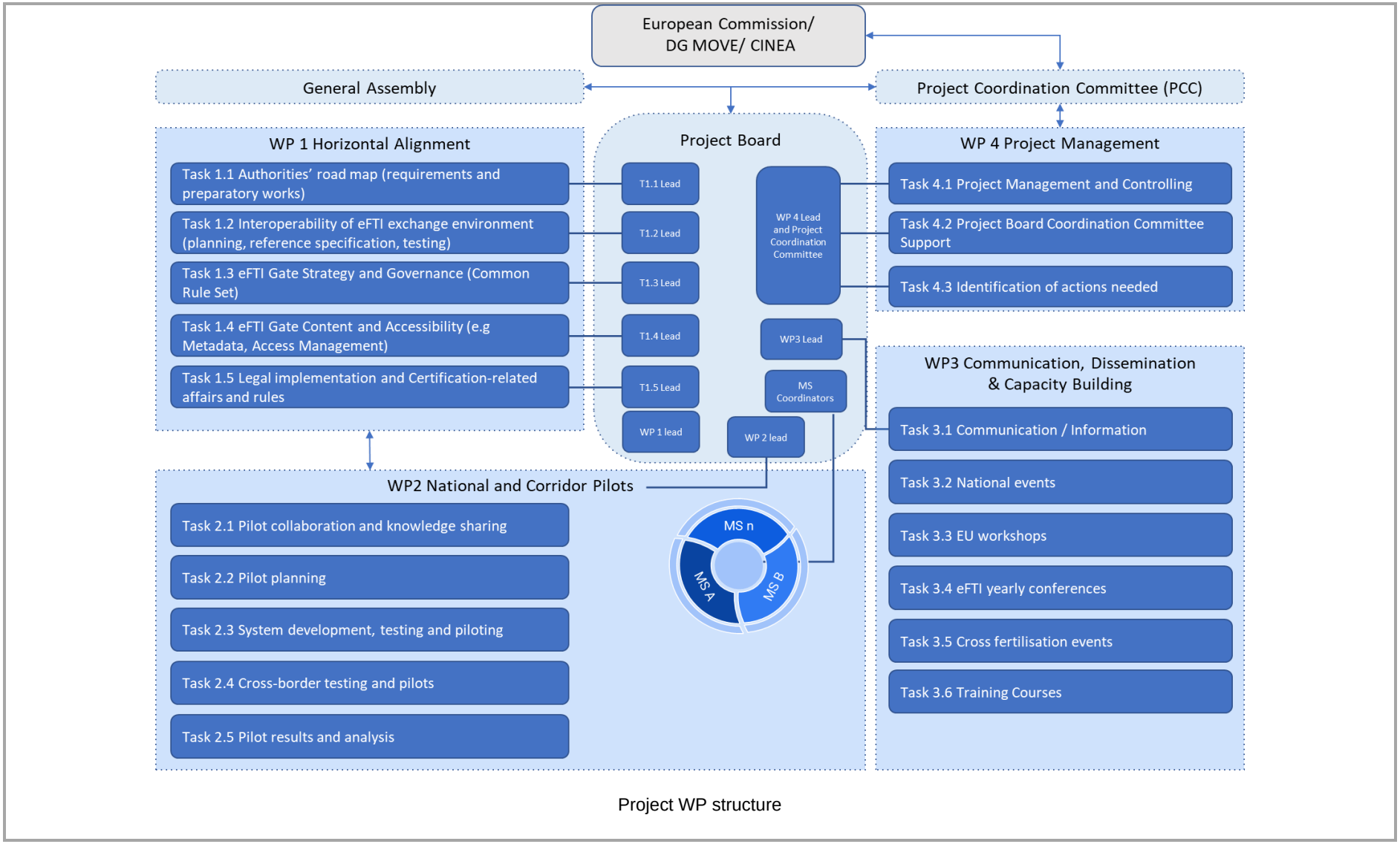
- Task 3.1 Communication / information
- Task 3.2 National events
- Task 3.3 EU workshops
- Task 3.4 eFTI yearly conferences
- Task 3.5 Cross fertilisation events
- Task 3.6 Training Courses

WP4: Project Management

- Task 4.1 Project Management and Controlling
- Task 4.2 Project Coordination Committee Support
- Task 4.3 Identification of actions needed

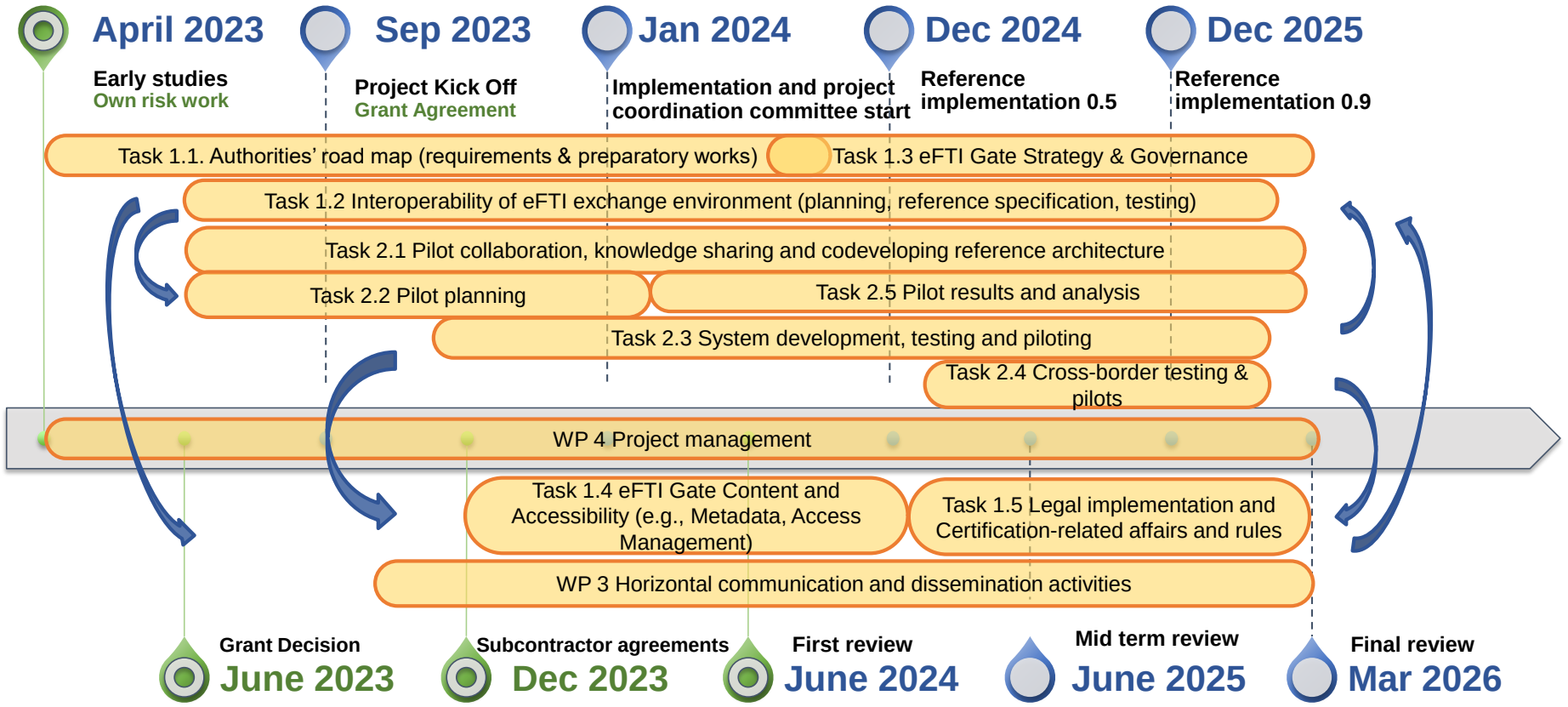
The Figure below summarises the project structure, illustrating the relationships between WPs and the Project Coordination Committee that, as explained in the previous paragraph will heavily support all the eFTI4EU activities.

All the Deliverables will be in English (pdf format).



Project WP structure

The project follows agile development cycles, where project coordination, strategy, governance, reference model and piloting will be executed partly in parallel. The project scheduling is also synchronised with the EU eFTI roadmap. The Figure Below displays the time dimension of the project and its WPs, which will be implemented in total in 36 months.



Project Gantt chart

6.2 Work packages, activities, resources and timing

WORK PACKAGES

Work packages

This section concerns a detailed description of the project activities.

*Group your activities into work packages. **A work package means a major sub-division of the project**. For each work package, enter an objective (expected outcome) and list the activities, milestones and deliverables that belong to it. The grouping should be logical and guided by identifiable outputs.*

Projects should normally have a minimum of 2 work packages. WP1 should cover the management and coordination activities (meetings, coordination, project monitoring and evaluation, financial management, progress reports, etc) and all the activities which are cross-cutting and therefore difficult to assign to another specific work package (do not try splitting these activities across different work packages). WP2 and further WPs should be used for the other project activities. You can create as many work packages as needed by copying WP1.

For very simple projects, it is possible to use a single work package for the entire project (WP1 with the project acronym as WP name).

For works proposals, please make sure to use separate work packages for activities that are linked to the following specific budget categories (D.2 Studies, D.3 Synergetic elements, D.4 Works in outermost regions and D.5 Land purchase, if applicable).

Work packages covering financial support to third parties (⚠ only allowed if authorised in the Call document) must describe the conditions for implementing the support (for grants: max amounts per third party; criteria for calculating the exact amounts, types of activity that qualify (closed list), persons/categories of persons to be supported and criteria and procedures for giving support; for prizes: eligibility and award criteria, amount of the prize and payment arrangements).

⚠ *Enter each activity/milestone/output/outcome/deliverable only once (under one work package).*

⚠ *Ensure consistency with the detailed budget table per WP/calculator (if applicable) (n/a for prefixed Lump Sum Grants)*

Objectives

. Describe the objective of the work package and how it contributes/relates to the overall and specific objectives of the project.

State if there are links to other work packages (or conversely that there are no links to any other work package).

Activities (WP description)

Provide a concise overview of the work (planned tasks). Be specific and give a short name and number for each task. Provide quantitative information (dimensions, capacity of infrastructure, etc).

Mention for each task links with tasks planned under other work packages. Flag tasks which are on the critical path.

*Show who is participating in each task: Coordinator (COO), Beneficiaries (BEN), Affiliated Entities (AE), Associated Partners (AP), indicating **in bold** the task leader.*

Add information on other participants' involvement in the project e.g. subcontractors.

Complete the column on subcontracting. Subcontracts must be awarded using your usual purchasing practices – provided that they ensure best value for money and no conflict of interests. If you are a public procurer ('contracting authority/entity' within the meaning of the EU Directives on public procurement), you must also comply with the applicable national law on public procurement."

Note:

The Coordinator remains fully responsible for the coordination tasks, even if they are delegated to someone else. Coordinator tasks cannot be subcontracted.

Milestones and deliverables (outputs/outcomes)

Milestones *are control points in the project that help to chart progress.*

The milestones must be SMART: specific, measureable, achievable, relevant and time-related and must have clearly identified means of verification. The number of milestones per work package will depend on the complexity of each work package. Each work package should have at least two milestones related to it, ideally, one milestone per activity and per year. If needed, one or more intermediate milestones can be added, particularly for long or very complex and costly work packages. Examples of milestones include publication of a tender, signature of contract, starting of study/works, technical progress as certified by the works/studies subcontractors, etc.

Means of verification *are how you intend to prove that a milestone has been reached. If appropriate, you can also refer to indicators. They should be easy and concrete. Examples of means of verification include: publication of the tender notice, signature of a contract by the last party, acceptance/approval of final report/outcome, etc. A deliverable can be also used as a mean of verification for a milestone.*

Deliverables *are project outputs which are submitted to show project progress (any format) and achievement of the technical work. Refer only to major outputs. Do not include minor sub-items, internal working papers, meeting minutes, etc.*

Examples of deliverables for works projects include: constructed rail section, built bridge, deployed charging stations, concluded contract, published manuals, construction of the transmission line [name of the line], commissioning of the transmission line [name of the line], constructed transmission tower, deployed submarine cable, etc. For deliverables which are physical investments, provide in the 'Description' field the type of document you will use to prove the completion of the deliverable (e.g. acceptance note, test protocol, certificate of completion, handover certificate, etc).

Examples of deliverables for studies include: a technical design, an engineering design, a completed analysis, an environmental report, data collection, creation of a model and description of scenarios, etc. For such deliverables, provide in the 'Description' field: confirmation of completion and/or approval of technical design, copy of environmental report, etc.

For deliverables such as meetings, events, seminars, trainings, workshops, webinars, conferences, etc., enter each deliverable separately and provide the following in the 'Description' field: invitation, agenda, signed presence list,report of the event, presentations.

For deliverables such as manuals, toolkits, guides, reports, leaflets, brochures, training materials etc., add in the 'Description' field: format (electronic or printed), language(s), approximate number of pages and estimated number of copies of publications (if any).

For each deliverable you will have to indicate a due month by when you commit to upload it in the Portal. The due month of the deliverable cannot be outside the duration of the work package and must be in line with the timeline provided below. Month 1 marks the start of the project and all deadlines should be related to this starting date.

The labels used mean:

Public — fully open (⚠ automatically posted online on the Project Results platforms)

Sensitive — limited under the conditions of the Grant Agreement

EU classified — RESTREINT-UE/EU-RESTRICTED, CONFIDENTIEL-UE/EU-CONFIDENTIAL, SECRET-UE/EU-SECRET under Decision 2015/444. For items classified under other rules (e.g. national or international organisation), please select the equivalent EU classification level.

⚠ *Please note that milestones/deliverables should relate to the project work. Periodic reports or final reports linked to payments should NOT be included.*

Work Package 1

Work Package 1: Horizontal Work			
Duration:	M1 – M36	**Lead Beneficiary:**	BUNDESMINISTERIUM FÜR DIGITALES UND VERKEHR (BMDV) Co-leader MAJANDUS JA KOMMUNIKATSIOONIMINISTEERIUM (MKM)
Objectives			

Objectives

WP 1 is the common harmonisation work package for the participating Member States to identify, by means of country-specific roadmaps, inter alia, the inventory of existing reusable systems, requirements for national eFTI implementation, resource needs (financial and technical) and requirements for the long-term operation of the eFTI exchange environment;

- analyse the DA and IA introduced by the EU Commission and jointly translate them into harmonised technical specifications, thus providing member states with solid specifications, e.g. for the development/tendering of an eFTI gate;
- develop national and cross-border test strategies to test the eFTI exchange environment;
- develop a strategy for an open-source reference implementation of an eFTI gate on top;
- develop an agreed governance model that describes general rules for eFTI gates and the maintenance of the specifications.

Within the framework of Task 1.1, the participating MS will first identify the existing systems, requirements for national eFTI implementation, resource needs (financial and technical), pilots planned during the project and requirements for the long-term operation of the eFTI exchange environment in order to document these in so-called national roadmaps (D1.2). This should create a solid information basis for eFTI4EU to analyse the starting point for the implementation of the eFTI exchange environment. For this purpose, a work plan (D1.1) will be developed together with the MS, in which the requirements for the roadmaps will be documented. In addition, a corresponding roadmap structure will be developed in the form of a template. Both should help to collect the information in a harmonised way and facilitate an analysis afterwards. The overall MS summary of the individual country-specific roadmaps will be made in a Roadmap Status Report (D1.3). Here, an analysis of the commonalities and differences in the MS is carried out, which represents a benchmark for the harmonisation range that is available for the implementation of the eFTI exchange environment and thus for the provision of interoperability.

Task 1.2 (Interoperability of the eFTI exchange environment for planning, reference specification, testing) will analyse the DA and IA introduced by the EU Commission and jointly translate them into harmonised technical specifications. In addition, initial findings from the national roadmaps will be incorporated in parallel and the use of e.g. EU

Building Blocks will be discussed, such as eDelivery or similar existing, fully specified solutions. The use of such solutions would indeed be a time saver for the project, as they could be implemented immediately in WP2.

The approach in Task 1.2 is to start with a system overview and interface specification (D1.4). This includes a cross-pilot system architecture and an identification of interfaces to be considered (and harmonised) based on the architecture favoured in DTLF SG1 (Scenario 7). The next step is to analyse how which existing systems can take on the role of an eFTI gate (if necessary, by modification), or where a “new” eFTI gate can be used in general. The resulting system dependencies are described in system specifications (D1.5). These also take into account requirements of the eFTI stakeholders, including detailed application scenarios and usability requirements as well as relevant service level and interoperability key performance indicators (KPI), which will be validated in the WP2 laboratory tests and pilot projects. According to the findings and experience gained from the implementation (WP2), the specifications will be further improved and adapted until the end of the project, so that a tested version of the specifications (D1.6) will be available at the end.

The aim is to provide member states with solid specifications, e.g. for the development/tendering of an eFTI gate. On the other hand, the specifications as a whole will be used to derive a development plan for reference development (D1.7) for the co-development of the reference implementation. The reference development will be jointly developed and tested by the financially involved eFTI4EU partners in WP2 and made available together with the data model and the requirement specifications to all Member States as open-source code that can be modified, licensed, re-licensed or used without restrictions. Based on the above system specifications, national and cross-border test strategies for testing the eFTI exchange environment will be developed, which will be summarised in an eFTI exchange environment test plan (D1.8). Here, too, it would be possible to benefit from ready-made EU building blocks that provide test plans or test opportunities where appropriate.

Task 1.3 eFTI gate strategy and governance (Common Rule Set) aims to develop an agreed governance model (D.1.9) that describes common rules for eFTI gates (e.g. rules for onboarding of eFTI platforms, rights and duties) and the maintenance of specifications. It should enable member states to monitor the technological-sociological system landscape and develop viable plans for the governance of the reference implementation description, which can be made available to the market as open documentation. This includes an identification of possible governance actors, their roles and relationships within the value chain structure.

The project partners will be responsible for jointly developing, testing and piloting the eFTI reference implementation in national and cross-border, transnational supply chain use cases where the exchange of data within a cross-border eFTI exchange environment is required. Task 1.4 is dedicated to the inside of the eFTI reference implementation, i.e. an eFTI Gate service and content specification (D1.10) will functionally describe the relevant eFTI Gate services (e.g. internal/external authentication, eFTI platform-related services, eFTI Gate-to-eFTI Gate services, logging, search mechanism, etc.) and specify the relevant registries (eFTI platform metadata, links, etc.).

Task 1.5 will address the legal implementation of eFTI components, taking into account the certification requirements and rules that will be established for eFTI components. A strategy plan for legal implementation and certification (D1.11) will therefore collect and document national strategies and processes for each MS with regard to the legal implementation of eFTI gates and the implementation of national certification processes for eFTI gates and platforms.

Important note on timing: The EU Commission's ambitious eFTI timetable foresees that by August 2025, public authorities will have operational systems in place for the exchange of eFTI datasets, enabling economic operators to provide their transport information in the form of eFTI datasets and sub-sets. Therefore, many of the tasks need to start very early, before the grant agreement is signed and only slightly staggered, as well as working in parallel in an agile process. To this end, it is planned that the individual tasks in WP1 closely coordinate with each other, but also with the activities for prototypical eFTI Gate development in WP2. This ensures continuous development and improvement of the specifications but also of the prototypical development. A sequential approach would significantly delay the project duration under the circumstances mentioned. The goal of eFTI4EU pilots that are as close as possible to operational use would otherwise not be possible.

Activities (WP description)					
Task No (continuous numbering linked to WP)	Task Name	Description	Participants		Subcontracting (Yes/No and Percentage of the task that will be subcontracted).
			Name	Role (COO, BEN, AE, AP, OTHER)	
T1.1	Task 1.1 Authorities' Road map (requirements and preparatory works)	Identify, by means of country-specific roadmaps, inter alia, the inventory of existing reusable systems, requirements for national eFTI implementation, resource needs (financial and technical) and requirements for the long-term operation of the eFTI exchange environment	ALL	BEN	YES (up to 25%)
T1.2	Task 1.2 Interoperability of eFTI exchange environment (planning, reference specification, testing)	Analyse the DA and IA introduced by the EU Commission and jointly translate them into harmonised technical specifications, thus providing member states with solid specifications, e.g. for the development/tendering of an eFTI gate	ALL	BEN	YES (up to 25%)
T1.3	Task 1.3 eFTI Gate Strategy and Governance (Common Rule Set)	Develop an agreed governance model that describes general rules for eFTI gates and the maintenance of the specifications (based on approved IAs and DAs)	ALL	BEN	YES (up to 25%)
T1.4	Task 1.4 eFTI Gate Content and Accessibility (e.g. Metadata, Access Management)	Specify relevant eFTI Gate services (e.g., internal/external authentication, eFTI platform-related services, eFTI Gate-to-eFTI Gate services, logging,	ALL	BEN	YES (up to 25%)

		search mechanism, etc.) and the relevant registries (eFTI platform metadata, links, etc.			
T1.5	WP1.5 Legal implementation and Certification-related affairs and rules	Collect and document national strategies and processes for each MS with regard to the legal implementation of eFTI gates and the implementation of national certification processes for eFTI gates and platforms	ALL	BEN	YES (up to 25%)

Milestones and deliverables (outputs/outcomes)

Milestone No (continuous numbering not linked to WP)	Milestone Name	Work Package No	Lead Beneficiary	Description	Due Date (month number)	Means of Verification
MS 1	WP1 Kick-Off	1	BMDV (MKM)	Kick-Off Meeting with eFTI4EU partners to initiate the work on WP1 and in particular prepare the work in Task 1.1 and 1.2.	M1	Validation from the Project Board
MS 2	Roadmap Workplan for MS including templates ready	1	BMDV (MKM)	Definition of the timeframe and content of national roads maps to be provided by the MS. Appropriate templates are be delivered.	M3	Validation from the Project Board
MS 3	Roadmap Status Report ready	1	BMDV (MKM)	Summary on national roads maps: Analysis of commonalities and differences	M17	Validation from the Project Board
MS 4	Progress on technical specifications to comply with eFTI requirements	1	BMDV (MKM)	Interim report on technical specifications to comply with eFTI requirements =D1.5	M13	Validation from the Project Board

MS 5	End of technical specifications to comply with eFTI requirements	1	BMDV (MKM)	Final report on technical specifications to comply with eFTI requirements =D1.6		M32	Validation from the Project Board
Deliverable No (continuous numbering linked to WP)	Deliverable Name	Work Package No	Lead Beneficiary	Type	Dissemination Level	Due Date (Month number)	Description (including format and language)
D1.1	Roadmap Workplan for MS including templates	Task1.1	BMDV (MKM)	*[*R — Document, report*]*	*[*PU — Public]	*M3*	Detailed workplan and template to provide a harmonised structure for the national roadmaps
D1.2	National eFTI Roadmaps	Task1.1	BMDV (MKM)	*[*R — Document, report*]*	*[*PU — Public]	*M11*	National eFTI roadmap for each MS
D1.3	Roadmap Status Report	Task1.1	BMDV (MKM)	*[*R — Document, report*]*	*[*PU — Public]	*M17*	Summary on national roads maps: Analysis of commonalities and differences
D1.4	eFTI System overview and interface specification	Task1.2	BMDV (MKM)	*[*R — Document, report*]*	*[*PU — Public]	*M7*	Architectural system overview on the eFTI exchange environment and identification of relevant interfaces
D1.5	eFTI System specifications (preliminary Versions)	Task1.2	BMDV (MKM)	*[*R — Document, report*]*	*[*PU — Public]	*M12*	Functional description of all (standard) systems involved in the eFTI exchange environment and description of the respective requirements according to provided eFTI DA and IA and relevant control use cases including appropriate technical,

							service-level and interoperability KPI targets
D1.6	eFTI System specifications (final Versions)	Task1.2	BMDV (MKM)	*[*R — Document, report*]*	*[*PU — Public]	*M31*	Amended final versions of the eFTI System specifications after implementation and test experiences
D1.7	Reference implementation development plan	Task1.2	BMDV (MKM)	*[*R — Document, report*]*	*[*PU — Public]	*M14*	Definition of development phases for the co-development of the reference implementation
D1.8	eFTI exchange environment test plan	Task1.2	BALM (MKM)	*[*R — Document, report*]*	*[*PU — Public]	*M20*	Definition of national and cross-border test cases for the eFTI exchange environment
D1.9	eFTI Gate Strategy and Governance Model	Task1.3	BMDV (MKM)	*[*R — Document, report*]*	*[*PU — Public]	*M29*	Common rules for eFTI Gates (e.g. rules for onboarding of eFTI platforms, rights and duties) and maintenance
D1.10	eFTI Gate service and content specification	Task1.4	BMDV (MKM)	*[*R — Document, report*]*	*[*PU — Public]	*M14*	Functional description of relevant eFTI Gate services (e.g. internal/external authentication, eFTI platform related services, eFTI Gate to eFTI Gate services, logging, search mechanism etc) and specification of relevant

							registries (eFTI Platforms Metadata, links, etc)
D1.11	Legal implementation and certification strategy plan	Task 1.5	BMDV (MKM)	*[*R — Document, report*]*	*[*PU — Public]	*M26*	Definition of national strategies and processes for each MS with regard to the legal introduction of eFTI Gates and the introduction of national certification processes for eFTI Gates and platforms

Estimated budget — Resources *(n/a for prefixed Lump Sum Grants)*
See detailed budget table per WP/calculator (annex 1 to Part B)

Work Package 2

Work Package 2: National and Corridor Pilots			
Duration:	M6 – M33	**Lead Beneficiary:**	LIIKENNE JA VIESTINTAVIRASTO (LJV) Co-Leader IN Continue et Services
Objectives			
▪ Objective 1 is to test and pilot in real world conditions the main use cases of eFTI gates against the reference model developed in WP1: ○ Test and pilot eFTI gate to competent authorities data exchange ○ Test and pilot eFTI gate to eFTI platforms data exchange ○ Test and pilot eFTI gate to other eFTI gates data exchange ○ Test and pilot eFTI gate to other liked systems data exchange ▪ Objective 2 is to cover all main transport modes in pilots (maritime, air, rail and road) and with these test objective 1 eFTI Gate use cases ▪ Objective 3 is to cover the whole eFTI architecture from Economic Operators to Competent Authorities in pilots			

- Objective 4 is to pilot above mentioned issues in national and international/corridor context

The broad target of the Project Partners is to reach close working relationship with all engaged Member States to better understand their needs, so that parallel national eFTI development projects can be supported with more accurate definition, co-development and governance model. I.e. the eFTI4EU project will provide guidance and architecture manual for MSs how to establish interoperable and a functioning system for eFTI implementation. This work will be started already in WP1, but Task 2.1 will continue it and link that to the pilots and testing aspects. The WP2 will focus on multi-country, multi-operator, cross-border eFTI use case scenarios and it will provide feedback and information for reference model development. Due to the short time that the project – and the Member States – have for implementation of eFTI, WP 2 will emphasise agile co-development approach between member states. In this incremental development process, the Project Partners target to gain rapid progress and level ground for the eFTI reference implementation. The development process is also linked to the general EU eFTI delegated acts development and potential CEF calls (2023-2024), where eFTI4EU project could provide 0.5 version of reference model for those MSs, which were not ready to participate 2022-2023 CEF round. Hence, the eFTI4EU will facilitate the eFTI entry for other Member States in the project but also for those which are not direct beneficiaries. The co-development, planning and collaboration will be done with the lead of a few forerunning Partners (Task 2.2), who will help to create the eFTI Gate reference technology and show its potential benefits in national and cross border pilots, with respect to multimodal transportation. The lead partners for co-development are Estonia, Finland and Germany, with support of other participant MSs.

Testing will be started with sample and simulation data under Task 2.3. Aim is to get a functional solution as soon as possible and then further develop and test it in real world pilots (Task 2.4). National and corridor pilots with various eFTI use cases will be made together with economic operators representing different transport modes. For the corridor pilots the TEN-T network is followed and pilots should be designed to verify real commercial transportations along the corridors. In the North, North Sea – Baltic corridor and stakeholders along it will be engaged to pilots and the same will be done in the South on the Scandinavian Mediterranean corridor. The corridor covers road, rail and maritime transportation and all these will be integrated to pilots. **As reported in the previous sections, eFTI4EU will cover all the 9 CNCs**. The corridor approach will be used to integrate both national and international transportations and to tests the whole message channel from information enquiry of Competent Authority (CA) to the data sharing of Economic Operator (EO) and how to enable information exchange between MS eFTI Gates. Target is to pilot different real world use cases in close collaboration with EOs and potential existing eFTI platforms. If commercial solutions are not available similar test solutions will be used to simulate the data exchange between EO and CA. With these pilots eFTI4 EU project team wants to ensure the DTLF requirement compliance of the developed reference model its capability in real world environment. At the same time pilots will enable opportunity to communicate and collect feedback from EOs and other relevant stakeholders.

The purpose of the pilots is to cover full eFTI architecture and its components. And hence, to provide concrete experience and lessons learned from real world use cases and to adapt those into the reference solution, so that Member States are able to implement their operative eFTI Gates on time. Pilot results and findings will be disseminated both on national and international level among eFTI stakeholders (Task 2.5). Target is to cover several eFTI Gate use cases and test these in different MSs and international corridors, so that in total the eFTI4EU project covers 4 main test use cases for eFTI GATES:

1. Test and pilot eFTI gate to competent authorities data exchange
2. Test and pilot eFTI gate to eFTI platforms data exchange
3. Test and pilot eFTI gate to other eFTI gates data exchange
4. Test and pilot eFTI gate to other liked systems data exchange

1) eFTI Gate to CA will focus on pilots how to enable data and information exchange between the system and CAs. It will cover identification, authentication and authorization testing for several CA profiles with respect of their data enquiries. In addition, the pilots between eFTI-Gate and competent authorities holds the pilots and solutions to manage and coordinate the competent authority platforms and the eFTI-Gates coordination.
2) The pilots between eFTI-Gates and eFTI platforms will entail the testing of eFTI-Gates connectivity and data exchange, the metadata registries and search mechanism operations nationally and across borders. Some of the testing entails to test the push of metadata and unique links to the eFTI Gate. Some of the testing is coordinated highlighting border crossing use cases. In general these test highlight the data exchange between the EOs and eFTI Gates
3) Pilots of eFTI-Gate to eFTI-Gate holds the international corridor testing of the entire eFTI exchange environment in exchanging and passing on the query between eFTI Gates and CAs. These pilots will emphasise the interoperability between national systems.
4) Final use case category focuses on the interoperability and connection between eFTI Gates and other linked systems, such as IMSOC and EMSW. Under these pilot the aim is to study and test how these systems together can help CAs and EOs to digitalize their logistics processes and tasks

For all the pilots, the aim in WP 1 with WP 2 support is to jointly develop control and monitoring system with a set of KPIs, which can be used to enable verification and evaluation of the pilot results and output. Co-development and piloting will result into deliverables as set below. The scope of co-development and piloting is defined by the number of use cases and budget of the participating MS. Based on these evaluations the Project Coordination Committee needs in two milestones approve the reference model, which can be further developed and finally presented as a desired reference model of the eFTI4EU project. The consortium has set high ambitious level for the reference model, which could be easily adopted and transferred to the operational eFTI systems of MSs. Each use case is associated with a specific set of requirements and interoperability, technical-level and service-level KPIs, that cover all transport modes and focus on capability and usage of eFTI Gates. However, pilots will cover the whole eFTI message channel from the Economic Operator to eFTI platform and from there to eFTI Gate and further on to Competent Authorities, with respect to metadata, information enquiry and data sharing identification-authentication-authorization aspects and linked systems when alternating between different modes of transport and when crossing internal EU borders. In parallel with pilots, an important part of WP2 is also co-development between MSs. Co-development means actual shared architecture and development actions, which target to the reference model of the project. Aim is to develop simplified system, which will succeed in all above mentioned eFTI Gate use cases and can be approved by MSs, but without operative GUIs and operation models. Iteration is necessary in co-development to ensure that potential improvements are applied to the components of the reference implementation through feedback so that regression testing can be performed to ensure that the basic target KPIs are achieved. It is also necessary to provide feedback to WP1 so that improvements can be incorporated into the specifications or governance processes as appropriate.

Activities (WP description)

Task No (continuous numbering linked to WP)	Task Name	Description	Participants		Subcontracting (Yes/No and Percentage of the task that will be subcontracted).
			Name	Role (COO, BEN, AE, AP, OTHER)	
Task 2.1	Pilot collaboration and knowledge sharing	WP 2 horizontal collaboration between project partners and other WPs in order to harmonize and share actions and knowledge.	ALL	BEN	YES (up to 75%)

Task 2.2	Pilot planning	Detailed pilot plans for each MS. Plans will cover: general description, roles and responsibilities, schedule and covered functionalities and use cases.	ALL	BEN	YES (up to 75%)
Task 2.3	System development, testing and piloting	Preparation testing and simulation pilots for reference model.	ALL	BEN	YES (up to 75%)
Task 2.4	Cross-border testing and pilots	Actual reference model testing with full eFTI architecture and engaged stakeholders. Pilots will follow a corridor approach, where real world use cases are used for piloting.	ALL	BEN	YES (up to 75%)
Task 2.5	Pilot results and analysis	integration of national and international pilot results. Pilot analysis and reporting to other WP.	ALL	BEN	YES (up to 75%)

Milestones and deliverables (outputs/outcomes)

Milestone No (continuous numbering not linked to WP)	Milestone Name	Work Package No	Lead Beneficiary	Description	Due Date (month number)	Means of Verification
MS 6	Reference implementation 0.5	WP2	LJV	Reference implementation model 0.5 available, tested and documented	M21	Reference model 0.5 documentation is approved by the Project Board
MS 7	Reference implementation 0.9	WP2	LJV	Reference implementation model 0.9 available, tested, piloted and documented	M33	Reference model 0.9 documentation is approved by the Project Board

MS 8	End of the development and integration of the eFTI components	WP2	LJV	Final version on the eFTI components developed and integrated		M31	Final version of the eFTI components approved by the Project Board
MS 9	Demo-Day on end-of-testing and eFTI implementation	WP2	LJV (BALM)	Public meeting to show the eFTI developments and integrations carried out by eFTI4EU partners on production environment – This is a preparatory meeting for the WP3 final national event		M26	Minutes of the meeting available online
Deliverable No (continuous numbering linked to WP)	Deliverable Name	Work Package No	Lead Beneficiary	Type	Dissemination Level	Due Date (month number)	Description (including format and language)
D2.1	eFTI4EU pilot plan	Task 2.2	LJV	*[*R — Document, report*]*	*[*PU — Public]	M11	Detailed description and workplan for all national and cross-border pilots and pre-testing.
D2.2	Reference implementation 0.5 description and system test summary	Task 2.1, Task 2.3, Task 2.5	LJV (BALM)	*[*R — Document, report*]*	*[*PU — Public]	M21	Documented description of reference implementation and test results including recommendations and updated test plan.
D2.3	Reference implementation 0.9 description and pilot result summary	Task 2.1, Task 2.4, Task 2.5	LJV (BALM)	*[*R — Document, report*]*	*[*PU — Public]	M33	Documented description of reference implementation and pilot and test results including recommendations for MS eFTI implementations.

Estimated budget — Resources *(n/a for prefixed Lump Sum Grants)*
See detailed budget table per WP/calculator (annex 1 to Part B)

Work Package 3

Work Package 3: Communication, Dissemination & Capacity Building			
Duration:	M1 – M36	**Lead Beneficiary:**	**CIRCLE**

Objectives

The WP3 (Dissemination, Communication and scale-up) will create the project dissemination and communication activities aiming to implement the dissemination of the project goals, reference implementation, test reports, pilot results, achievements, and other outputs and establish also capacity building activities.

Communicating and disseminating eFTI and the project activities and results:

- A set of communication /information / training tools (including an eFTI hub, were the specifications and reference implementations on eFTI will be published; an example could be the OOTS Hub. https://ec.europa.eu/digital-building-blocks/wikis/display/OOTS/OOTSHUB+Home
- A set of national events in which MSs will communicate eFTI to EOs and to a broader public.
- A set of European workshops for very specific detailed issues.
- 3 eFTI conferences (one per year)

eFTI Capacity Building

- A series of workshops / on site visits in which more advanced countries could transfer their knowledge and expertise to less advanced ones this should include lessons learnt including onboarding trainings (webinars) in collaboration with the European Commission and the member states, associations and other projects
- A set of training courses to be delivered monthly for CAs and EOs, also open to MSs not involved in the project (to complement the ones planned in the eFTI second tender), including knowledge sharing regarding implementation of open-source software and a learning material library and video repository to support member state and regional dissemination.

Activities (WP description)

Task No (continuous numbering linked to WP)	Task Name	Description	Participants		Subcontracting (Yes/No and Percentage of the task that will be subcontracted).
			Name	Role (COO, BEN, AE,	

				AP, OTHER)	
T3.1	Communication / information	eFTI4EU LinkedIn account eFTI4EU 3 monthly European newsletter and national newsletters in national language eFTI4EU brochure eFTI pilot fact-sheets eFTI general video	ALL	BEN	YES up to 20%
T3.2	National events	2 national events per year	ALL	BEN	YES up to 60%
T3.3	EU workshops	2 specific technical online webinars per year on very specific technical issues	ALL	BEN	NO
T3.4	eFTI yearly conferences	1 yearly event (kick off conference, mid term conference, final conference)	ALL	BEN	YES up to 50%
T3.5	Cross fertilisation events	1 specific on line webinar per year + 3 on site visits	ALL	BEN	NO
T3.6	Training Courses	Set of training tutorial and training library available in a specific repository	ALL	BEN	YES up to 30%

Milestones and deliverables (outputs/outcomes)

Milestone No (continuous numbering not linked to WP)	Milestone Name	Work Package No	Lead Beneficiary	Description	Due Date (month number)	Means of Verification

MS 5	Kick off of the digital communication campaigns	4	CIRCLE	Starting point of the use of internet and social nets to communicate about the project		3	Post and news published
MS 6	WP 4 Intermediate Assessment	4	CIRCLE	Evaluation of the different tools and events and corrective actions		20	Publication of Mid-Term Communication Report
MS 7	WP 4 Final Assessment	4	CIRCLE	Evaluation of the different tools and events		35	Publication Final Communication Report
Deliverable No (continuous numbering linked to WP)	Deliverable Name	Work Package No	Lead Beneficiary	Type	Dissemination Level	Due Date (month number)	Description (including format and language)
D3.1	Detailed Communication Plan	4	CIRCLE	R	PU	3	Descripton and detailed planning
D3.2	Mid-Term Communication Report	4	CIRCLE	R	PU	15	Intermediate Report on Communication activities
D3.3	Final Communication Report	4	CIRCLE	R	PU	30	Final Report on Communication activities

Estimated budget — Resources *(n/a for prefixed Lump Sum Grants)*
See detailed budget table per WP/calculator (annex 1 to Part B)

Work Package 4

Work Package 4: Project management and coordination			
Duration:	M1 – M36	**Lead Beneficiary:**	MAJANDUS JA KOMMUNIKATSIOONIMINISTEERIUM (MKM) – Estonian Ministry of Economics and Communication, supported by PortExpertise

Objectives

It covers the management and coordination activities of EFTI4EU that will be required throughout its duration. Adequate administrative and technical organisation structures, control procedures, quality and risk management, monitoring and auditing processes will be designed and followed as part of this activity. The results of this activity include the elaboration of a Project Management Plan, the Project Status Reports, Financial Statements and delivery of the Final Reports (both financial and technical) for the Project.

The aim of this activity is to cover the management tasks of the Project. These include adequate coordination actions, control procedures, quality management, risk management, monitoring mechanisms and publicity actions.

WP objectives are:

- Efficient management of the project, fulfilment of all administrative and financial requirements in full compliance with contractual requirements
- Communication with the Member States Ministries, CINEA, the EC and between local decision makers & stakeholders (Port Authority and logistic operators)
- Set-up of the kick-off and regular project meetings
- Organizing the different projects meetings at regular intervals
- Quality assurance of activities' execution
- Technical control of all activities ensuring the quality of work and the timely production of the deliverables.
- Risk Management

The management structure and procedures are described in detail in the specific paragraph.

The WP4 Project Management, will be responsible for the overall project coordination, management and reporting. Additionally, the interface to the European Commission will be taken over by the Project Management.

Task 4.1. is the main task of the secretariat making sure that the project is managed and running according to the requirements of the Grant Agreement, Governance Handbook and the Consortium Agreement between the consortium partners and the EU Commission. This task includes:

- preparation, consolidation, finalisation and submission of the financial reports

- monitoring the expenses versus the budget
- review and monitor the project status and milestone monitoring
- consolidation of the project's annual work programme from all activities
- plan, manage and monitor incoming and outgoing deliveries
- change management: anticipate, evaluate and manage changes in project structure, project participation, budget allocation changes, leadership appointments etc.
- escalation management: resolve escalated issues
- risk management: Create, monitor and update risk management plan + identify and mitigate project risks
- quality management: set up and monitor quality assurance guidelines
- setup, generate and manage procedures, minute taking, templates and tools to support above tasks (including the initial creation of a NAPCORE "brand" with logo, design, colour scheme etc.)
- setup, operation and management of a project management/document/collaboration platform
- provision of a virtual meeting (and webinar) solution to enable planned and ad-hoc virtual meetings of project partners (internally and with external partners)

All applicants will be active in this task to fulfil their obligations relating to their respective financial reporting and general project management tasks.

Task 4.2 will support the Project Coordination Committee operationally and strategically in their tasks in cooperation with the European Commission services. The task therefore takes over the secretariat function. This includes the coordination of the topics to be discussed and the preparation of the meetings.

Tasks 4.3 and 4.4 will generally take over the collection of identified needs and future required actions. This will be done by collecting all gaps and unprocessed requirements from the working groups. These can be new challenges not yet foreseen or ideas for innovations that appear during the course of the project. On this basis, recommendations can be made for future projects or necessary measures in the project. In addition, in the case of serious unforeseen circumstances that have a major impact on the project, this task will develop solution strategies that will be presented to the Project Coordination Committee for decision. In this way, this task essentially contributes to risk management.

Activities (WP description)

Task No (continuous numbering linked to WP)	Task Name	Description	Participants		Subcontracting (Yes/No and Percentage of the task that will be subcontracted).
			Name	Role (COO, BEN, AE, AP, OTHER)	
T4.1	Project Management	See specific paragraph	ALL	BEN	

T4.2	Technical Management	See specific paragraph	ALL	BEN	
T4.3	Quality control	See specific paragraph	ALL	BEN	
T4.4	Risk Management	See specific paragraph	ALL	BEN	

Milestones and deliverables (outputs/outcomes)

Milestone No (continuous numbering not linked to WP)	Milestone Name	Work Package No	Lead Beneficiary	Description	Due Date (month number)	Means of Verification
MS 8	Annual status report 2023	4	MKM	Finalisation of the first-year reporting	M7	Validation by the MS and submission to CINEA
MS 9	Annual status report 2024	4	MKM	Finalisation of the second-year reporting	M19	Validation by the MS and submission to CINEA

Deliverable No (continuous numbering linked to WP)	Deliverable Name	Work Package No	Lead Beneficiary	Type	Dissemination Level	Due Date (month number)	Description (including format and language)
D4.1	Annual Status Report 2023	1	MKM	R	PU	M7	Progress report on 2023 management activities
D4.2	Annual Status Report 2024	1	MKM	R	PU	M19	Progress report on 2024 management activities
D4.3	Final Report	1	MKM	R	PU	M27+6	Final reporting

Estimated budget — Resources *(n/a for prefixed Lump Sum Grants)*

See detailed budget table per WP/calculator (annex 1 to Part B)

Timetable

Timetable

Fill in the timetable for the project (using either the template available on Portal Reference Documents or a Gantt chart which respects the minimum requirements set out in the template) and attach it to your Application Form (annex X to Part B).

Due to the tight timing planned for eFTI the participating member states and partners agreed to start preparations as early as possible. Therefore eFTI4EU is planned to start in April 2023 latest.

#§WRK-PLA-WP§#

eFTI4EU		2023									2024												2025												2026		
		Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
WP1	**Horizontal Alignment**																																				
T1.1	Authorities' road map (requirements and preparatory works)			D								D						M/D																			
T1.2	Interoperability of eFTI exchange environment (planning, reference specification, testing)			M				D					D	M	D						D											D					
T1.3	eFTI Gate Strategy and Governance (Common Rule Set)															M														D							
T1.4	eFTI Gate Content and Accessibility (e.g. Metadata, Access Management)							M					D																									
T1.5	Legal implementation and Certification-related affairs and rules																				M						D											
WP2	**National and Corridor Pilots**																																				
T2.1	Pilot collaboration and knowledge sharing																																				
T2.2	Pilot planning											D																									
T2.3	System development, testing and piloting																															M					
T2.4	Cross-border testing and pilots																										M										
T2.5	Pilot results and analysis																					M/D												M/D			
WP3																																					
T3.1	Communication / information							D			M					D	M																					D
T3.2	National events																																				
T3.3	EU workshops																																				
T3.4	eFTI yearly conferences																																				
T3.5	Cross fertilisation events																																				
T3.6	Training Courses																																				
WP4																																					
T4.1	Project Management												M												M												M
T4.2	Technical Management												D												D												D
T4.3	Quality control																																				
T4.4	Risk Management																																				

#@ETH-ICS-EI@#

7. OTHER

7.1 Ethics

Ethics
Not applicable.

#§ETH-ICS-EI§# #@SEC-URI-SU@#

7.2 Security

Security
Not applicable.

#§SEC-URI-SU§# #@DEC-LAR-DL@#

8. DECLARATIONS

Higher funding rate (if applicable)	YES/NO
Do you fulfil the conditions set out in the Call document for a higher funding rate? If YES, explain and provide details.	**NO**
Insert text	

Twinned projects (if applicable)	YES/NO
Is the project twinned to another project which is funded under another CEF call and part of the same global project? If YES, give details on the twin-project (name, number, etc). ***Note:*** *Twinned projects will be evaluated together and afterwards managed as linked actions (for the purposes of the Grant Agreement).*	**NO**
Insert text	

Double funding	
Information concerning other EU grants for this project ⚠ *Please note that there is a strict prohibition of double funding from the EU budget (except under EU Synergies actions).*	**YES/NO**
We confirm that to our best knowledge neither the project as a whole nor any parts of it have benefitted from any other EU grant *(including EU funding managed by authorities in EU Member States or other funding bodies, e.g. EU Regional Funds, EU Agricultural Funds, etc)*. If NO, explain and provide details.	YES
We confirm that to our best knowledge neither the project as a whole nor any parts of it are (nor will be) submitted for any other EU grant *(including EU funding managed by authorities in*	YES

EU Member States or other funding bodies, e.g. EU Regional Funds, EU Agricultural Funds, etc). If NO, explain and provide details.	

Financial support to third parties (if applicable) *If your project requires a higher maximum amount per third party than the threshold amount set in the Call document, justify and explain why this is necessary in order to fulfil your project's objectives.*
Not applicable

#§DEC-LAR-DL§#

ANNEXES

LIST OF ANNEXES

Standard
Detailed budget table per WP/Calculator (annex 1 to Part B) — *uploaded*
CVs (annex 2 to Part B) — *uploaded for private beneficiaries*
Annual activity reports (annex 3 to Part B) — *uploaded for private beneficiaries*
List of previous projects (annex 4 to Part B) — *see next section*

Special
Timetable/Gantt chart — *uploaded*
Other annexes — *Letters of support - uploaded*

LIST OF PREVIOUS PROJECTS

List of previous projects

Please provide a list of your previous projects for the last 4 years.

Participant	Project Reference No and Title, Funding programme	Period (start and end date)	Role (COO, BEN, AE, OTHER)	Amount (EUR)	Website (if any)
EE, LV, LT, PL	DIGINNO, Interreg Baltic Sea Region	(2017-2020)	MKM Lead partner, others BEN	Total budget EUR 3,5 million, incl. ERDF (EUR 2,8 million, partners EUR 0,7 million)	https://www.diginnobsr.eu
EE	DIGINNO-Proto Nordic Council of Ministers	2020	MKM lead partner, others BEN	EUR 134,000 100% funded	https://www.diginnobsr.eu/diginno-proto
EE, LV, LT, PL, FI	DINNOCAP Interreg Baltic Sea Region	2021	MKM lead partner, others BEN	EUR 880,000	https://www.dinnocapbsr.eu/
EE, LV, LT, PL, FI	NDPTL-eCMR project: NDPTL goes real-time economy	July 2022 until 30 June 2023	MKM; DLK as BEN	EUR 400,000	https://realtimeeconomy-bsr.eu/ecmr, https://ndptl-project.ready4efti.eu/
EE	Analysis of the operational model of the Estonian national access point for electronic road transport consignment notes,' Public Tender of 239359 as of July 2022 of Estonian Ministry of Economic Affairs and Communications	Sept 2021-March 2022	MKM as tenderer, DLK as delivery partner	EUR 100,000	https://realtimeeconomy-bsr.eu/ecmr
EE	Initial analysis of the implementing of e-waybills, reviewing of requirements and planning of the support measure for development and onboarding of e-waybill platforms meeting the	April-June 2021	DLK as LEAD Smartup Studies as key	4 900 EUR	https://realtimeeconomy-bsr.eu/ecmr

	upcoming eFTI requirements, contracted by Estonian Ministry of Economic Affairs and Communications		contributors		
EE	Analysis of the eFTI Regulation 2020/1056 requirements for eFTI platforms, service providers and data exchange with a focus on requirements on eFTI platform on electronic road transport waybills as of April 2022, contracted by Estonian Ministry of Economic Affairs and Communications	February -April 2022	DLK, as LEAD SmartUp Studies and AlbrechtConsult as key contributors	7 200 EUR	https://realtimeeconomy-bsr.eu/ecmr
EE	Training and onboarding for eFTI platform developers RRF funding for Estonian Entrepreneurship and Innovation Agency	Since May 2022 - ongoing	DLK as LEAD and SmartUp Studies partner	7 000 EUR	https://realtimeeconomy-bsr.eu/ecmr
EE	ProtoTesting – eCMR indexing prototype testing planning, technical testing and stakeholder engagement, assessment and reporting in DIGINNO-Proto and DINNOCAP projects	August 2020 and October-December 2021	SmartUp Studies/ DLK as lead	10 000 EUR	https://realtimeeconomy-bsr.eu/ecmr
FI, LU, ES,IT,NL,SE	CEF-T-2018 FEDeRATED	Jan-2019 – March 2024	BEN, COO	25302204	http://www.federatedplatforms.eu/
INRIA LUNABEE IN GROUPE	***TousAntiCovid (***TAC) app was part of the global strategy for tackling the COVID-19 epidemic and helping people to emerge from lockdown. The app is part of an overall contact tracing strategy, the goal of which is to break the chain of transmission. It provides a quicker way of notifying contacts, particularly in cases involving individuals who have been infected by people they do not know, such as on public transport or in shops. The use of this app is voluntary.	June 2021-Mar 2022	IN Groupe develops the TousAntiCovid Verif application for Android and IOS.	651K €	https://bonjour.tousanticovid.gouv.fr/
IN Groupe	Carte Famille Nombreuse-CFN.	June 2022-Jan 2023	IN Groupe develops the whole platform.	XX	https://www.carte-familles-nombreuses.gouv.fr/home

Circle	Support for Development of Implementations Specifications for the EU Regulation 2020/1056 on Electronic Freight Transport Information (eFTI) As per tender: eFTI - MOVE/2020/OP/0015	June 2022-Dec 2023	Circle as lead contractor	250 000 EUR max award	
Circle, DLK	Support for Development of Implementations Specifications for the EU Regulation 2020/1056 on Electronic Freight Transport Information (eFTI), MOVE-2022-OP-0009	November 2022-	Circle as lead contractor DLK partner	450 000 EUR max award	
Circle	Docks The Future, Grant Agreement number 770064, Horizon 2020	1 Jan 2018-30 Oct 2020	COO	464131 EUR	https://www.docksthefuture.eu/
Circle	Synchronet, Grant Agreement number 636354, Horizon 2020	1. May 2015-31.Oct.2018	BEN	430312 EUR	https://www.synchronet.eu/
Circle	5G-LOGINNOV	1 Sept 2020-31 Aug 2023	BEN	296625 EUR	https://5g-loginnov.eu/
Circle	E-Bridge	October 2018-December 2022	BEN	12.185.050 EUR	E-Bridge | TRIMIS (europa.eu)
PortExpertise	Docks The Future, Grant Agreement number 770064, Horizon 2020	1/1/2018-30/11/2020	Steering board member, WP lead	-	https://www.docksthefuture.eu/
PortExpertise	National Ministry of Transport (Belgium) – Federale Overheidsdienst Transport en Mobiliteit	2016-2023	Project Lead	-	n.a. assistance to national department on data sharing platforms
PortExpertise	Global Gateway Workshops for Latin America-Caribbean and Asia Pacific (233) > Request for Services SIEA-2018-12860 Client: European External Action Service (EEAS) is the European Union's diplomatic service	10/2022-05/2023	Digitalisation Subject Matter Expert on trade data exchange	-	n.a.
PortExpertise	Port Community System (PCS) Pakistan Trade Facilitation Project/National	03/2018-09/2019	Project lead	-	Assistance to Pakistan government

	Single Window, data exchange platform: client World bank Group, 2018-2019				Inland Revenue Board on National Single window Platform on reporting obligations for logistics, trade.
PortExpertise	FENIX 2019-2023 Federated Network of Information eXchange in Logistics, location: various EU locations including Brussels. (INEA/CEF/TRAN/M2018/1793401 – Action No:2018-EU-TM-0077-S)	04/2019-03/2023	Activity Lead digital and operational business, Fenix2.0	-	https://fenix-network.eu/
PortExpertise	River Information Services project, RISCOMEX and CoRISMa	2014-2023	CoRISMa : pilot co-lead for Luxembourg RISCOMEX: observatory	-	https://www.riscomex.eu/ Sharing of data between MS on Inland Waterway transport, traffic, infrastructure, …
PortExpertise	Digital Transport and Logistics Forum 2015-ongoing (2023) Location: Brussels, and other EU member states	2015 2023	Member of both groups Paperless, and corridor freight information systems	-	https://transport.ec.europa.eu/transport-themes/digital-transport-and-logistics-forum-dtlf_en
PortExpertise	EU DG MOVE/DDG2.D1/2018-FV-377 Support action for contributing to the establishment of a European Maritime Single Window environment data set	2018- 2019	Project lead	-	n.a.
PortExpertise	Maiden project: Implementation of the CISE (Common Information Sharing Environment) for the EU maritime domain	2016 2017	Subject Matter Expert	-	n.a. assistance on project organisation, set up of governance structure, consortium agreement between MS" authorities

PortExpertise	DG MOVE/A3/119-2013 REVISION OF THE REPORTING FORMALITIES DIRECTIVE WITH THE AIM TO ESTABLISH EUROPEAN MARITIME SINGLE WINDOW ENVIRONMENT Year: December 2017-February 2018	06/2018-05/2019	Subject Matter Expert	-	Defining harmonised data set for all EU MS on Maritime Single Window
51Biz Luxembourg	FEDeRATED CEF Consortium	January 2019-December 2023	BEN and Living Lab Lead	300K of 25 M€	FEDeRATED Living Labs
51Biz Luxembourg	RISCOMEX CEF Consortium	January 2018-June 2022	51Biz as national coordinator for Luxembourg	135K of 31 M€	RISCOMEX