

Regulation (EU) 2020/1056 and the digital transformation of freight transport

European perspectives and implications for North Macedonia

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01

The EU framework

From paper to data: why eFTI

Before

- Freight documents largely on paper
- Each Member State decided whether to accept electronic documents
- Fragmented national rules and formats
- High administrative costs for operators and authorities

With eFTI

- Authorities must accept regulatory information made available electronically
- One common data set across modes of transport
- Certified platforms and service providers
- Real-time access for inspections

Four pillars of Regulation (EU) 2020/1056

Obligation for authorities

Competent authorities must accept regulatory information made available electronically (Art. 5).

Voluntary for operators

Economic operators may choose paper or electronic; the Regulation does not force digitalisation.

Certification

eFTI platforms and service providers are certified by accredited conformity assessment bodies (Arts. 9–13).

Common data

A single eFTI common data set and data subsets for each information requirement (Art. 7).

What information is covered (Art. 2)

Transport rates

Regulation No 11 – non-discrimination in rates

Combined transport

Directive 92/106/EEC

Road cabotage

Regulation (EC) No 1072/2009, Art. 8(3)

Waste shipments

Waste shipments legislation

Dangerous goods

Directive 2008/68/EC – ADR, RID, ADN

Air cargo security

Annex I Part A: Reg. 2015/1998, pt 6.3.2.6

Plus national requirements (Annex I Part B): national rules requiring the same information, notified by Member States

How eFTI works in practice



Economic operator

Enters regulatory information once



Certified eFTI platform

Processes data, keeps operation logs



Unique identifying link

Shared with the authority at inspection



Competent authority

Accesses data – machine- or human-readable

Data stays with the operator's platform; the authority gets access, not a copy of documents.

02

Delegated and implementing acts

The technical rulebook behind the Regulation

Act	Subject	Nature
Delegated Reg. (EU) 2024/2024	eFTI common data set and data subsets	Technical
Delegated Reg. (EU) 2024/2025	National requirements – Annex I Part B	Scope
Implementing Reg. (EU) 2024/1942	Access of competent authorities to eFTI platforms	Procedural
Implementing Reg. (EU) 2025/2243	Functional requirements for eFTI platforms	Technical
Certification acts (Arts. 12(5), 13(3))	Certification of platforms and service providers	Institutional – pending

Data, access and platforms first – without them the Regulation cannot be applied.

Timeline


2020
2024
2025
9 July 2027
Regulation (EU) 2020/1056 adopted
Data set, Part B and authority-access acts
Functional requirements for platforms
Authorities must accept eFTI information

03

Implications for North Macedonia

Mapping the national legal framework

38

laws and by-laws mapped against Art. 2(1) of Regulation 2020/1056



Road transport

Law on Road Transport; domestic consignment note (Rulebook 84/2010); carriage contracts



Rail and inland waterways

Rail carriage contracts; COTIF/CIM (OG 36/2018); Law on Inland Navigation



Dangerous goods

Law on Transport of Dangerous Goods; instructions in writing



Waste

Law on Waste Management (216/2021); rulebooks 7/2006 and 107/2016



Aviation security

Law on Aviation (14/2024); Decree 282/2021

Key findings of the analysis

01

No general legal basis

No horizontal rule obliging authorities to accept electronic transport information.

02

Paper is prescribed in by-laws

Forms, stamps and signatures are fixed in rulebooks, often in paper form only.

03

Partial correspondence

Most acts correspond only in part to the EU requirements; some by-laws are outdated.

04

Part B candidates

National requirements identical in content are candidates for notification.

The constitutional constraint

Article 118 of the Constitution

Only ratified international agreements are part of the internal legal order. Before accession, EU regulations – and their delegated and implementing acts – do not apply directly and cannot be referred to directly in national law.

A

Full text in the Law

Rigid; hard to update

B

Static annexes in by-laws

Out of date at each EU change

C

Empowerment + detailed articles + rulebooks

Recommended; endorsed by the Secretariat for Legislation

D

Direct reference to EU acts

Not compatible with the Constitution

The draft Law on eFTI

Strengths

- Faithful core obligation: authorities must accept electronic information
- Platforms, service providers and certification regulated
- Accreditation via the Institute for Accreditation
- Identification of national requirements (Part B)

Open issues

- Scope limited to cross-border transport
- Direct references to EU acts without empowerment
- Single application date for all provisions
- No supervision, sanctions or legal remedies
- "Notify" the Commission before accession

04

Implementation roadmap

From law to practice

Step 1

Law

Detailed articles + empowerments; split application dates

Step 2

Rulebook – data set

Minister of Transport with Minister of Digital Transformation

Step 3

Decree – access

Government decree binding all competent authorities

Step 4

Rulebooks – platforms & certification

Functional requirements, certification mark

Step 5

List of national provisions

Published in the Official Gazette; basis for Part B

Step 6

IT infrastructure

Interoperable systems, training, Transport Community

Risks and challenges



Dynamic alignment

EU acts change; by-laws must follow within fixed deadlines



Administrative capacity

Many authorities, uneven digital readiness



Cross-border acceptance

No legal basis for mutual acceptance with the EU before accession



Private-law gap

eFTI does not cover e-CMR or electronic transferable records

Conclusions

1. eFTI shifts freight transport from documents to data – and obliges the administration, not the operators.

2. For North Macedonia the challenge is legal as much as technical: transposition without direct reference to EU acts.

3. Model C – detailed law, clear empowerments and rulebooks with an alignment duty – reconciles the Constitution with EU dynamics.

4. Early action on data, access and platforms positions North Macedonia for accession and regional interoperability.

Thank you

Questions and discussion

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