



Digitalisierung der Frachtbeförderungsinformationen und der digitale Austausch mit Behörden

3. Block III Unternehmensumsetzung

Global IT Land & Digital Solutions (GILDS)
München | 10. May 2023



- 1. Digitalization of freight documents and first experiences in ocean freight.**
- 2. Electronic Freight Documents are less complex in Land transport.**
- 3. Authorities are obliged to accept electronic freight documents by end of 2024.**
- 4. Electronic freight transport information (eFTI) goes Open Source.**



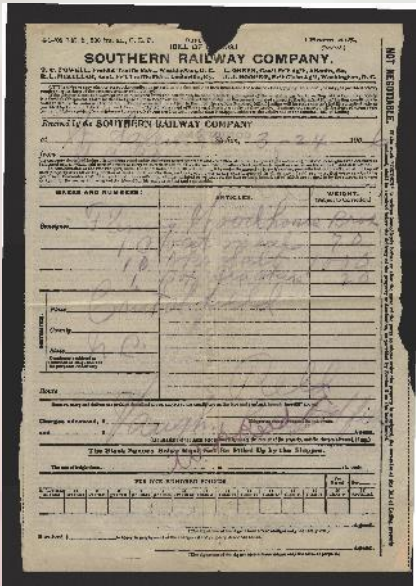
Digitalization of freight documents and first experiences in ocean freight.

Nobody knows the truth about electronic documents.

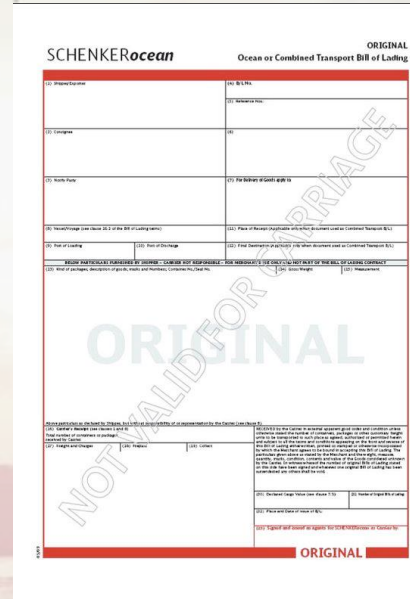
Example in Ocean Freight

The Innovation Potential to Digitizing the Ocean Bill-of-Lading Has Been Accumulated for a Century

Bill of Lading 1906



Bill of Lading 2023



Bill of Lading 20??

623874zqnczzcqxz324
87z2oFZHJ\$tgkuxGWI
URXWQZUGUKGZG55
64BUGF6375321dOwli
hhoihHh2437z767GG
HJGgkjagfkj

- No paper.
- No electronic document.
- Just a token.

The anachronism about the B/L is that it is basically processed in the same way it was done a hundred years ago – it needs an innovative update.

- The Bill of Lading today still looks like its >100 year old predecessor.
- While many innovative technologies were invented, B/L only benefited from the colour printer.
- The B/L applies worldwide, with some variations.
- It serves as proof that a consignment of goods has been taken possession of by a carrier, and it documents the carrier's obligation to deliver the consignment to its destination and hand it over to the recipient. It also serves as proof of ownership.
- The B/L still passes through the hands of the parties involved in the transport chain in paper form, to this day.



Digitizing Freight Documents in Ocean

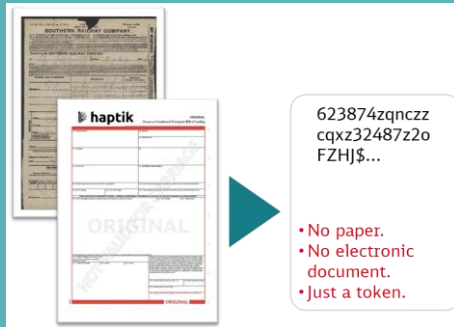
Ocean Bill-of-Lading is still paper – even though a promising solution is close

The HAPTIK research project is digitizing the bill-of-lading in a unique way.

Unique benefit is legal recognition

Special and yet unique knowledge about legal aspects allows HAPTIK to be the only one to completely get away from paper and (!) electronic documents.

- Huge operational benefits in processing truly digital B/Ls for all stakeholders.
- HAPTIK would also serve all (!) other freight documents, e.g. eL/C, eCMR, eAWB, eInsurance...



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HAPTIK is a Logistik-Start-up



MINISTERIAL DECLARATION
G7 Digital Ministers' meeting
11 May 2022

G7 GERMANY 2022

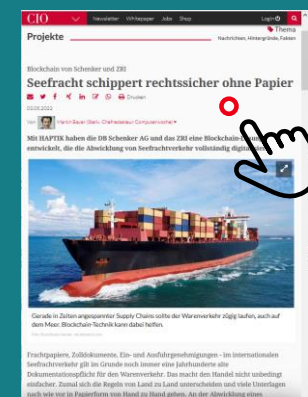
G7 Digital Ministers' Track - Annex 2
Principles for domestic legal frameworks to promote the use of electronic transferable records

In the 2021 G7 Digital and Technology Ministerial Declaration, we recognized that paper-based transactions, which still dominate international trade, are a source of cost, delay, inefficiency, fraud, error, and environmental impact. We affirmed our shared view that, by enabling businesses to use electronic transferable records (ETRs), we will generate efficiencies and economic savings that will strengthen the resilience of our global economic system and facilitate trade recovery across the G7.

We value the work of the United Nations Commission on International Trade Law (UNCITRAL) on ETRs. We support the principles proposed by our experts, as laid out below, which complement and are consistent with this work. The principles should serve as guidance for the adoption or review of domestic legal frameworks to promote the use of ETRs. They

For the first time, the G7 Ministerial Declaration provides Annexes. One out of two is about the G7's Digital Ministers will, to support digital freight documents.

HAPTIK wins CIO Magazin's "Digital Transformation Best Practice Award 2022"



In practice, it is still only used in test runs!

HAPTIK is a project funded by the Federal Ministry for economic affairs and climate action.

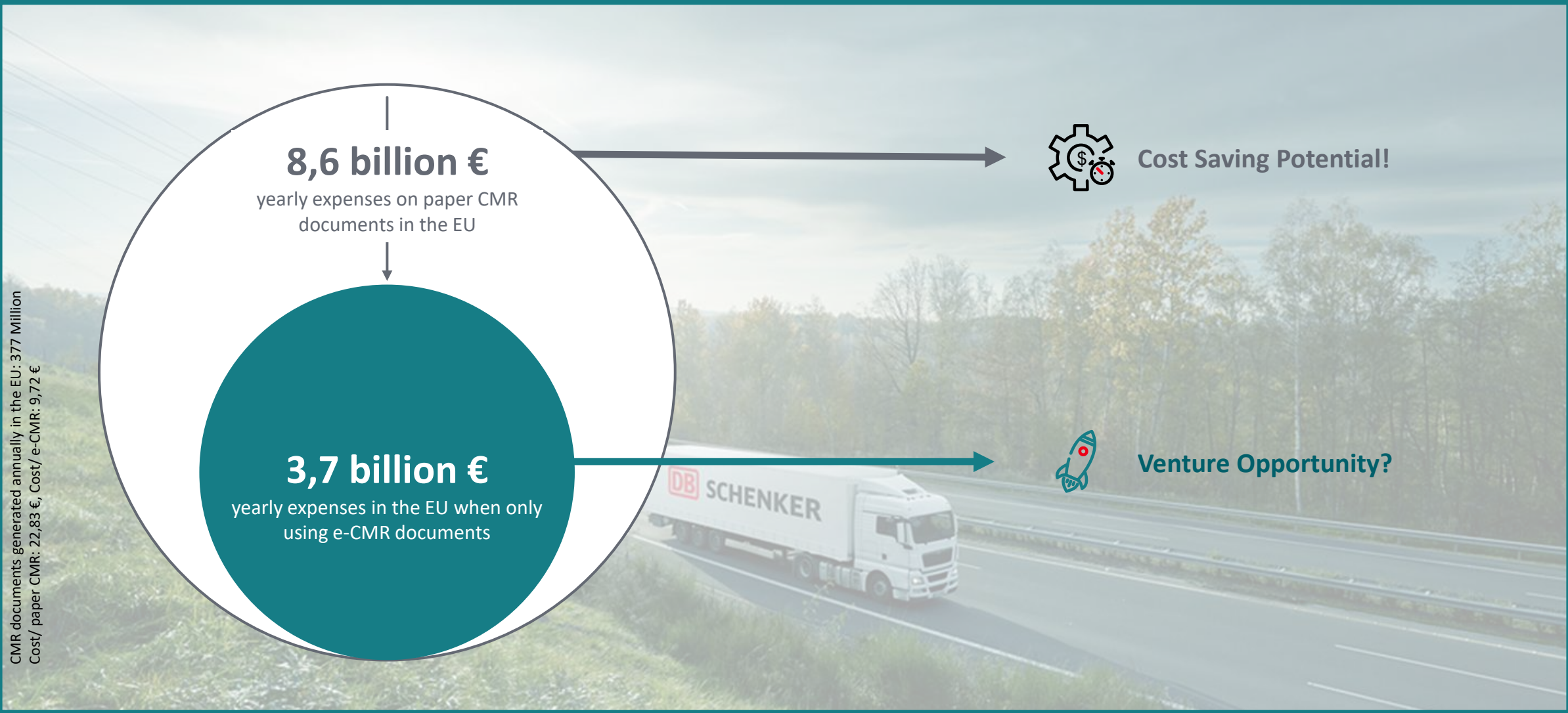


Electronic Freight Documents are less complex in Land transport.

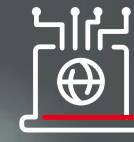
But a huge number of documents are circulating and used for additional purposes.

Hidden value for Digitizing Freight Documents

Cost savings are obvious, new business opportunities tangible



CMR documents generated annually in the EU: 377 Million
Cost/ paper CMR: 22,83 €, Cost/ e-CMR: 9,72 €



Authorities are obliged to accept electronic freight documents by end of 2024.

Companies are free to use paper or the electronic version.

eFTI Implementing Regulation Article 2 (1)

Authorities will be obliged to accept eConsignments via certified eFTI platforms



- Thanks to Regulation (EU) 2020/1056 on **electronic freight transport information (eFTI)**, which already came into force in July 2020, the CMR can now be fully digitalized.
- With the creation of a **uniform legal framework** for the acceptance of the eCMR and the envisaged interoperability of the IT systems, the path to a paperless eCMR is clear. According to Art. 2 (1) of the eFTI Regulation, when the eFTI Regulation comes into effect end of 2024 (Art. 18 (2) of the eFTI Regulation), the competent **authorities will be obliged to accept eConsignments via certified eFTI platforms**, while affected companies will have the right to use eFTI platforms.
- These must be **interoperable** and, among other things, be able to make the data available to the competent authorities. This will promote the creation of **data standards** and reduce the complexity of the technical solutions to be created.
- Authorities need to bring their IT systems up to the necessary standard in accordance with their obligation, which will exist directly in **all CMR Member States** from end of 2024, **to accept the e-waybills** with the legally required information (Art. 2 eFTI Regulation) so that the companies concerned can make use of their right and take advantage of this digitization opportunity from day one.

Open Source could become the solution!

Lifting the logistics industry to a new level of competitiveness



Freight documents in international land transport are still used in paper form. This is not because it would be particularly technically demanding to digitize them, but because the general conditions have not allowed it up to now.

In land transport, the general legal conditions were very different and therefore not uniformly applicable in cross-border transports. The European Union's Regulation (EU) 2020/1056 on Electronic Freight Transport Information (eFTI), now provides the framework to fully digitize international land freight documents.

The open logistics foundation develops open-source software for the whole industry



It requires a joint effort to push forward digitalization in logistics. Open source is an important success factor for the entire logistics industry and, at the same time, a booster for uniform processes in digital value chains.

- Developing **better solutions** for the digitalization of logistics and supply-chain management together
- Pushing ahead digitalization in logistics based on open source
- Standardizing logistics processes through **de facto standards**
- **Free publication** of open-source software and hardware,
- Establishment and maintenance of an open-source **community**,
- Merging results from science, applied research and practice into **practical open-source applications**,
- Networking of people and companies with relevant know how, supporting further **education and training** in the field of digitalization.

Thank you!