

ANNEX A: MODEL FOR THE REQUEST FOR THE RELEASE OF FUNDS

Fiche to be used for each step:

The step under review	Align with Regulation (EU) 2020/1056 on electronic freight transport information (eFTI).
Baseline	Legislation not aligned with the Regulation (EU) 2020/1056 on electronic freight transport information (eFTI)
Deadline of the step	December 2025
Actual results	The drafting of the new Law on Road Transport is in line with the legal obligations set by the Transport Community for the transposition of the EU acquis on road transport. In order to carry out the harmonisation, the MIT issued Decision No. 2416 dated 12.03.2025, establishing the Working Group (WG), tasked with drafting the new Law on Road Transport. This Working Group has prepared the draft of the amended Law on Road Transport at the end of 2025. Article 75 of the draft-law partially transposed the Regulation (EU) 2020/1056 on electronic freight transport information (eFTI). This draft was in prior consulted with the EU4Digital regional project in October 2025. They have shared their comments while the finalisation process of the draft-law was ongoing. In terms with compliance of this draft-law with the eFTI Regulation, the EU4Digital project, in consultation with DG MOVE, has recommended all Western Balkans countries to transpose this regulation through a separate, specialized law on electronic freight transport information. Afterwards, in May the MIT requested the OPM to amend the 2026 Government Legislative Programme to include such a law, as required by the relevant legislation. In the meantime, early elections were announced. However, MIT has continued working on this reform step through the Land Transport Department (LTD), as the unit in charge of this area and the focal point for Kosovo of the Transport Community Treaty (TCT). An initial draft of the Law on Digitalization of International Freight Transport Services has been prepared by MIT's LTD, supported by GIZ, as the implementing partner of EU4Digital regional project, as a regional initiative to implement the digitalisation of international freight transport services. It fully transposes Regulation (EU) 2020/1056 on electronic freight transport information (eFTI). The next step is to include this draft-law in the 2026 Government Legislative Programme, and as soon as this document is adopted by the new Government, the working group will be formally established by MIT to formally prepare the draft-law, on the basis of the initial draft prepared by the MIT's DLT.

Evidence provided	1. Official correspondence based on which DGMOVE has recommended drafting a new eFTI Law, separately from Law on Transport. 2. Initial Draft of the Law on Digitalisation of International Freight Transport Services.
Checks performed in the verification of the step and related findings	During verification of the step, all available and possible evidence has been collected and reviewed. The evidence has been listed down in the checklist on the conducted verification, and all documents supporting the verification have been properly stored (in order to ensure audit trail). The following checks were conducted: • All available documentation in line with the level of the achievement (as attached to this report) has been reviewed to verify the current stage of the reform step; • Compliance with the descriptive part of the reform step from the Commission Implementing Decision has been verified to the maximum possible extent and scope (as evidenced by the documentation available); • The attached documentation can confirm non-fulfilment of the reform step. The results of the checks indicate that the reform step has not been fulfilled by the end of the reporting period (30 Jun 2026). As soon as the information is received by the implementing units on the complete achievement and fulfilment of the reform step, the checks will be re-performed and repeated to verify the underlying completion / fulfilment.
Compliance with general principles and DNSH principle	The implementation of the steps does not contravene/contravenes the general principles outlined in Article 4 and 11(4) of Regulation (EU) 2024/1449 and Article 3 of the Facility Agreement. The implementation of the steps does not contravene/contravenes the 'Do No Significant Harm' principle (DNSH).
Double funding	The preparation of this draft law benefited from technical assistance provided by GIZ under the project "EU4Digital – An Accelerated Digital Transition for the Western Balkans: Gap Analysis and Review of the Legal and IT Framework for the Introduction of eFTI in Montenegro, Albania and Kosovo (2025–2027)." The project is implemented by GIZ in cooperation with the European Commission and the Transport Community Secretariat. Through this project, GIZ engaged two legal experts to provide technical support in the drafting of the eFTI draft law during 6-month period within 2025. They provided recommendation regarding alignment with the Regulation (EU) 2020/1056 on electronic freight transport information (eFTI).

**Clear conclusion
on the
achievement of
the step**

This reform step has not been fulfilled. It remains in grace period.

DRAFT LAW

ON ELECTRONIC FREIGHT TRANSPORT INFORMATION (eFTI)

In compliance of Articles 65 and 93 of the Constitution of the Republic of Kosovo, the Law on State Administration, with the aim of modernizing transport and logistics processes, increasing transparency, efficiency and legal certainty, as well as within the framework of the process of approximation of the legislation of the Republic of Kosovo with *the acquis* of the European Union, in particular with Regulation (EU) 2020/1056 on electronic Freight Transport Information (eFTI), the Assembly of the Republic of Kosovo adopts this law.

CHAPTER I GENERAL PROVISIONS

Article 1 Purpose and object

1. This law aims to define the legal framework for the communication and electronic exchange of regulatory information between economic operators and competent authorities regarding the transport of goods in the territory of the Republic of Kosovo, with the aim of digitalizing transport and logistics processes, increasing administrative efficiency, transparency and integrity of data , as well as improving regulatory supervision and control.
2. This law aims at the functional and gradual approximation of the legislation of the Republic of Kosovo with Regulation (EU) 2020/1056 on electronic freight transport information (eFTI), to the extent applicable to the Republic of Kosovo and in accordance with its constitutional and legal order.
3. The purpose of this law is:
 - a) to determine the conditions and rules under which competent authorities accept regulatory information when it is made available electronically by economic operators;
 - b) to determine the rules for the establishment, operation and use of eFTI platforms;
 - c) to determine the responsibilities of economic operators, competent authorities and eFTI service providers;
 - d) to establish the legal basis for the interoperability of electronic systems and for institutional cooperation, including international cooperation, in the field of transport and logistics.

Article 2 Scope

1. This law applies to regulatory information required by the legislation in force for the transport of goods in the territory of the Republic of Kosovo, including road, rail, air and multimodal transport, as well as the transport of goods in transit, to the extent required by the competent authorities.

2. Regulatory information under paragraph 1 of this article includes, among others:
 - a) data on the sender and recipient of the goods;
 - b) nature, quantity and weight of the goods;
 - c) place and date of acceptance of the goods for transport;
 - d) place of delivery of the goods;
 - d) transport route or travel distance, when these elements are important for the implementation of tariff or regulatory rules;
 - dh) accompanying transport documents, according to the relevant legislation in force.
3. This law also applies to regulatory information related to:
 - a) the transport of dangerous goods, in accordance with international conventions and agreements ratified by the Republic of Kosovo;
 - b) the transport of waste, in accordance with environmental protection legislation;
 - c) specific goods for which the legislation in force provides for special documentary requirements during transport.
4. The regulatory information defined in this article constitutes primary data within the meaning of the legislation in force for the administration of state data and public information systems.
5. This law does not affect the powers of customs and inspection authorities under the relevant legislation in force, including the right to conduct physical and administrative checks.

Article 3

Definitions

For the purposes of this law, the following terms have the following meanings:

1. “regulatory information” means any information, whether or not presented in the form of a document, relating to the transport of goods and which must be made available to the competent authorities to demonstrate compliance with the requirements of the legislation in force;
2. “regulatory information requirement” means a request by a competent authority for the provision of regulatory information;
3. “competent authority” means a public institution or administrative body of the Republic of Kosovo, which, based on the legislation in force, exercises control, supervision, verification or monitoring powers in the field of transport of goods and needs access to regulatory information;
4. “electronic freight transport information (eFTI)” means a set of data elements processed, stored and exchanged by electronic means, used for the exchange of regulatory information between economic operators and competent authorities regarding transport and logistics processes;
5. “eFTI platform” means a technological solution based on information and communication technology, intended for the processing, storage and exchange of electronic freight transport information;

6. “economic operator” means any natural or legal person operating in the transport and logistics chain and who is responsible for making regulatory information available in accordance with this law;
7. “eFTI service provider” means any natural or legal person that provides services for the processing of eFTI information to economic operators, on the basis of a contractual relationship;
8. “processing” has the meaning defined in the legislation on the protection of personal data;
9. “human-readable format” and “machine-readable format” have the meaning defined in the sub-legal acts adopted in implementation of this law.
10. “economic operator” means any natural or legal person, public or private, who, in the course of his economic activity, is involved in the transport of goods, including, inter alia, carriers, consignors, consignees, forwarders , logistics operators and any other party that makes available or uses electronic freight transport information (eFTI).
11. “eFTI common data set” means the structured data set containing the regulatory information required for the transport of goods, which enables the exchange, processing and verification of this information electronically between economic operators and public authorities, in accordance with this law and its implementing sub-legal acts.
12. “access to electronic information” means the possibility for competent authorities to have, in real time or as needed, the right to view, consult, download or verify electronic freight transport information (eFTI), in accordance with this law and its implementing by-laws.
13. “differentiated access level” means the limitation and definition of access rights to electronic freight transport information (eFTI) according to the role, function and legal competences of public authorities or authorised users, ensuring that access is granted only to the extent necessary for the exercise of the relevant tasks.
14. “authentication, authorization and registration mechanism” means the set of processes and technical means that enable the identification of users (authentication), the determination and control of their access rights (authorization), as well as the recording and storage of every action performed on electronic freight transport information (registration), in order to guarantee the security, integrity and traceability of data.
15. “confidential information” means electronic information that is not public and that is related to the transport of goods, including commercial, operational or personal data , which is subject to protection measures against unauthorized access, disclosure or use, in accordance with European Union law and applicable national legislation, including rules on data protection, trade secrets and information security.
16. “conformity assessment body” means a body which is accredited in accordance to carry out the conformity assessment of eFTI platforms or eFTI service providers;
17. “certification” means that an (eFTI) platform meets the requirements set out in the applicable acts of the European Union and in the relevant national legislation, including requirements regarding data security, interoperability , integrity, authenticity, availability and protection of information.
18. “recognition” means the act by which the competent authority formally acknowledges that a certified electronic information platform is authorised to be used for the exchange

of eFTI information with public authorities, in accordance with the list of recognised platforms and with the conditions laid down in the relevant European Union rules and implementing acts.

19. “eFTI service providers” mean entities that provide services related to eFTI platforms , ensuring the processing and exchange of electronic freight transport data, and that are responsible for ensuring compliance with the requirements for security, interoperability , integrity and data protection , as well as for enabling authorized access of competent authorities to the required information.
20. “certification mark” means any officially recognized identification mark which indicates that an entity, platform or service meets the applicable conformity requirements and has been certified in accordance with procedures established by the competent authority or the authorized conformity assessment body .

CHAPTER II

REGULATORY INFORMATION MADE AVAILABLE ELECTRONICALLY

Article 4

Obligations of economic operators

1. Economic operators carrying out the transport of goods in the territory of the Republic of Kosovo are obliged, when regulatory information is made available electronically, to provide this information in accordance with the provisions of this law and the sub-legal acts implementing it.
2. Where economic operators decide to make regulatory information available electronically to competent authorities, this information must:
 - a) be processed and stored through an eFTI platform that meets the technical and functional requirements set out in this law;
 - b) be available in a machine-readable format and, upon request by the competent authority, also in a human-readable format.
3. Regulatory information in device-readable format is made available through a secure and authenticated electronic connection, which enables the unique identification of regulatory information associated with a given shipment.
4. At the request of the competent authority, the economic operator is obliged to submit regulatory information in human-readable format, via an electronic device available at the place where the control is exercised.
5. Making regulatory information available electronically under this law does not exclude the obligation of economic operators to comply with other legal requirements in force in the field of transport, customs and security.

Article 5

Obligations of competent authorities

1. The competent authorities, within the deadlines set by the sub-legal acts implementing this law, are obliged to accept regulatory information made available electronically by

economic operators, in accordance with this law, including cases where this information is required as additional information within the framework of control and supervision procedures.

2. For the purposes of paragraph 1 of this article, the competent authority responsible for coordinating the implementation of this law shall establish and administer the national eFTI platform as part of the state infrastructure of information systems, in cooperation with the institutions responsible for electronic governance.
3. The technical administration and maintenance of the national eFTI platform are carried out by the public institution responsible for information technology services and e-government, in accordance with the legislation in force.
4. The competent authorities shall take the necessary measures to ensure that all public institutions exercising competences in the field of freight transport have authorised and functional access to the eFTI platform, in accordance with the principles of security, proportionality and data protection.
5. In cases where regulatory information includes attestations, certificates or other official elements, competent authorities shall ensure that these elements can also be issued, verified and accepted in electronic form, in accordance with the legislation on electronic identification, electronic signature and trust services.

Article 6

Competent authority for electronic freight transport information (eFTI)

1. The competent authority for the implementation, coordination and supervision of this law is the ministry responsible for transport and infrastructure in the Republic of Kosovo.
2. The competent authority has the following main responsibilities:
 - a) coordinates the implementation of this law and the sub-legal acts implementing it;
 - b) ensures the establishment, functioning and development of the national platform for electronic freight transport information (eFTI);
 - c) adopts or proposes the sub-legal acts, standards and technical specifications necessary for the implementation of this law, in cooperation with the relevant institutions;
 - d) ensures inter-institutional cooperation and interaction between authorities exercising competences in the field of transport, customs, inspections and security;
 - e) represents the Republic of Kosovo in regional and European cooperation initiatives, projects and mechanisms related to electronic freight transport information, in accordance with the legislation in force;
 - f) ensures the gradual approximation of the national regulatory framework with the standards and best practices of the European Union in the field of eFTI.
3. For the purposes of technical administration, development and maintenance of the national eFTI platform, the competent authority cooperates with the public institution responsible for electronic governance and information technology, in accordance with the legislation in force.
4. The competent authority, by sub-legal act, determines:
 - a) the list of public authorities that have access to the eFTI platform, according to their

- field of competence;
- b) the level and conditions of access for each authority;
 - c) the procedures for coordination and exchange of information between competent authorities.
5. The competent authority may enter into cooperation agreements with counterpart authorities of other states, with international organizations or with institutions of the European Union, for the purposes of technical interoperability, exchange of best practices and capacity development in the field of eFTI, in accordance with the legislation in force and international agreements of the Republic of Kosovo.
 6. The designation of the competent authority under this article does not prejudice the legal powers of other public authorities in the field of transport, customs, security and inspections, as determined by the legislation in force.

CHAPTER III

COMMON DATA SET AND ACCESS TO eFTI INFORMATION

Article 7

Common dataset for electronic freight transport information (eFTI)

1. For the purpose of this law an eFTI data set is established, which includes the minimum elements of regulatory information that economic operators must make available to competent authorities electronically.
2. eFTI data set includes, among others, data elements related to:
 - a) the identity of the economic operator and the parties involved in the transport;
 - b) the description of the goods, including the type, quantity and weight;
 - c) the place and time of departure and delivery of the goods;
 - d) the means of transport or means of transport and the transport route, where applicable;
 - e) the accompanying transport documents and the relevant references;
 - f) other elements necessary for the verification of compliance with the legislation in force.
3. The competent authority, by means of a sub-legal act, shall determine the structure, content, format and technical standards of the common eFTI data set, taking into account:
 - a) the standards and best practices of the European Union in the field of eFTI;
 - b) the needs of public authorities exercising control and supervision powers;
 - c) the principle of proportionality and the avoidance of unnecessary administrative burden for economic operators.
4. The eFTI common data set is periodically updated in accordance with technological developments, changes in relevant legislation and the practical needs of implementing this law.

Article 8

Access to electronic freight transport information (eFTI)

1. The competent authorities have the right to access electronic freight transport information only to the extent necessary for the exercise of their legal powers and in accordance with the principle of purpose limitation.
2. eFTI information is achieved through the national eFTI platform or, where applicable, through interoperability with other authorized electronic platforms, in accordance with the sub-legal acts implementing this law.
3. Each competent authority is provided with differentiated levels of access, in accordance with its area of competence and the nature of the information it processes.
4. eFTI information is subject to authentication, authorization and action recording mechanisms, in order to ensure traceability , integrity and security of information.
5. Economic operators have the right to be informed about the access of competent authorities to eFTI information relating to their activity, except in cases where the restriction of this right is necessary for investigative or public security purposes, in accordance with applicable legislation.
6. Detailed rules for access, use and restriction of eFTI information are determined by a sub-legal act by the competent authority, in cooperation with the personal data protection authority and relevant institutions.

Article 9

Justified refusal of electronic freight transport information

1. The competent authority or other public authorities may temporarily refuse to accept regulatory information made available electronically only in cases where there are objective technical, operational or security reasons which make it impossible to verify or use such information.
2. The refusal pursuant to paragraph 1 of this Article must be justified, proportionate and documented, and communicated without delay to the relevant economic operator.
3. In case of refusal, the competent authority shall inform the economic operator of the necessary corrective measures and, where possible, of the deadline within which the electronic information may be accepted.

Article 10

Requirements for electronic freight transport information (eFTI) platforms

1. Electronic freight transport information (eFTI) platforms used for the purposes of this law must meet the minimum technical and functional requirements set out in this law and its implementing by-laws.
2. eFTI platforms must, at least, ensure:
 - a) the electronic processing, storage and exchange of regulatory information in accordance with the common eFTI data set;
 - b) the availability of regulatory information in a machine-readable format and, where requested, in a human-readable format;

- c) secure, controlled and traceable access for competent authorities;
 - d) user authentication and authorization mechanisms ;
 - e) the integrity, availability and protection of information from loss, alteration or unauthorized access;
 - f) the storage of electronic records of access and actions performed on the platform.
3. eFTI platforms should be technologically neutral and be built in a way that enables:
 - a) interoperability with other state information systems;
 - b) exchange of information with eFTI platforms of other states, in accordance with relevant agreements and bylaws;
 - c) expansion and updating of functionalities without interruption of service.
 4. eFTI platforms must meet the requirements of applicable legislation for:
 - a) protection of personal data;
 - b) security of information and electronic systems;
 - c) electronic services and electronic identification;
 - d) electronic archiving and document storage.
 5. The competent authority, in cooperation with the institutions responsible for electronic governance and personal data protection, shall determine by sub-legal act:
 - a) detailed technical and functional criteria for eFTI platforms;
 6.
 - b) procedures for testing, verifying and assessing the compatibility of eFTI platforms;
 - c) the manner of interaction of private eFTI platforms with the national eFTI platform.
 7. The use of an eFTI platform that meets the requirements of this law does not exclude the use of physical documentation in cases where this is expressly required by applicable legislation or when necessary for exceptional technical or operational reasons.
 8. The implementation of this law is based on the principle of technological neutrality and non-discrimination, ensuring that no technological solution, platform or service provider is unjustifiably favored or excluded.

Article 11

Confidentiality and information protection

1. eFTI service providers are obliged to take appropriate technical and organizational measures to guarantee the confidentiality, integrity and availability of regulatory information that is processed and exchanged in accordance with this law.
2. confidential commercial data or business secrets is processed and accessed only for the purposes for which it was made available and only by authorized persons.
3. The processing of personal data within the framework of the implementation of this law is carried out in accordance with the legislation in force on the protection of personal data and does not violate the fundamental rights and freedoms of data subjects.
4. Any unauthorized access, processing or exchange of regulatory information constitutes a violation of this law and is dealt with in accordance with applicable legislation.

Article 12

Certification and recognition of electronic freight transport information (eFTI) platforms

1. Electronic freight transport information (eFTI) platforms used for the purposes of this law must be certified or recognized by the competent authority, in accordance with the provisions of this article and the sub-legal acts implementing it.
2. eFTI platforms are carried out by the competent authority or a body authorized by it, in accordance with the technical, functional and security criteria established by sub-legal act.
3. The competent authority may recognize eFTI platform certifications issued by competent authorities or accredited bodies of other countries, including European Union Member States, to the extent that these certifications provide an equal or higher level of security, functionality and compliance with the requirements of this law.
4. Procedures for the certification and recognition of eFTI platforms must be:
 - a) transparent and based on objective criteria;
 - b) non-discriminatory and open to all eFTI service providers ;
 - c) proportionate and adapted to the size, nature and risk of the platform;
 - d) developed within reasonable time frames.
5. The certification or recognition of the eFTI platform is valid for a certain period of time, which is determined by sub-legal act, and may be renewed in accordance with the established procedures.
6. The competent authority has the right to suspend or revoke the certification or recognition of an eFTI platform in the event of serious or persistent non-compliance with the requirements of this law, after giving the relevant service provider the opportunity to be heard.
7. The organisation of the certification procedure, the technical and operational criteria, the validity periods of certification, the procedures for suspension or revocation, as well as the form and content of the certificate shall be regulated by a regulation issued by the competent authority.
8. The list of certified or recognized eFTI platforms is published and regularly updated by the competent authority.

Article 13 eFTI platform certification procedure

1. At the request of the developer of an eFTI platform, the conformity assessment body shall assess the compliance of the platform with the requirements set out in Article 9, paragraph 1. In case of a positive assessment, the conformity assessment body shall issue a certificate of conformity for the relevant eFTI platform. In case of a negative assessment, the assessment body shall inform the applicant of the specific reasons for non-certification .
2. The conformity assessment body accredited for the purposes of electronic freight transport information shall maintain an updated list of the eFTI platforms it has certified, as well as those for which certification has been suspended or withdrawn . This list shall be published

on the official website of the accrediting body and communicated to the Competent Authority together with the relevant website address.

3. Information made available to the Competent Authority through a certified eFTI platform must be accompanied by a certification mark.
4. The developer of the eFTI platform must apply for reassessment of the certification if the technical specifications set out in the implementing acts are changed.
5. The Competent Authority, in cooperation with other responsible authorities, shall adopt implementing acts regarding the certification of eFTI platforms and the use of the certification mark, including rules for the renewal, suspension and withdrawal of certification.

Article 14

Certification of eFTI service providers

1. eFTI service providers are required to provide services in accordance with this law, the sub-legal acts implementing it and the conditions for certification or recognition of the eFTI platform.
2. Certification of eFTI service providers shall be carried out on the basis of a conformity assessment performed by the Conformity Assessment Body, in accordance with the technical, functional and security criteria laid down in this Law.
3. The eFTI service provider shall demonstrate, at a minimum:
 - a) the reliability and security of the systems used;
 - b) the protection, integrity and availability of data;
 - c) the existence of authentication, authorisation and logging mechanisms;
 - d) interoperability with the systems of public authorities;
 - e) compliance with legislation on personal data protection and cybersecurity.
4. The certification of the eFTI service provider shall be issued by the competent authority on the basis of the conformity assessment report and shall remain valid for the period determined by secondary legislation.
5. The competent authority may suspend or revoke the certification of an eFTI service provider in the event of:
 - a) non-compliance with the requirements of this Law;
 - b) breach of data security or integrity;
 - c) loss of the conditions required for certification.
6. The organisation of the certification procedure, the technical and operational criteria, the validity periods of certification, the procedures for suspension or revocation, as well as the form and content of the certificate shall be regulated by a regulation issued by the competent authority.

Article 15

Requirements of eFTI service providers

1. eFTI service providers shall have the following main obligations:
 - a) to ensure the continuous and reliable operation of the eFTI platform;

- b) to implement appropriate technical and organisational measures for the protection of regulatory information, including the security, integrity and availability of data;
 - c) to ensure that the regulatory information is accurate, complete and up to date, within the scope of their contractual responsibilities;
 - d) to maintain electronic records regarding the processing of and access to eFTI information;
 - e) to cooperate with the competent authority and other public authorities during supervision, control or audit procedures.
2. eFTI service providers are required to notify the competent authority without delay of any security incident or significant service disruption that may affect the processing or availability of regulatory information.
 3. eFTI service providers are not responsible for the material content of regulatory information provided by economic operators, except in cases where, by contract or law, they are responsible for verifying or validating this information.
 4. eFTI service providers are required to retain regulatory information for a minimum period of time, which is determined by sub-legal act, in accordance with the legislation on electronic archiving and document preservation.
 5. In the event of cessation of activity or termination of the provision of eFTI services, the service provider is obliged to ensure the transfer or continued access to regulatory information for economic operators and competent authorities, in accordance with the by-laws and certification conditions.
 6. The requirements set out in this article shall apply without prejudice to the responsibilities of economic operators under this law and other legislation in force.

Article 16

Conformity assessment body

1. Conformity assessment of platforms and services for electronic freight transport information (eFTI) with the requirements of this law and its implementing by-laws is carried out by the Conformity Assessment Body (CAB).
2. Conformity Assessment Body carries out its activities in the field of:
 - a) assessing the functional and technical compatibility of eFTI platforms and services;
 - b) verifying the security, integrity and availability of data;
 - c) electronic identification and authentication systems;
 - d) verification of interoperability with public authority systems.
3. Conformity Assessment Body must meet the following requirements:
 - a) be legally and functionally independent from economic operators and eFTI service providers ;
 - b) to guarantee impartiality, objectivity and transparency in the exercise of the activity;
 - c) have sufficient technical and professional competence;
 - d) be accredited in accordance with the legislation in force on accreditation;
 - e) to ensure data protection and information security.
4. Conformity Assessment Body :
 - a) bodies accredited in the Republic of Kosovo; or

- b) bodies accredited in other countries, in accordance with international agreements and the principle of mutual recognition.
- 5. Conformity assessment report issued by the Conformity Assessment Body is submitted to the competent authority and constitutes the basis for the certification or recognition of the eFTI platform or service .
- 6. Conformity assessment procedures , detailed accreditation criteria, scope , content and form of assessment reports, as well as the supervision of Conformity Assessment Bodies are regulated by regulations issued by the competent authority.

CHAPTER IV

SUPERVISION AND CONTROL

Article 17

Oversight

1. The supervision of the implementation of this law and the sub-legal acts implementing it is exercised by the competent authority, in cooperation with other public authorities that have control and inspection powers in the field of transport of goods, customs, security and data protection.
2. The competent authority has the right to:
 - a) verify the compliance of eFTI platforms with the requirements of this law and the conditions of certification or recognition;
 - b) request necessary information and documentation from economic operators and eFTI service providers for supervision purposes;
 - c) conduct technical and functional audits of eFTI platforms , directly or through authorized bodies;
 - d) take administrative measures to correct the non-compliances found.
3. Supervision and control are exercised in accordance with the principles of:
 - a) legality;
 - b) proportionality;
 - c) transparency;
 - d) legal certainty.
4. When exercising supervision and control, the competent authorities shall respect:
 - a) the rights and legitimate interests of economic operators and eFTI service providers ;
 - b) the protection of personal data and business secrets; c) the procedures set out in the Law on General Administrative Procedure and relevant legislation.
5. In case of ascertainment of violations, the competent authority shall give the relevant entity a reasonable deadline to correct the discrepancies, except in cases where the violation constitutes an immediate risk to security, public order or data protection.
6. The measures taken within the framework of supervision and control do not affect the powers of other authorities to impose sanctions under the legislation in force.

Article 18

Complaints commission and review deadlines

1. The Electronic Freight Transport Information (eFTI) Complaints Commission is established within the competent authority, as an independent body within the competent authority, to review complaints from economic operators and eFTI service providers against administrative decisions taken pursuant to this law.
2. The Appeals Commission consists of three (3) members, who are appointed by the competent authority, with professional experience in the field of administrative law, transport and information technology, and who did not participate in making the decision that is the subject of the appeal.
3. An appeal against an administrative decision taken pursuant to this law shall be filed within thirty (30) days from the date of notification of the decision.
4. The Complaints Commission is obliged to review and decide on the complaint within a period of thirty (30) days from the date of receipt of the complete complaint.
5. In complicated cases, the deadline set out in paragraph 4 of this article may be extended for an additional fifteen (15) days, for which the complainant shall be notified in writing, justifying the need for the extension.
6. The decision of the Appeals Commission must be reasoned and based on law, and communicated to the complaining party without delay.
7. Against the decision of the Appeals Commission, the party may initiate an administrative dispute in the competent court, in accordance with the legislation in force.

Article 19

Electronic information language and translations

1. Electronic Freight Transport Information (eFTI) can be made available in Albanian, Serbian and English.
2. The competent authority or other public authorities may request translation of eFTI information only when this is necessary for the exercise of their legal powers and the request for translation must be justified.
3. The request for translation does not automatically suspend the validity or admissibility of electronic information, except as otherwise provided by law.

Article 20

Data retention and traceability

1. eFTI service providers are obliged to ensure the storage of electronic goods transport information for a minimum period of five (5) years, unless the legislation in force provides for longer periods.
2. eFTI systems and platforms must guarantee full traceability of data access, modification and use, through electronic recording mechanisms (audit trail).
3. The storage and processing of data under this article shall be carried out in accordance with the legislation on the protection of personal data and information security.

Article 21
Inter-institutional cooperation and delegation of powers

1. The competent authority shall cooperate with other public authorities responsible for transport, customs, supervision, security and inspections, with a view to the effective implementation of this law.
2. For the purposes of paragraph 1 of this Article, the competent authority may conclude cooperation agreements or memoranda of understanding with other public authorities.
3. The competent authority may delegate certain technical or administrative functions related to the implementation of this law, as long as the delegation does not prejudice the legal responsibilities defined by this law.

Article 22
Extraordinary measures and force majeure situations

1. In the event of exceptional situations, including serious technical failures, cybersecurity incidents, natural disasters or other circumstances of force majeure, the competent authority may impose temporary alternative measures to ensure the continuity of administrative procedures in the transport of goods.
2. Measures under paragraph 1 of this Article may include, inter alia, the temporary acceptance of documentation in alternative forms or the use of simplified procedures.
3. Extraordinary measures are temporary, proportionate and apply only for the duration necessary to overcome the situation.

CHAPTER V
TRANSITIONAL AND FINAL PROVISIONS

Article 23
Issuance of by-laws

1. The competent authority, in cooperation with the relevant institutions, shall issue the necessary sub-legal acts for the implementation of this law within 12 (twelve) months from the date of entry into force of this law.
2. The sub-legal acts under paragraph 1 of this article include, among others:
 - a) technical and functional specifications of eFTI platforms ;
 - b) structure and content of the common eFTI data set ;
 - c) procedures for certification and recognition of eFTI platforms ;
 - d) rules for access, use and protection of eFTI information ;
 - e) supervision and control procedures.

Article 24
Gradual implementation and pilot phase

1. The implementation of this law is carried out gradually, including a pilot phase, with the aim of testing the technical and institutional functionality of the eFTI system .
2. The competent authority shall determine, by sub-legal act:
 - a) the duration of the pilot phase;
 - b) the sectors or types of transport included in the pilot phase;
 - c) the public authorities and participating economic operators;
 - d) the criteria for evaluating the results of the pilot phase.
3. During the pilot phase, the use of electronic freight transport information is voluntary for economic operators, unless otherwise specified by special law.

Article 25

Provisional recognition of existing platforms

1. Electronic freight transport information platforms that are in use at the time of entry into force of this law may continue their operation for a transitional period of up to 24 (twenty-four) months, provided that they apply for certification or recognition in accordance with this law.
2. The competent authority shall determine, by sub-legal act, the conditions and procedures for adapting existing platforms to the requirements of this law.

Article 26

Relationship with existing legislation

1. The provisions of this law shall apply without prejudice to the provisions of other laws in force regulating the transport of goods, customs, road safety, environmental protection and the protection of personal data.
2. In the event of a conflict between this law and other legislation in force, the provisions of this law shall apply, as far as it relates to electronic freight transport information.

Article 27

Assessment of law enforcement

The competent authority, within three (3) years from the entry into force of this law, shall submit to the Government and the Assembly an evaluation report on its implementation, including recommendations for possible amendments or supplements.

Article 28

Entry into force

This law enters into force....

From: BEERENS Tim [<mailto:Tim.BEERENS@ec.europa.eu>]

Sent: Tuesday, December 16, 2025 5:26 PM

To: TOSZEGI Zsolt <Zsolt.TOSZEGI@ec.europa.eu>; HAAPALA Jari <Jari.HAAPALA@ec.europa.eu>; KOUFAKI Ioanna <Ioanna.KOUFAKI@ec.europa.eu>; PRICE-MARTIC Marija <Marija.PRICE-MARTIC@ec.europa.eu>; STEPANIUK Jakub <Jakub.STEPANIUK@ec.europa.eu>

Cc: VARJAS Villu <Villu.VARJAS@ec.europa.eu>; POTEK Lia <Lia.POTEK@ec.europa.eu>

Subject: Clarifications on eFTI in the reform agendas

Dear colleagues,

Following a request from the TCT Secretariat and several questions from the regional partners, we wanted to clarify a few elements as regards MOVE's understanding of the implementation of the Reform Agenda step on eFTI. Feel free to forward this to relevant ENEST colleagues and also feel free to share the relevant information with your contacts in the Western Balkans.

Please see specifically also point 5 below – we are happy to discuss this, but eventually we would rely on ENEST to discuss with the regional partners a deadline that is sufficient to fulfil the reform agenda step.

1. We understand that the Reform Agendas for all regional partners define **alignment with the eFTI Regulation 2020/1056 as the sole requirement for meeting this step**. In this regard, we assume that the regional partners will send us a draft law which ensures full alignment with this primary act. To clarify in light of a draft law that we already received from Montenegro which proposed amendments to multiple acts: it is up to the regional partners to determine how best to transpose in their legal framework, but it is likely more practical to adopt one new separate piece of legislation implementing eFTI. Eventually it should include an Annex listing the national provisions in scope, but more on this under point 6 below.
2. Regulation 2020/1056 **merely establishes a legal framework** for the electronic communication of regulatory information. Adopting the law does not make the system operational.
3. Regulation 2020/1056 contains in Article 5(1) **a deadline for EU MS to allow the system to be operational**, i.e., to accept regulatory information made available electronically by the economic operators concerned. For MS, this deadline was 30 months after the entry into force of the first of the delegated and implementing acts, which places this deadline in July 2027.
4. When adopting a law aligning with eFTI, the regional partners **will also have to establish a deadline for themselves**. By this deadline, they should have completed the transposition of the eFTI implementing and delegated acts and be ready to ensure the system is operational. In practice, this includes, among others, the setting up of eFTI gates (incl. links with the authority access points) that would allow the authorities to receive data from the eFTI platforms. They would also need to take into account the delegated acts on rules of certification of eFTI platforms and service providers, which would require the national accreditation bodies to be able to accredit the conformity assessment bodies.
5. MOVE **does not have a specific deadline in mind for this**. It depends on the capacity of the respective regional partner to implement the eFTI legal framework. It would be important for the regional partners to consult with all concerned stakeholders, and based on that they can assess by what time they think they are able to ensure that the system is operational. It is in their interest to ensure this happens as soon as possible, given that the longer it will take them, the longer their economic operators will be in a disadvantaged position. As regards the requirements for meeting the reform agenda step, MOVE relies on ENEST to discuss (and agree) with the regional partners

about a deadline which suffices for meeting the criteria. This deadline should be realistic but of course not so far in the future that it will take them a decade until full implementation.

6. A second deadline in Regulation 2020/1056 concerns the **deadline in Article 2(2) by which they shall notify the Commission on national legislation in scope of eFTI**. This requires careful analysis on the side of the regional partners. For EU MS, this deadline was one year after the publication of the regulation.
7. Until the full application of the eFTI system, the regional partners would also need to ensure **full alignment with all legislation in scope of eFTI (Article 2(1) of Regulation 2020/1056)**. While we understand that this is not part of the reform agendas, we should make clear that, to make the system fully operational and interoperable with the EU, they should ensure full alignment by the time the system is scheduled to be operational.

If necessary, MOVE could organise a short meeting on this with ENEST colleagues to provide further explanation.

Best,
Tim