



Ministerul Dezvoltării
Economice și Digitalizării
al Republicii Moldova

Nr. 11/1-531 din 19 februarie 2024

**Ministerul Infrastructurii și Dezvoltării Regionale
Calea Ferată din Moldova
Agenția Navală
Agenția Națională Transport Auto
Asociația Internațională a Transportatorilor Auto
din Moldova
Serviciul Vamal**

Prin prezenta, Ministerul Dezvoltării Economice și Digitalizării (MDED) în calitate de autoritate națională coordonatoare a Programului „EU4Digital: Sprijinirea Economiei și Societății Digitale în cadrul Parteneriatului Estic” (EU4Digital Facility), comunică următoarele.

În baza demersului recent din partea EU4Digital Facility din data de 12.02.2024 (se anexează), se solicită reconfirmarea în regim prioritar de către autoritățile de resort, a interesului de participare în continuare în cadrul activității Coridoarelor de Transport Digitale (DTC), cu accent pe eFTI (electronic Freight Transport Information), precum și a disponibilității de alocare a resurselor umane necesare în acest sens.

Astfel, ținând cont de faptul că activitatea DTC urmează a fi finalizată de către EU4Digital Facility până la sfârșitul lunii Aprilie 2024, poziția autorităților vizate se solicită a fi prezentată în regim prioritar **până în data de 26 februarie curent.**

Adițional, în cazul unui eventual interes de continuare a participării în cadrul activității enunțate supra, se solicită următoarele:

1. Desemnarea a 1-2 persoane de contact pentru implicare în finalizarea *exercițiului de evaluare a gradului de pregătire al Republicii Moldova cu privire la schimbul electronic de informații privind transportul de marfă*, precum și elaborarea *Foii de Parcurs pentru implementarea eFTI*.

2. Prezentarea, în limba engleză, a răspunsurilor lipsă pentru finalizarea *exercițiului de evaluare*, care sunt rezumate în Anexa 1 la demersul EU4D.

Anexă: Demers EU4Digital Facility din 12.02.2024 – 6 file

Secretar de Stat

Veronica ARPINTIN

Ex: Inga Pascal
Tel: 022-250-621
Email: inga.pascal@mded.gov.md



Invitation to re-confirm the willingness to participate at Digital Transport Corridors (eFTI Deployment) activity under EU4Digital Facility

TO: Ministry of Economic Development and Digitalisation of the Republic of Moldova,

Dear HDM coordinators of the Republic of Moldova,

I am writing to you to align on Moldova's intentions to continue participating in the Digital Transport Corridors (DTC) activity under EU4Digital Facility.

As you may know, our team is carrying DTC activity with goal to create conditions to fully digitalise transactions in transport and logistics across physical transport corridors, in alignment with recent EU Electronic Freight Transport Information (eFTI) regulation. Moldova has shown willingness to participate in this activity at the inception stage and has been one of the three countries selected to create a roadmap for eFTI implementation.

DTC activity's scope and progress

1. Report on best EU practices and framework for electronic freight transport information exchange (**report prepared in August 2023**)
2. Report on current state of play of freight transport information exchange in selected EaP countries (assessment finalised for Ukraine and Azerbaijan, [under development for Moldova](#))
3. Established country specific eFTI deployment roadmaps for selected EaP countries (initiated with Ukraine and Azerbaijan, [to be initiated with Moldova](#)), with focus on road, rail and inland waterways modes of transport. We expect to conclude activity in April 2024.

Challenges

Currently, we are **facing a challenge** to finalise freight transport information exchange State of Play assessment in Moldova. A short summary of the status:

- We have distributed questionnaires for data collection with Moldova's eLogistics working group assigned for this exercise and received part of information required.
- Given remaining knowledge gaps, we held a meeting on 14th December 2023 with Moldova's eLogistics working group to align our understanding and highlight missing information required.
- Following this exercise, we have shared follow-up information request and several reminders, however, **no response received as of yet**. Please note that most of the questions which require clarifications refer to rail and naval transport modes.

Action required

As we aim to conclude DTC activity by April, time becomes critical to resolve knowledge gaps on Moldova's state of play and initiate discussions on eFTI deployment roadmap in the country.

To conclude the above, we now kindly ask you to **provide a reply on your willingness to participate and ability to dedicate human resources** for the further analysis and eFTI implementation roadmap creation. To complete Moldovan state of play assessment and develop eFTI deployment roadmap, the involvement of representatives of at least the following institutions: Ministry of Economic Development and Digitalisation, Ministry of Infrastructure and Regional Development, Customs Service, National Agency for Road Transport, International Association of Road Hauliers, Railway Operator (CFM), Naval Agency is necessary. The engagement of nominated representatives will not be extensive and approximately include the following: biweekly meetings of 1 hour, review and provision of missing information for state of play assessment (immediate action), review and provision of feedback to eFTI roadmap document (approx. prepared by end of March).

In the case where Moldova remains interested to continue with DTC activity, we would also expect a confirmation on when you could provide additional inputs required for State of Play assessment and provide us a list of responsible representatives for providing inputs and participating in further communication. The missing inputs for State of Play assessment are summarised in Annex 1.

We would appreciate your final decision by 19 February.



If you have any questions, please do not hesitate to contact me at Arturas.Piliponis@lt.ey.com

Kind regards,

Arturas Piliponis
EU4Digital Facility Team Leader



Annex 1: Missing inputs for State of Play Assessment

1. Please confirm / comment on the missing parts as indicated in blue:

Road transport mode:

- In e-Transport Authorization information system, other electronic freight-related information is being exchanged between business operators and authorities (authorizations, permits). The e-Transport Authorization system includes electronic information exchange with the Custom Service. Please confirm/supplement, what other authority bodies can access information in this system. **Please confirm and specify whether the standards for information exchange based on international standards (e.g., UNECE). During the call was agreed that ANTA representatives will check on standards.**
- Ministry of Infrastructure and Regional Development is responsible for setting up rules and controlling the road transport documents exchange. National Agency for Road Transport and Customs Service participates on operational level (the exchange of road transport documents and digitalisation of this area). **Please confirm.**

Rail transport mode:

- The specialised software for an integrated electronic document management system for the carriage of goods by rail (PEGAS) between Ukraine and Moldova was developed and tested. **Please confirm and specify whether the standards for information exchange based on international standards (e.g., UNECE) and what is the timeline for the project to become operational. Is it considered to add more countries to the system.**
- "Information and Computing Center" branch of the State Enterprise "Railways of Moldova" is responsible for the electronic exchange of data in the scope of the railway transportation document (SMGS) between CFM and UZ. **Please confirm.**

Inland waterways transport mode:

- There is no national legal framework in place, defining rules for international bill of lading in either electronic or paper form. **Please confirm.**
- **Please confirm that there is no electronic system for authorities to receive electronic bills of lading and they must be submitted in paper.**
- **Please confirm that there is no single organ responsible for IWW bill of lading digitalisation.**

Strategic level:

- The Cabinet of Ministers has approved the Digital Transformation Strategy of the Republic of Moldova for 2023-2030. This strategy incorporates goals for simplification of customs procedures and implementation of digital transport corridors. With focus on significant dependency on trade with EU, implementation of eFTI Regulation is also part of the strategic document. **Please specify if there are detailed plans to implement eFTI in place (parallel to EU4Digital Digital Transport Corridor activity).**

2. Please supplement the table on ongoing initiatives in the field:

- Please review the table below and supplement inputs
- Expand the list with other initiatives in e-logistics (including studies, pilots), if existing



	E-Transport Authorization	E-CMR	PEGAS
Timeline	2022-2023	2023 - ongoing	Please provide timeline
Scope and objective	<ul style="list-style-type: none"> The system stores data on road transport operators and enterprises performing activities related to road transport in the Republic of Moldova Aims to optimize the process of requesting, issuing, distributing and analyzing the requests for authorization issuance for the purpose of local and international freight and passenger road transport "e-Transport Authorization" includes electronic information exchange with the Custom Service of the Republic of Moldova 	<ul style="list-style-type: none"> The system is to enable the electronic exchange of road freight information, improve the traceability of the supply chain for the regulatory authorities. <p>Please supplement</p>	<ul style="list-style-type: none"> The system is an integrated electronic document management system for the carriage of goods by rail. The system enables electronic data exchange of transport documents between Railway of Moldova and JSC "Ukrzaliznytsia". <p>Please supplement and specify which transport documents are included.</p>
Expected results	Digitalised interaction between the central, local public authorities and the business environment. Reduced costs for road operators and inspecting authorities.	Harmonised standards and digitalisation of road freight document exchange while maintaining the security and transparency of transport operations. Reduced costs for transport operators and cargo owners for sealing, processing and archiving invoices and other related documents.	Digitalisation of rail freight document exchange while maintaining the security and transparency of transport operations. Please confirm
System owner and participating institutions	System owner: National Agency of Road Transport Participating institutions: National Agency of Road Transport, Customs Service	System owner: Ministry of Infrastructure and Regional Development Participating institutions:	System owner: The State Enterprise Railway of Moldova , please confirm Participating institutions: JSC "Ukrzaliznytsia"
Allocated budget and source of financing	Funding by USAID, please provide budget	Funding by USAID, please provide budget	Please provide budget



3. Please fill the questionnaire (find below) for assessing the existing systems to become the base for eFTI gates and/or platforms.

- The suggested systems for analysis (that we have not received yet) are: **PEGAS, E-CMR, and potentially, SEED**. If you think that there are other system(s) that could be the base for eFTI gates and/or platforms, please fill the questionnaire for them as well.

Questionnaire for assessing the existing systems to become the base for eFTI gates and/or platforms

System name: [answer]

System's owner: [answer]

System's implementation date: [answer]

Usage example: [answer (e.g., who fills the data in, is it filled electronically or the paper version is scanned, which authorities have access to data, what data is in, key system models / functions, etc.)]

Number and type of active users: [answer]

Areas for comparison	Questions	Answers
1. Authentication	i. Are the authentication and authorization mechanisms in place? ii. Is the functionality flexible to be adjusted as per the upcoming eFTI specifications?	
2. Access by business	iii. Is the interface that could be used by businesses to submit data electronically in place?	
3. Access by authorities with certain data management rights	iv. Can authorities access the data based on the basis of authorised and authenticated access (right to access a set of data that is required only for a specific inspection)? v. If yes, which authorities?	



Areas for comparison	Questions	Answers
	vi. Are the access management mechanisms flexible enough to do the necessary adjustments if needed?	
4. Architecture & infrastructure	vii. Does the system have the distributed network? viii. Which institution hosts the node?	
5. Data exchange layer / APIs	ix. Do the system nodes include functionality to exchange information and API services?	
6. Data storage, modification and archiving	x. Is data stored and archived? If yes, for how many years? xi. Is the functionality to modify the existing data in place?	
7. Data standards	xii. What data standards are used in the system? xiii. Are the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) standard followed? xiv. Can the data model be adjusted to follow the data requirements / standards proposed by eFTI Regulation?	
8. Ability to generate unique IDs for transactions	xv. Does system generate unique reference numbers for transactions?	
9. Governance	xvi. Does system have established the governance structure that could be re-used (e.g., owners, working groups, technical and legal support are in place)? xvii. In which countries the system is used and recognised (e.g., data can be transmitted to other countries' system)?	