

# DigiLog 3

**Date: 20.11.2024,**

**Time: 12:00-16:00**

**Venue: Botta + Online**







# Moderator Lasse Nykänen

Project Director  
Vediafi Ltd



# DigiLog 3

## 12: 00 Opening

- Jarkko Rantala, CaaS Nordic & Marko Forsblom, ITS Finland

## 12:15 Keynote speakers

- Sarah Schiffing, Hanken – Building resilience in an uncertain world
- Markus Happonen, National Cyber Security Centre (Traficom) - Cybersecurity and information sharing in Logistics sector

## Authority view

- Teemu Heikura, Fintraffic - eFTI reference implementation
- OlliPekka Mäkitalo, Finnish Customs - Customs 2.0
- Ilona Torniainen, Finnish Defence Forces - Nato logistics

14:15-14:45 **Break**



## 14:45 Industry outlook

- Samuli Toivonen, Kaukokiito - Versatile data transfer in supply chain
- Satu Orava and Suvi Widgren - Telia and Rekka Group builds together a better future
- Jussi Poikonen, Awake.ai - Harnessing JIT Scheduling to Enhance Port Performance
- Tomi Dahlberg, DBE CORE - Peppol as the enabler of digital logistics and eFTI – current status
- Simonas Niedvaras, iToDEV - eCMR with an integrated CO2 calculator for simpler CO2e reporting in the road logistics sector

## 15:40-16:00 Panel - How to adapt to the changing operating environment

- Matti Lankinen, Vedia/CaaS Nordic (host)
- Sarah Schiffing, Hanken/ReMuNet
- Jan Bergstrand, Trafikverket
- Heiti Mering, Digilogistika Keskus / eFTI EXPERTS
- Rugile Andziukeviciute, TIA
- Janne Huhtamäki, Traficom
- Satu Orava, Telia

## 16:00 Summary and closing

## Cocktails & networking

In collaboration





## Marko Forsblom

ITS Finland



## Jarkko Rantala

CaaS Nordic





# Wellcome to the DigiLog3

**Jarkko Rantala**, AFRY Finland Oy  
Chairman of CaaS Nordic

DigiLog3, Botta Ballroom, 20<sup>th</sup> November 2024

## CaaS Nordic

- Corridor as a Service: A digital hub for supply chains and freight that innovates new technology and services to create more efficient logistics.
- A concept for logistics combining ITS systems to intelligent logistics.
- A focus on transport corridors and logistics systems covering the whole Baltic Sea area and Nordics.
- The CaaS concept has been developed in PPP-collaboration where private and public sectors have done collaboration with research.
- Logistics Laboratory LOBRA – project (LIMOWA), 2025-27

<https://www.caasnordic.eu/>







**Sarah  
Schiffing**

**Hanken School of  
Economics**

**Building resilience in an  
uncertain world**



# **BUILDING RESILIENCE IN AN UNCERTAIN WORLD**

Dr Sarah Schiffling

Assistant Professor in Supply Chain Management and Social Responsibility

Hanken School of Economics





## Resilient maritime logistics: Understand risks, respond and adapt

Shocks and disruptions to supply chains are becoming increasingly common, putting to test shipping, ports, and their hinterland connections. Building critical chain resilience through more robust maritime transport and logistics is imperative.

## What is a resilient supply chain?

Supply chain resiliency is the ability to respond quickly to operational disruptions through flexible contingency planning and forecasting – from material sourcing to logistics and the final delivery of products and services.

## Supply chain resiliency in c

A [resilient supply chain](#) is defined by its ability to anticipate, prepare for, respond to, and recover from chain disruptions and greatly limit the impact on the supply chain, and ultimately business performance. Supply chain resilience is the ability to anticipate, prepare for, respond to, and recover from chain disruptions and greatly limit the impact upon supply chain logistics, sales, and customer satisfaction. Supply chain resilience is the ability to anticipate, prepare for, respond to, and recover from chain disruptions and greatly limit the impact upon supply chain logistics, sales, and customer satisfaction. Supply chain resilience is the ability to anticipate, prepare for, respond to, and recover from chain disruptions and greatly limit the impact upon supply chain logistics, sales, and customer satisfaction.

The most resilient and agile supply chains leverage [modern supply chain technologies](#) that can help them adapt to the future brings.

## Driving supply-chain resilience with advanced transportation management systems

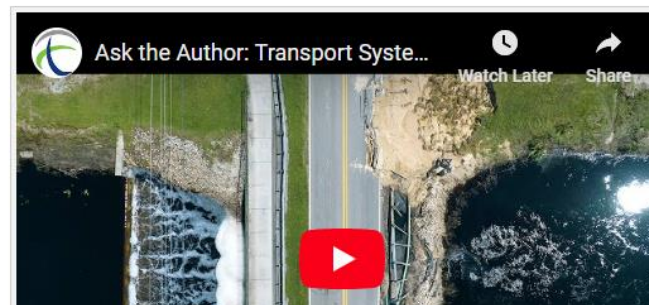
Marta Malik Andrea Hellstrand-Rodewig

## Transport System Resilience

## Issue Brief: Supply Chain Resilience

Economic shocks caused by the Covid-19 pandemic disrupted global supply chains. At the same time, Covid-19 related shutdowns rapidly rotated consumer demand towards goods and away from in-person services. The collision of pandemic-induced supply shocks and sustained demand for goods generated inflationary pressure across the global economy. As suppliers were unable to meet the elevated demand, the true cost of highly-efficient, but fragile global supply chains became clear.

The transport sector currently faces a number of disruptions related to geopolitics, climate change and energy security. Transport system resilience refers to the sector's capacity to deal with, adapt to and recover from such disruptions. This report sets out the main disruptions to transport systems worldwide. It explores ways to reduce transport system resilience.



Ask the Author: Transport System Resilience



Watch Later



Share



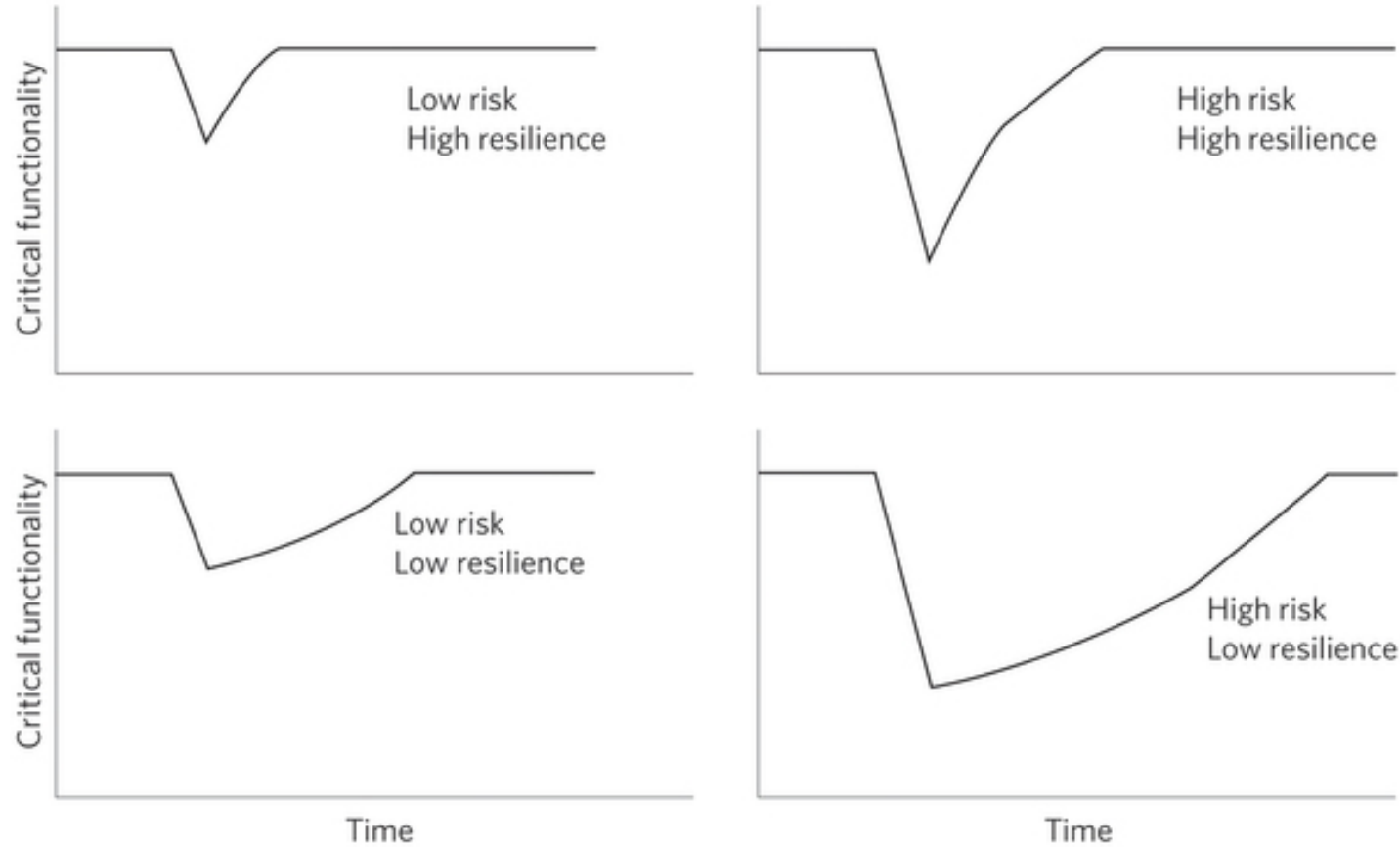
a big, but worthwhile, investment. The last few years have highlighted the importance of resilience and bounce back to a functioning system. In particular,

**”IT IS NOT QUITE CLEAR WHAT RESILIENCE  
MEANS, BEYOND THE SIMPLE ASSUMPTION  
THAT IT IS GOOD TO BE RESILIENT”**

(Davoudi et al., 2012, p.299)



# BOUNCEBACKABILITY



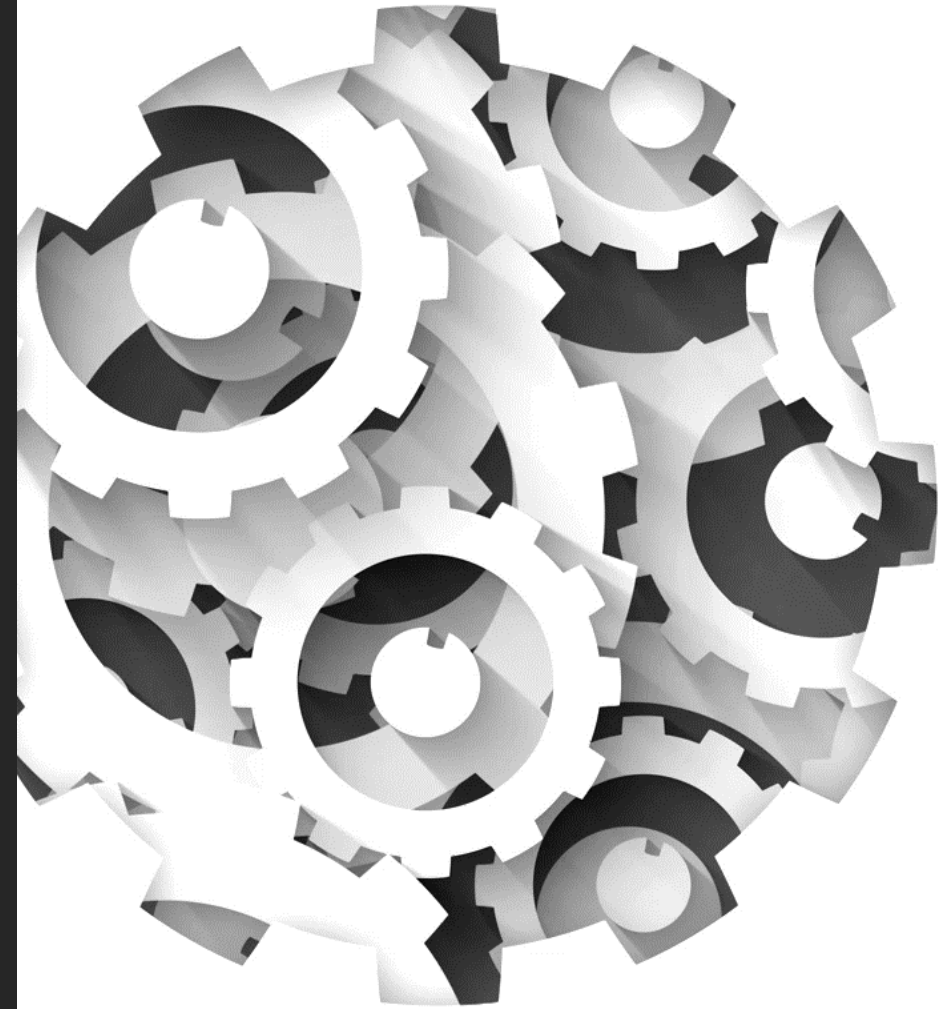
Resilience =  
Bouncebackability



# ENGINEERING RESILIENCE

- Fail safe design to protect an engineered system
- Assumes that there is one equilibrium
- The system bounces back to the equilibrium after disruption
- Assumes that the system is separate from its environment and can be controlled
- Might include strategies such as multi-sourcing, redundancy, buffer inventory...

(Wieland & Durach, 2021)





# ENGINEERING RESILIENCE

To mitigate supply chain risks during COVID-19,

- 47 % of respondents are considering holding more inventory,
- 58 % intend to diversify their sourcing strategies

(van Hoek, 2020)


**MAERSK** Prices Book Tracking Schedules Logistics solutions EN

Home / Logistics Insights / Resilience insights


Resilience

## 5 reasons to implement supply chain diversification

4 June 2024

 **Cecilia Larsen**  
Customer Communication Manager

Podcast Resilience Growth Customs Share



**SUPPLYCHAINDIVE** Deep Dive Opinion Library Events Press Releases Topics

## Did the pandemic really kill just-in-time? Experts weigh in.

As retailers struggle with inventory glut and overstocked warehouses, the lean operating model may need to make a comeback.

Published Nov. 29, 2022

 **Sarah Zimmerman**  
Editor

in f X P M



# ENGINEERING RESILIENCE

## UNICEF Emergency Response

- Pre-positioning of supplies around the world
- Preparation of kits of items to be distributed together







**IS THIS ENOUGH IN OUR COMPLEX,  
INTER-CONNECTED, AND UNCERTAIN  
WORLD?**



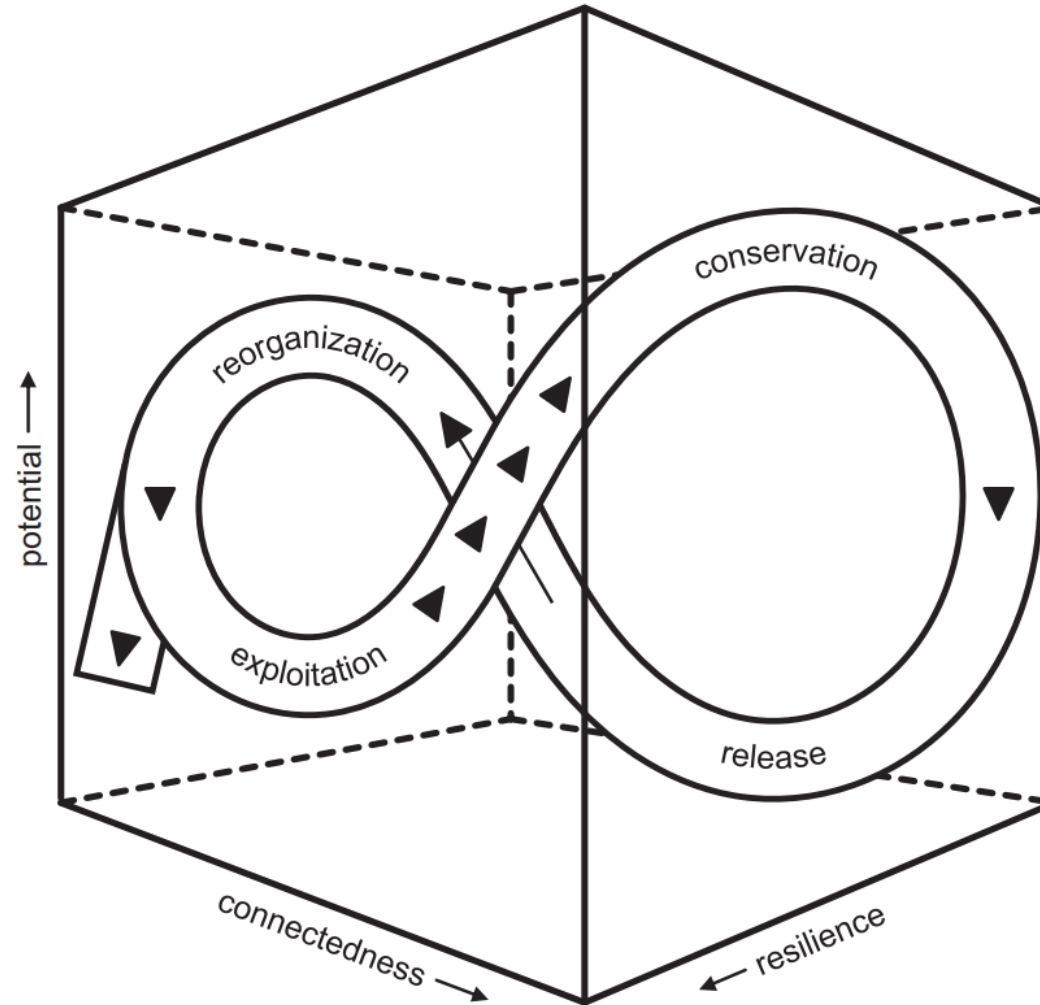
# SOCIAL-ECOLOGICAL RESILIENCE

- Embraces a safe fail design
- Acknowledges that beyond a certain level of disruption, there will be a change to system control and structure
- There is no one steady equilibrium
- Assumes that the system is open and linked to other social-ecological systems
- The system cannot be managed
- Emphasises non-linearity, uncertainty, dynamic change and transformation

(Wieland & Durach, 2021)



# SOCIAL-ECOLOGICAL RESILIENCE



# SOCIAL-ECOLOGICAL RESILIENCE

## IFRC: Early warning, early action

- **Integration of social and ecological systems:** Monitoring of environmental risk factors and forecasting potential hazards to protect communities through pre-emptive measures
- **Adaptive capacity and learning:** Anticipatory action framework for continuous learning and adaptation by fostering a culture of preparedness and responsiveness
- **Community engagement and empowerment:** Strengthening capacity of local communities to anticipate and respond to environmental changes through knowledge and resources

[Early warning, early action | IFRC](#)



**Early Warnings for All**



**Community early warning systems**



**Anticipatory action**



**Forecast-based financing**



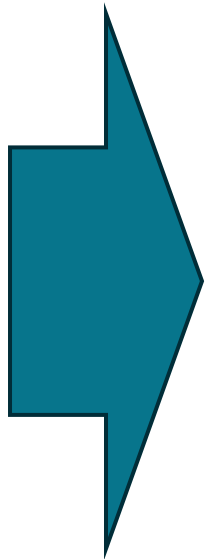
**Risk-informed Early Action Partnership**



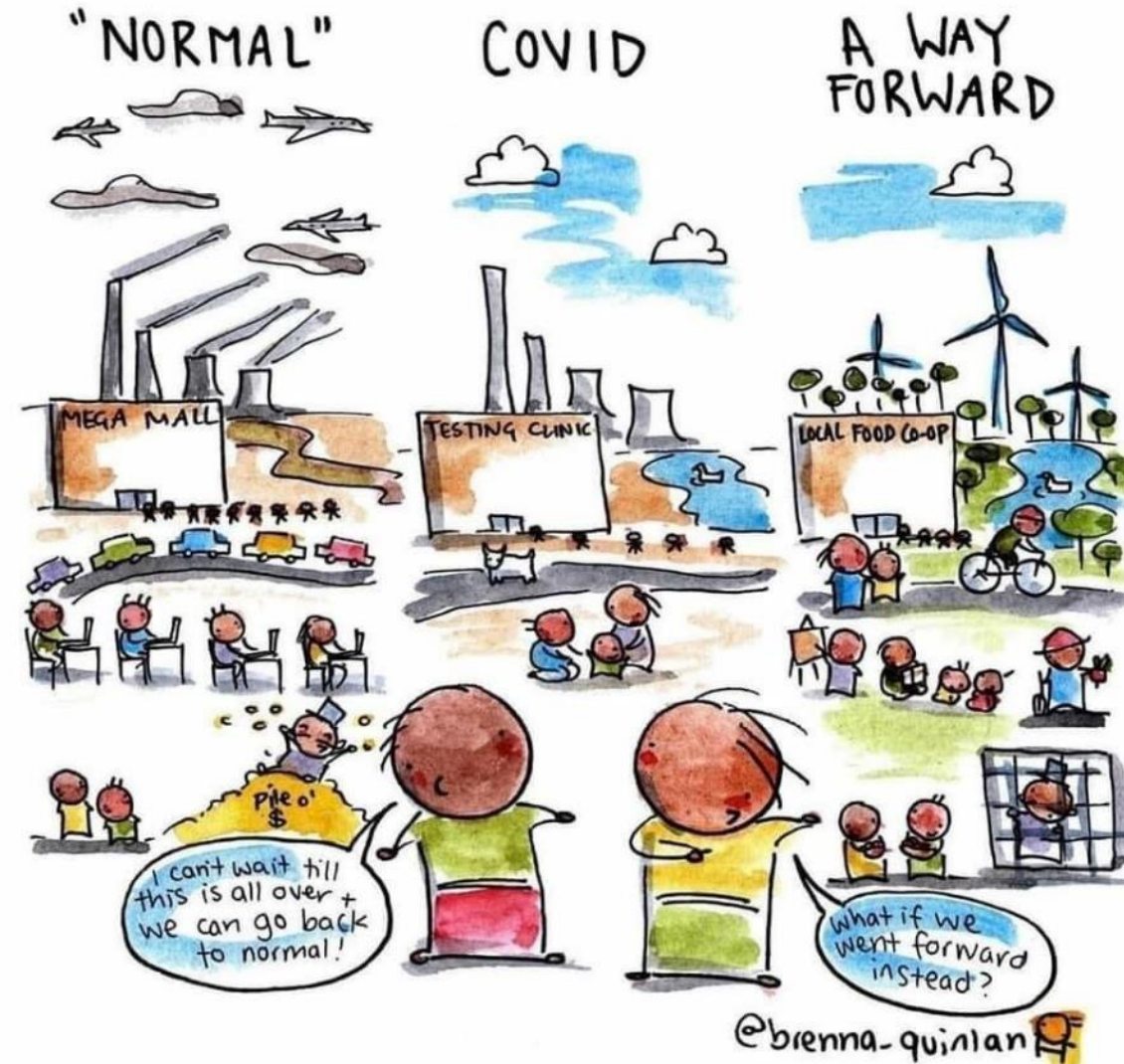
# BOUNCE FORWARD

Can we embrace disruption?

- An opportunity for learning
- An opportunity for improvement
- An opportunity for finding a new (temporary) equilibrium



Resilience as a positive development towards the future, not clinging on to the past



# BOUNCE FORWARD

## UNICEF drone delivery in Vanuatu

- Aimed to overcome logistical challenges to vaccine distribution posed by Vanuatu's rugged terrain and dispersed islands
- Drone use addressed immediate delivery obstacles but also established a scalable model for future healthcare logistics

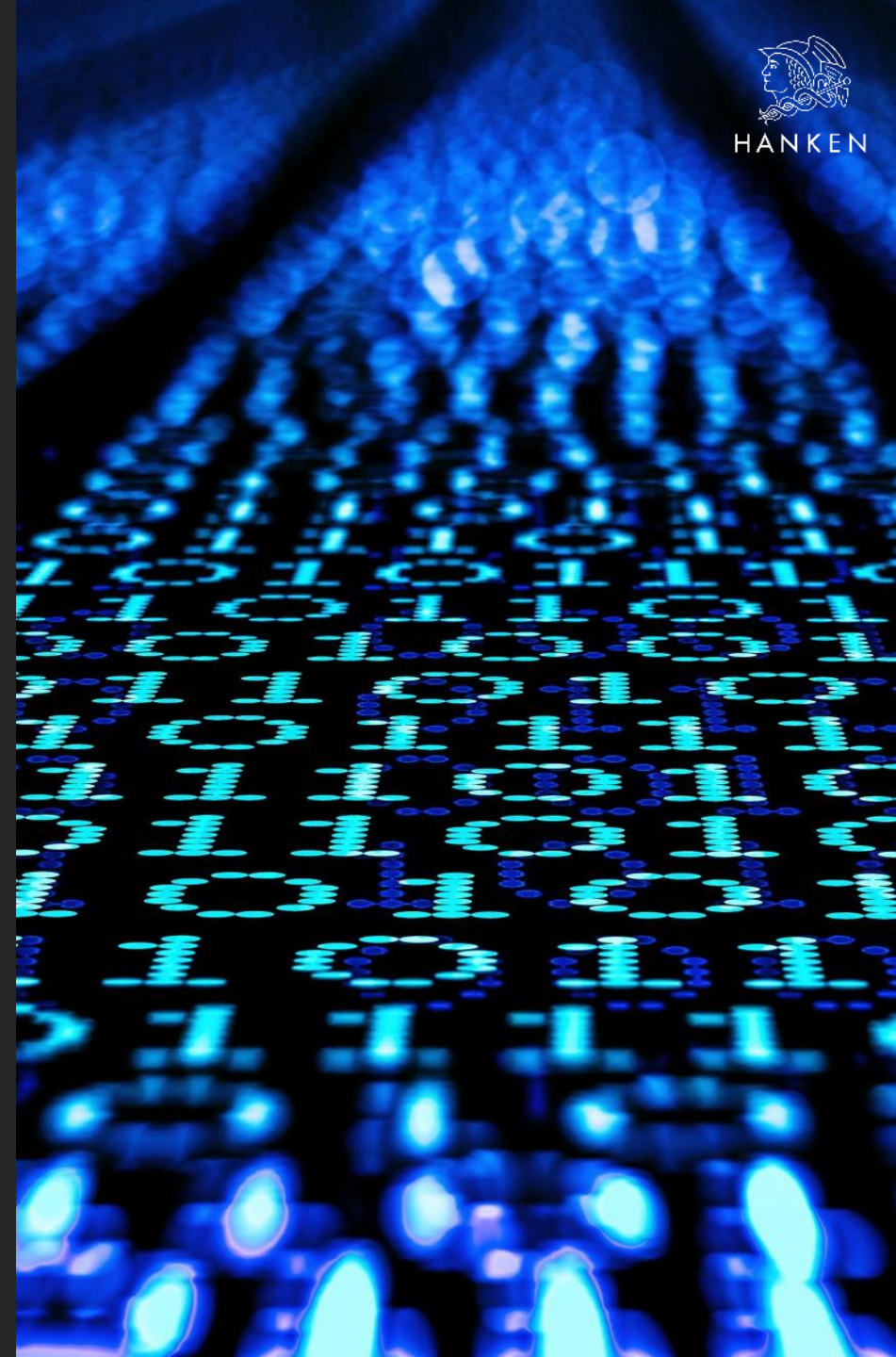
[Vanuatu: Revolutionary Technology for Vaccine Delivery | UNICEF Office of Innovation](#)





# DIGITALISATION AND RESILIENCE

- Predictive analytics
- Enhanced visibility
- Real-time monitoring
- Integration and interoperability for system-wide responses
- Automation for quicker response times





# DIGITALISATION AND RESILIENCE

## MSF (Doctors without Borders) Real-time cold chain monitoring

- enhance the monitoring of temperature-sensitive medical supplies
- provides real-time, accurate tracking of temperature conditions throughout the supply chain
- digital interface offers clear, immediate information to field staff, facilitating prompt decision-making

Cold Chain Indicators — The MSF Sweden Innovation Unit



# DIGITALISATION AND RESILIENCE

## World Food Programme: Building Blocks in Zaatari refugee camp (Jordan)

- Using blockchain to manage cash-for-food transactions, combined with iris-scanning for identity verification
- eliminates reliance on intermediaries, reduces fraud, and ensures accountability in real time, providing a transparent, secure record of aid distribution
- improves operational efficiency and created a resilient system for managing aid

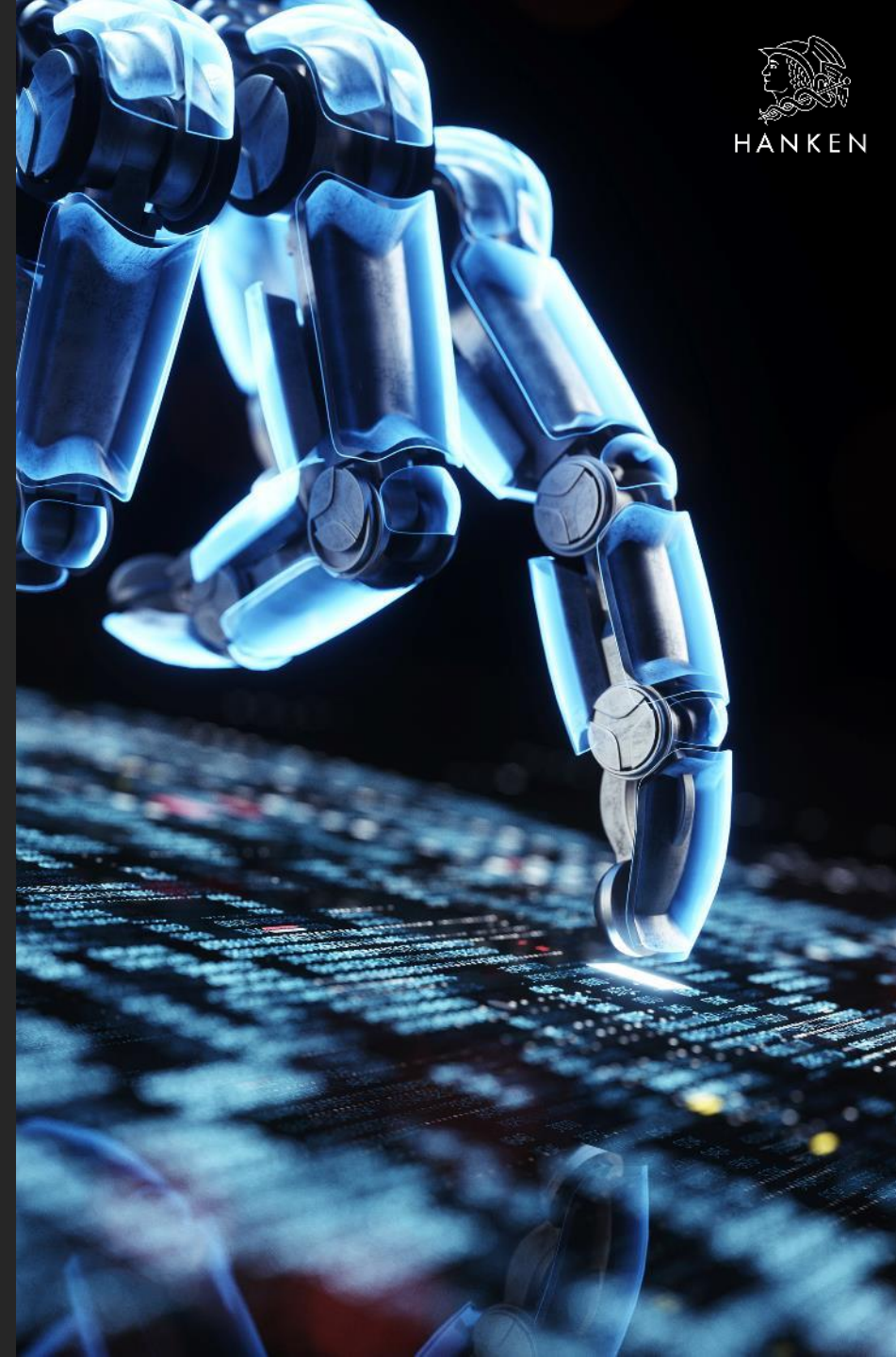
*Inside the Jordan refugee camp that runs on blockchain | MIT Technology Review*





# DIGITALISATION AND RESILIENCE

- Digitalisation can help us embrace resilience as an opportunity
- Digitalisation aids the development of resilience but also introduces potential vulnerabilities
- Real-time visibility should not make us cling to the status quo
- Predictive analytics have the potential to take some of the pain out of transformation







**ANY QUESTIONS?**



**Markus  
Happonen**

**National Cyber Security  
Centre Finland**

## Cybersecurity and information sharing in Logistics sector





# TRAFICOM

Finnish Transport and Communications Agency  
National Cyber Security Centre

## Cybersecurity and information sharing in Logistics sector

Markus Happonen,  
[markus.happonen@traficom.fi](mailto:markus.happonen@traficom.fi)



# Presentation consists

- ▶ Introduction to Finnish National Cyber Security Centre
- ▶ Information sharing within critical infrastructure
- ▶ Things about digitalization
- ▶ Cyber security situation



# National Cyber Security Centre (NCSC-FI)

**A national information security authority, whose duties consist of:**

- ▶ **Collecting information** on information security violations and threats (**Situational awareness**)
- ▶ **Informing** of information security related matters and performance of communication networks and services
- ▶ **Solving** information security violations and threats against networks, communications and value-added services
- ▶ Steering and supervision of **communications providers' information security, functionality and preparedness**
- ▶ Information assurance matters related to the **handling of classified information in electronic communications**
- ▶ Authority functions for the public regulated service relating to the **European Galileo satellite positioning system**
- ▶ Supervising the responsibilities related to **confidentiality of electronic communications**

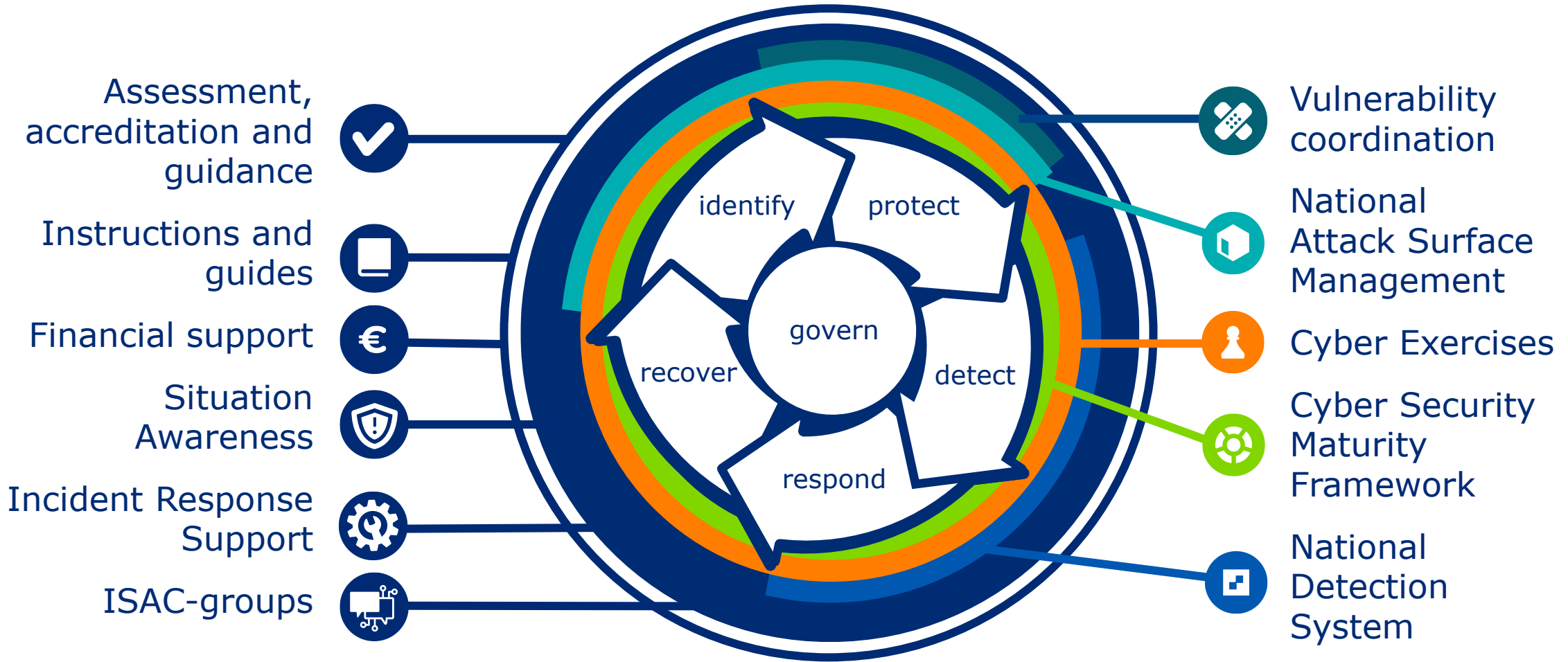


# What we do

- ▶ Most of our information security services are free of charge and available to everyone.
- ▶ Some of our services are targeted specifically to support the cyber security of the central government and organisations vital for the security of supply.
- ▶ More information about our services:
  - ▶ [www.kyberturvallisuuskeskus.fi/en/our-services](https://www.kyberturvallisuuskeskus.fi/en/our-services) (or [www.ncsc.fi](https://www.ncsc.fi))
  - ▶ [kyberturvallisuuskeskus@traficom.fi](mailto:kyberturvallisuuskeskus@traficom.fi)







## Comprehensive Cyber Security Services for the Entire Society

# Situational awareness and network management

Situational awareness  
ISAC information sharing groups

# Situational awareness products

- ▶ Vulnerability reports
- ▶ Vulnerability digest
- ▶ Cyber weather
- ▶ Newsletter
- ▶ Information Security Now! articles
- ▶ Sector-specific situation awareness and notices
- ▶ Alerts
- ▶ Weekly report
- ▶ Annual information security review
- ▶ To access our products, please join our sector-specific mailing lists.
  - ▶ Send an email to [kyberturvallisuuskeskus@traficom.fi](mailto:kyberturvallisuuskeskus@traficom.fi).
- ▶ To subscribe to the newsletter and vulnerability digest, please visit our website:
  - ▶ [www.kyberturvallisuuskeskus.fi/en/ncsc-news/subscribe-our-newsletters](http://www.kyberturvallisuuskeskus.fi/en/ncsc-news/subscribe-our-newsletters)





# NCSC-FI's sector-specific mailing lists

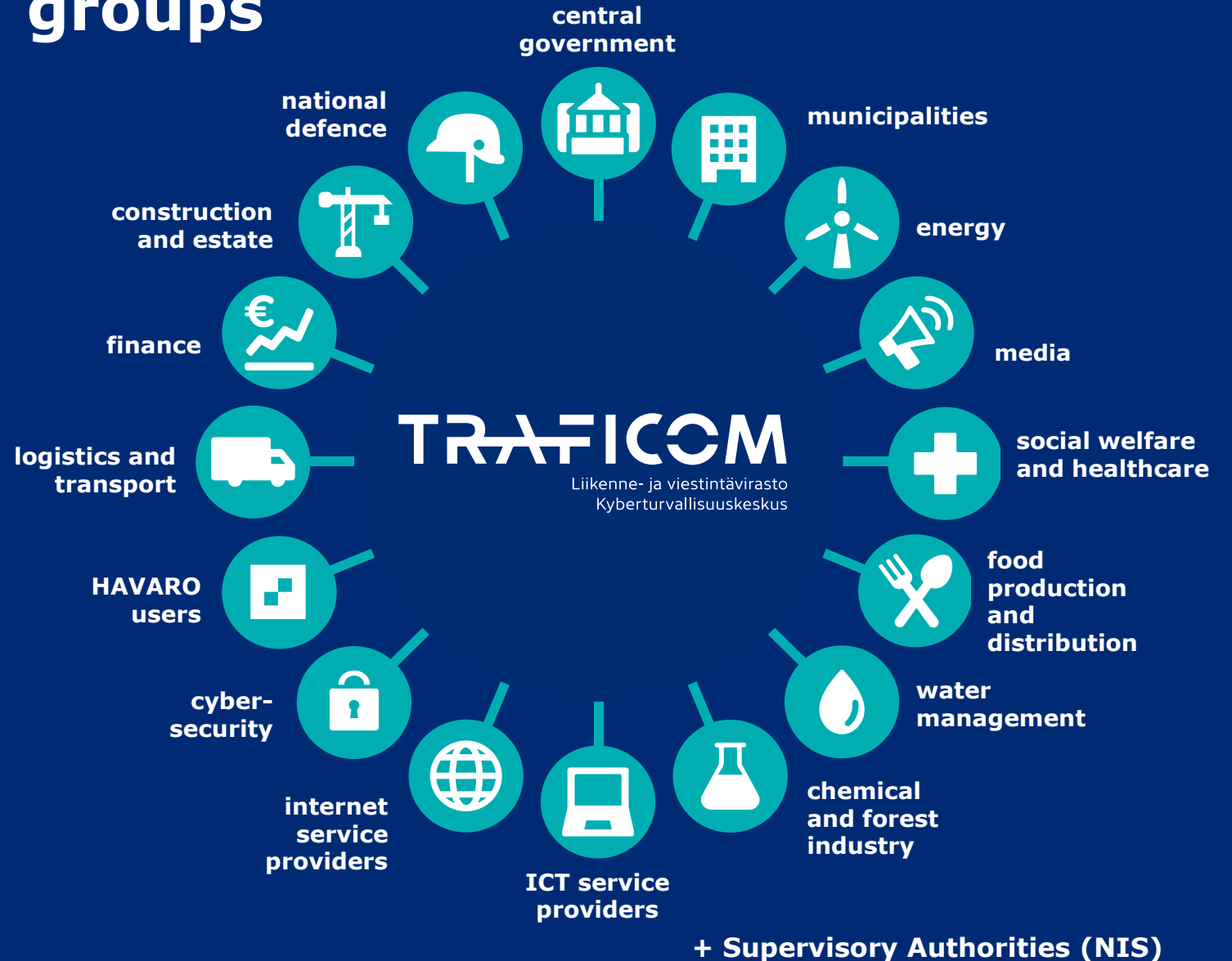
- ▶ Central government
- ▶ Chemical and processing industry
- ▶ Defence industry
- ▶ Device and product manufacturers
- ▶ Energy sector
- ▶ Financial sector
- ▶ Food sector
- ▶ Healthcare
- ▶ ICT industry
- ▶ Industrial automation
- ▶ Industrial enterprises
- ▶ Information security consultants and consulting agencies
- ▶ Information security researchers
- ▶ **Logistics sector**
- ▶ Media
- ▶ Municipalities
- ▶ Public administration
- ▶ Service sector
- ▶ Water supply and sewerage

If you want to subscribe to these mailing lists or have any questions about their content, please contact us at [kyberturvallisuuskeskus@traficom.fi](mailto:kyberturvallisuuskeskus@traficom.fi)

# Information sharing groups

Develop sector and national Cybersecurity together in ISAC –networks (Information Sharing and Analysis Centre)

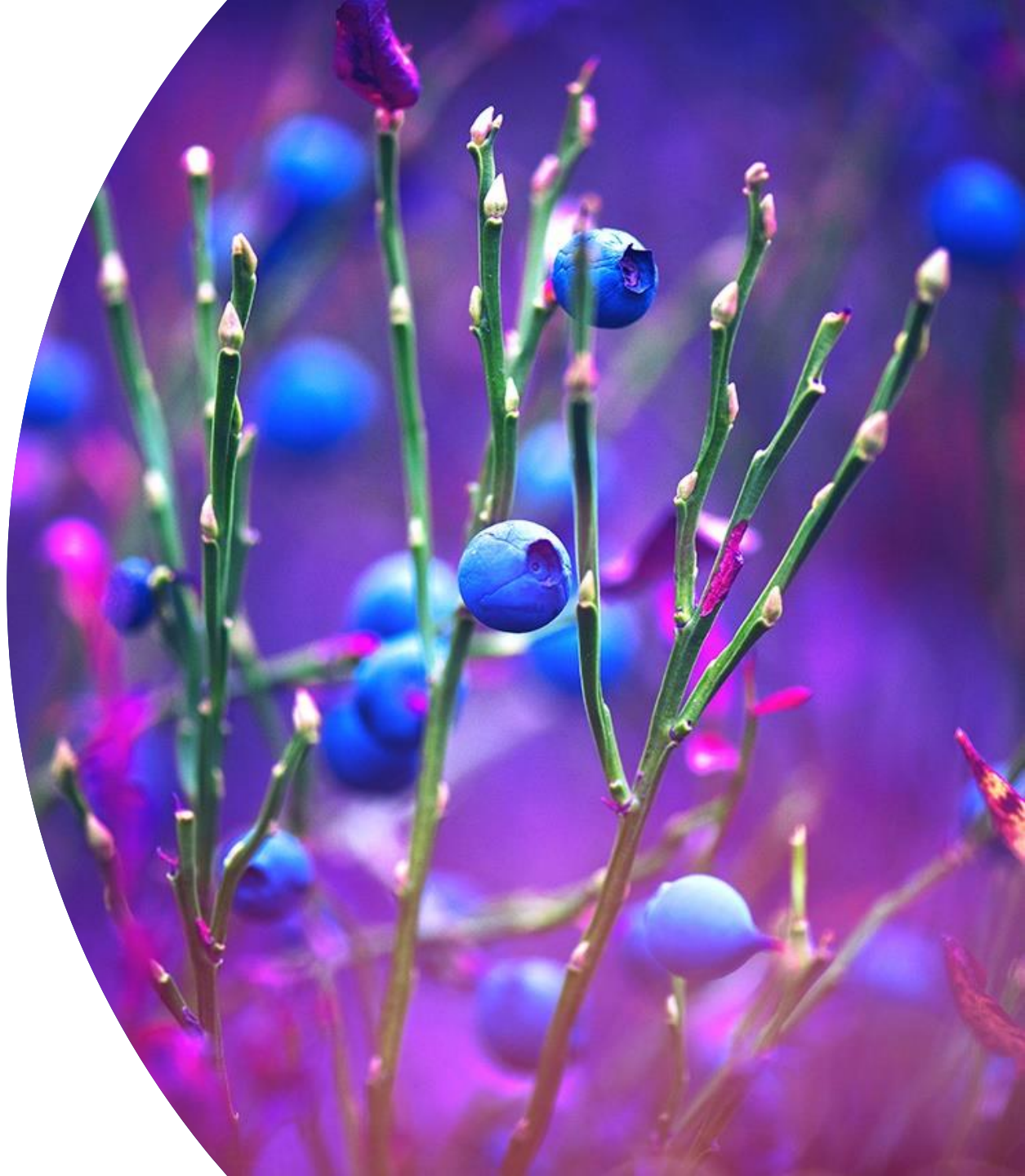
- Information sharing
- Situational awareness
- Good practices
- Risk analysis



# TRAFICOM

Liikenne- ja viestintävirasto  
Kyberturvallisuuskeskus

## Digitalization and cyber situation





# About Digitalization in logistics sector

- ▶ Long supply chains are very common in logistics sector. Logistics companies work as a supplier for the other critical infrastructure. Therefore it is very important to agree on responsibilities between actors beforehand.
- ▶ We have had some cases in logistics sector, where operative systems has been open to the internet.
- ▶ Internal and external communication plans are absolutely crucial in crisis situations.



# Current Cybersecurity situation

- ▶ (Distributed) Denial on Service attacks have been on public within last month.
  - ▶ Some DDoS attacks use varied technologies and also carpet bombing.
- ▶ SMS Sender ID protection should be considered.
  - ▶ SMS Sender ID protects from using organizations name for phishing.
- ▶ Finland's Cyber Security Strategy 2024-2035 has been published on October.
  - ▶ Reasons for new version include changed environment and NIS2-directive.



# Cyber security in Logistics sector

- ▶ Last quarter has been more calm than previous one.
- ▶ Still quite a lot of phishing and attempted CEO Frauds (especially during holiday season).
- ▶ During summer CrowdStrike distributed a faulty update, which caused indirect problems also in logistics sector in Finland.





# TRAFICOM

Finnish Transport and Communications Agency  
National Cyber Security Centre

# Thank you!

Please contact us at  
[kyberturvallisuuskeskus@traficom.fi](mailto:kyberturvallisuuskeskus@traficom.fi)



**Teemu Heikura**

**Fintraffic**

eFTI reference  
implementation



# eFTI – What I need to know?

Teemu Heikura, Fintraffic



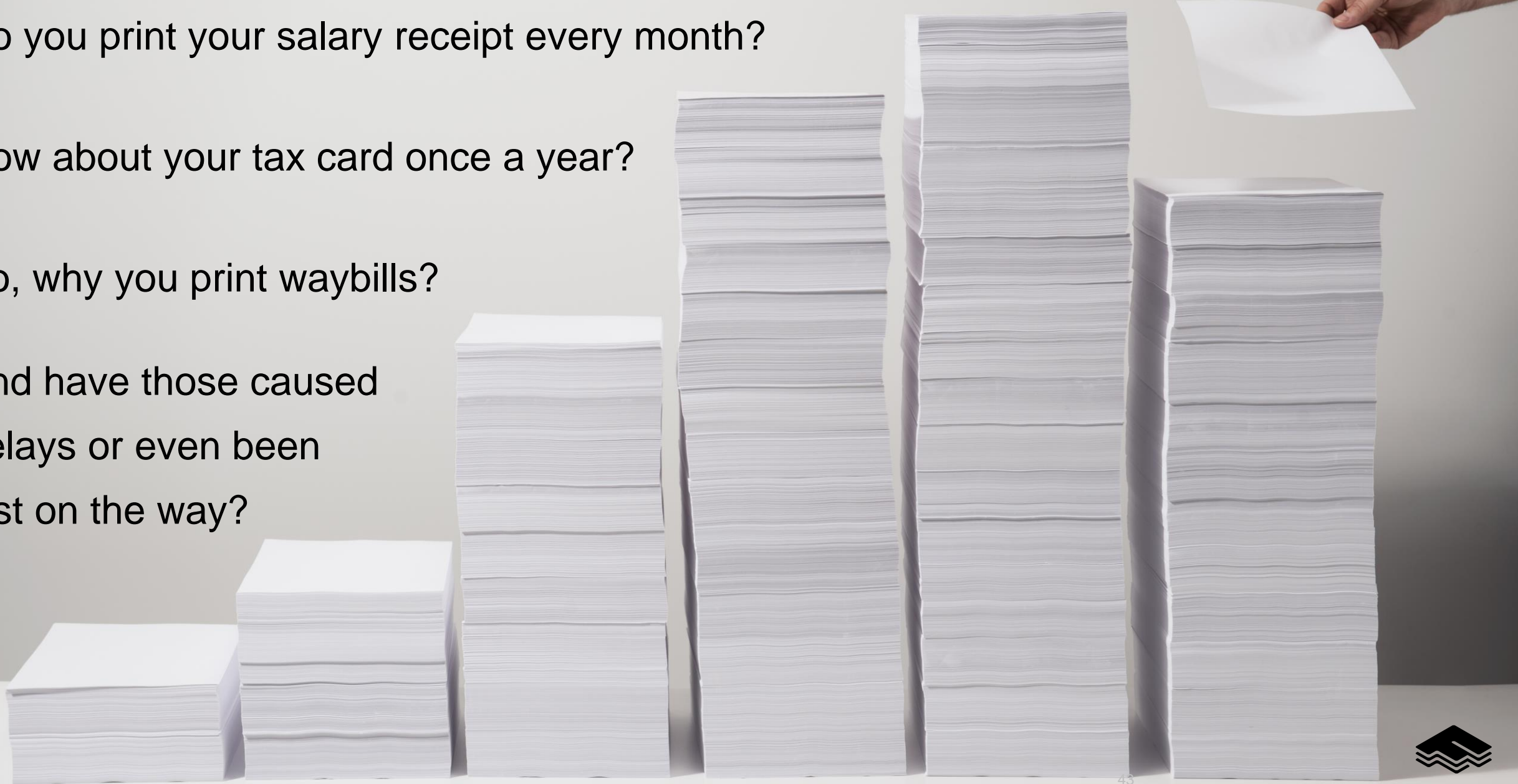


Do you print your salary receipt every month?

How about your tax card once a year?

So, why you print waybills?

And have those caused  
delays or even been  
lost on the way?





## **Teemu Heikura**

Head of Logistics  
Fintraffic

- **Project Manager of the national implementation of eFTI**
- **Facilitating the co-operation of traffic industry in Finland**
- **Experience from ICT and logistics**

 <https://www.linkedin.com/in/teemu-heikura/>



# Fintraffic in brief



Traffic control and management:  
on the land, in the air  
and at sea



Facilitating the work of Traffic Data  
Ecosystem



Digital services and open data  
for organizations, developers  
and consumers



We employ  
1100 professionals.





# About Electronic Freight Transport Information (eFTI)

**EU-wide project**  
(freight carried by  
rail, road and inland  
water)

A legal and standardized  
framework for the **digital  
exchange of freight  
transport information**  
between companies and  
authorities.

Coming mandatory to  
authorities in **Q2/2027**

**Boosts the efficiency  
of freight traffic  
and logistics**

**Reduces the administrative  
burden for operators.**

Other future regulations  
(ex. The Combined  
Transport) will encourage  
the use of eFTI.

# eFTI benefits to companies

*Get rid off paper waybills*

*Reduce administrative cost*

*Make border crossing smoother*

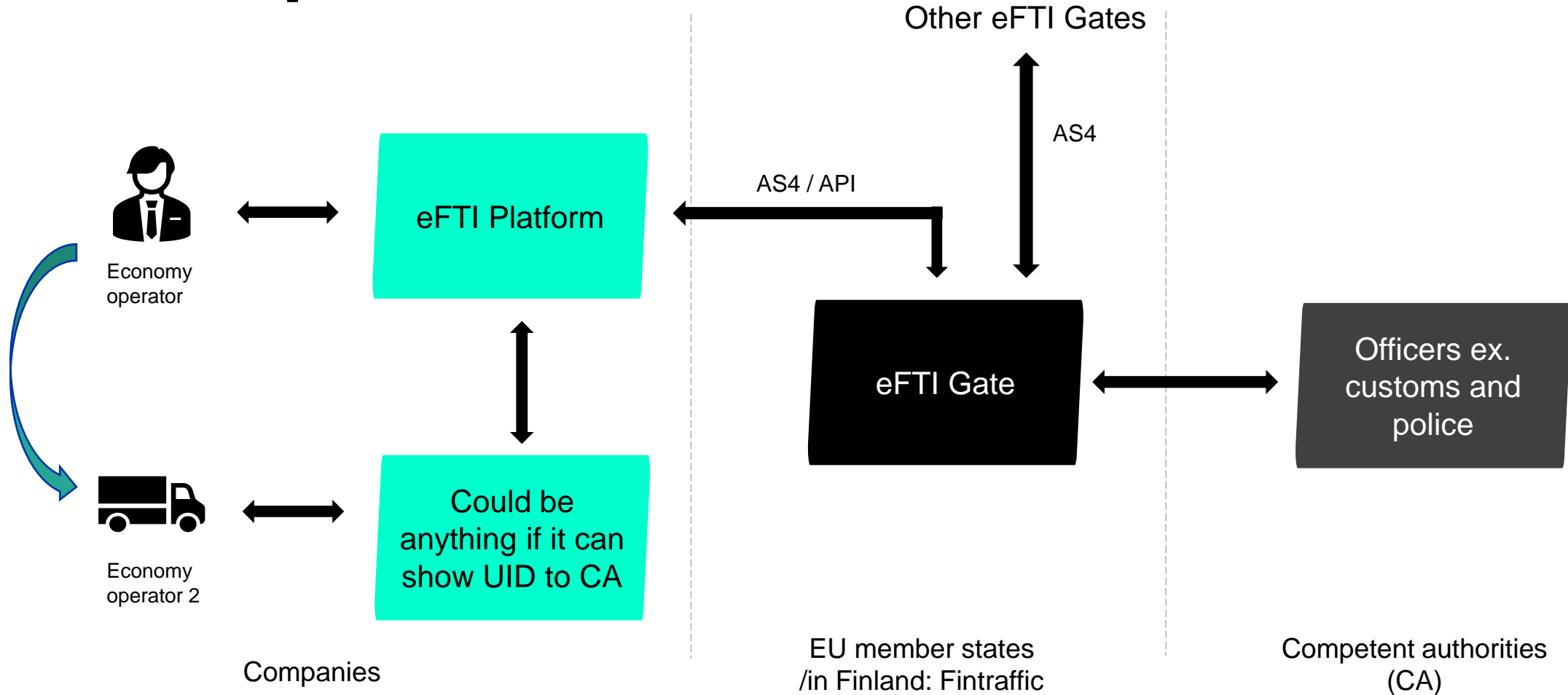
*Authorities can access data easier which  
can reduce the need to stop transportation  
for inspection*

*Increase data reliability and reduce errors*

*New business for platform providers*

*EU wide standard*

# eFTI in practice



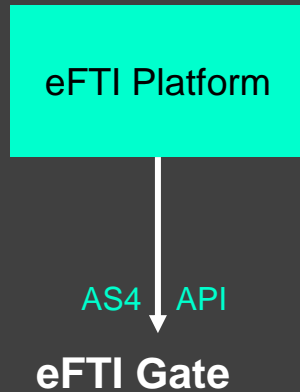
eFTI is making data available for authorities. It is not defining B2B data sharing.



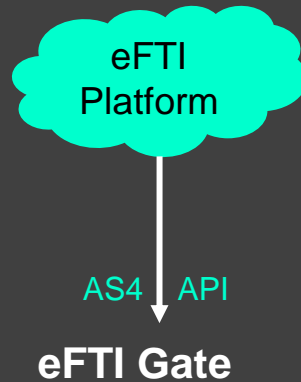


# You can implement eFTI platform in various ways

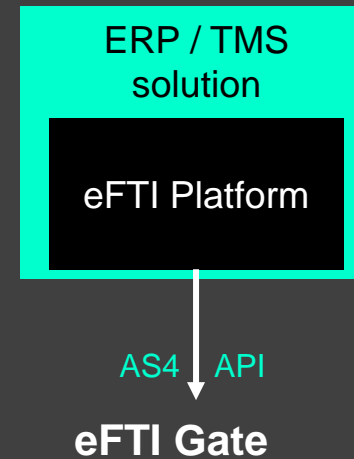
Option 1: Stand alone system



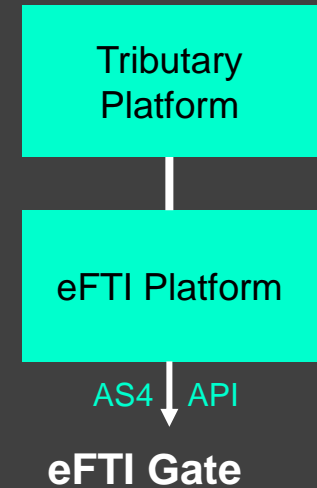
Option 2: Third party service ex. SaaS service



Option 3: Part of TMS / ERP solution



Option 4: Use of tributary



# There are requirements for the platform – but they are reasonable

Security standards

Certificate for eFTI platform

Authentication is mandatory

Response times

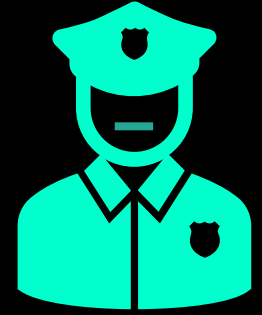
Datamodel and interfaces

Data storage times

**Nothing  
special.**

**Just normal  
software  
development.**

# You decide how you use eFTI

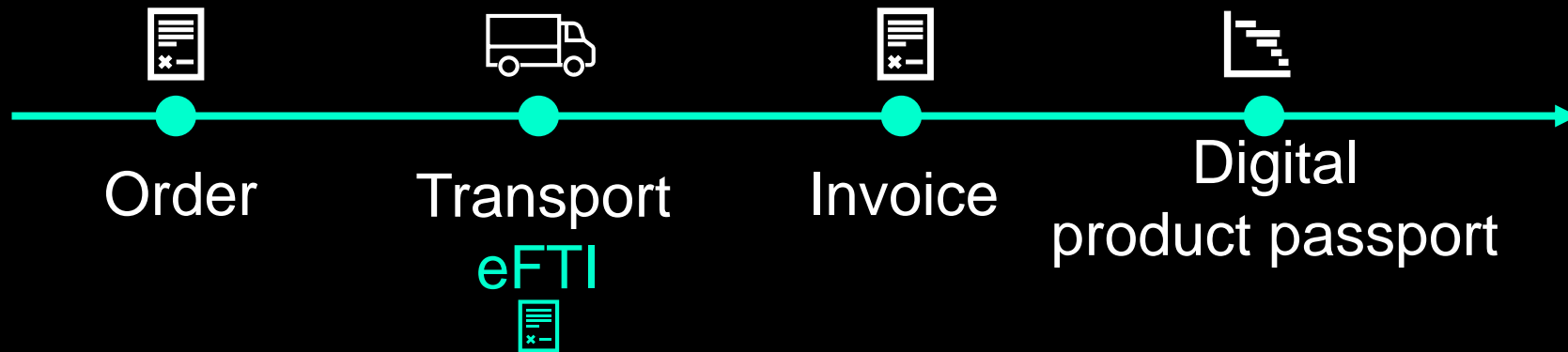


eFTI is limited data sharing from companies to authorities, it is nothing more.

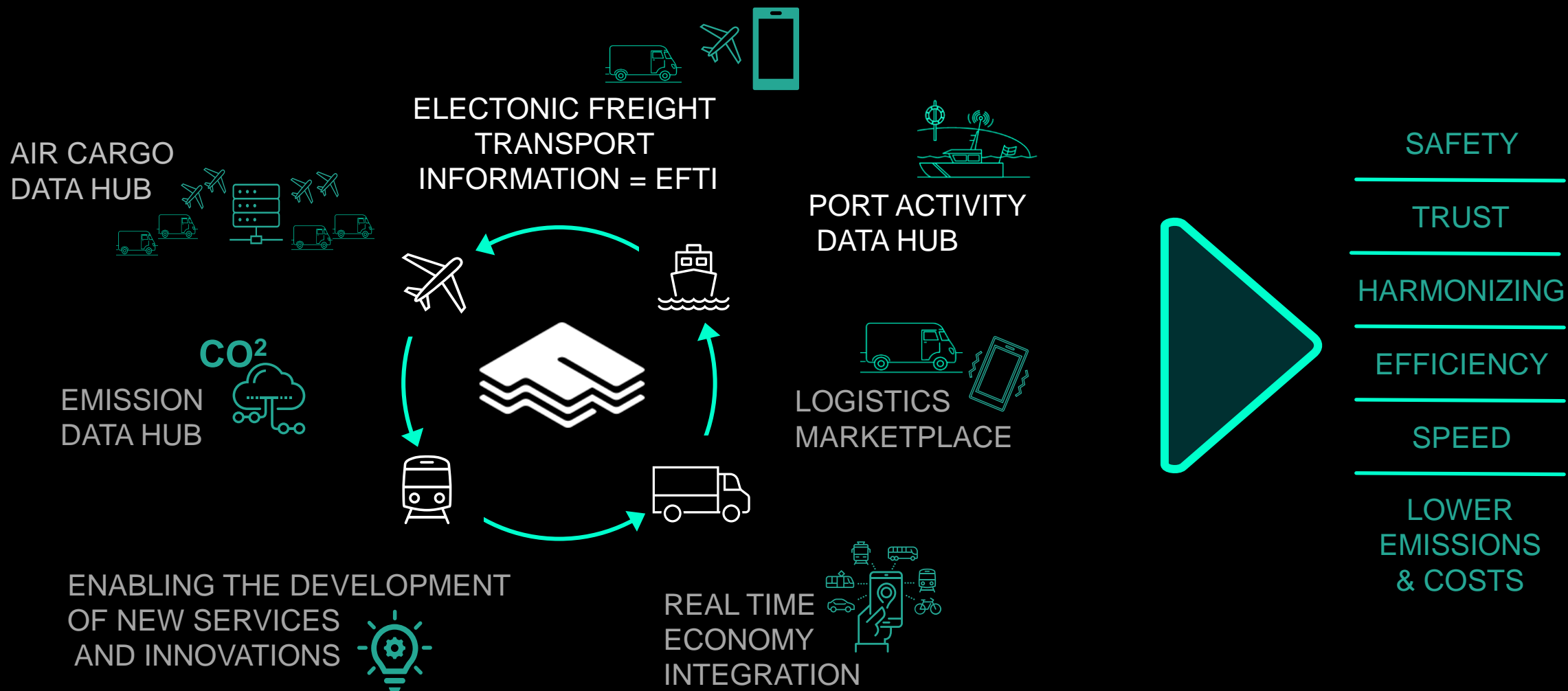
However, you can use eFTI as a stepping stone for wider digitalization



**eFTI is only one part of the logistics process -  
combined with other data it can bring greater value**



# Linked data generates more value than separate solutions, where eFTI is one piece of the digital logistic puzzle



# You are not in a hurry with eFTI, but you are in a hurry with digitalization

- Always room to improve efficiency
- Digitalization potential is not yet realized in logistics
- Start your digital journey now with your current process digitalization and then eFTI will be just one increment on that.
- Maybe taking traffic information in use is your next step?



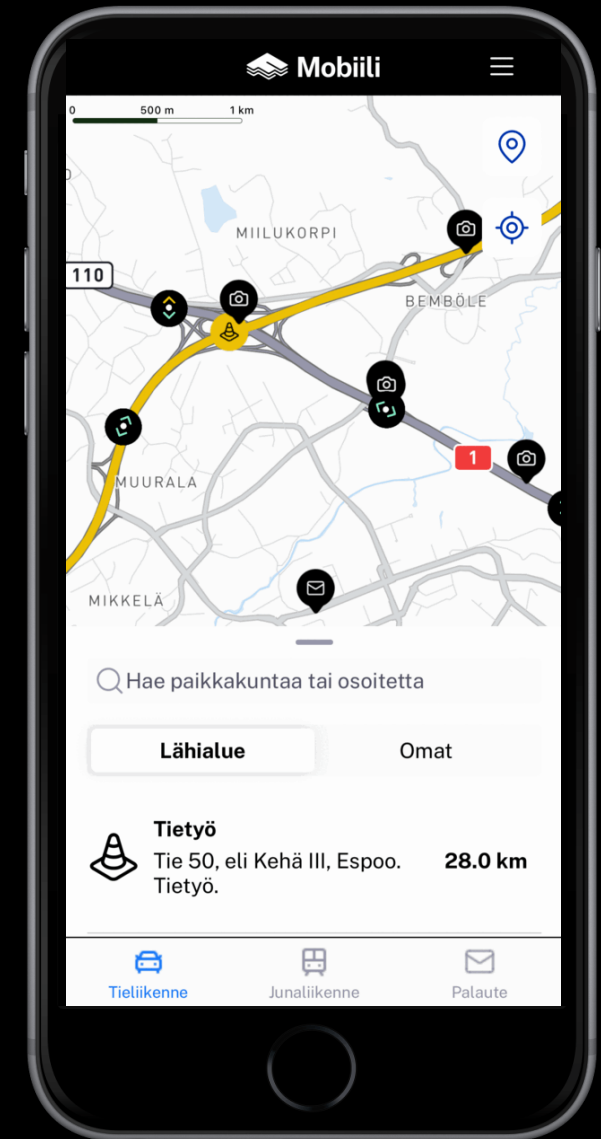
# Start now!

Utilize available information immediately. There is a lot of traffic information available right now.

Fintraffic Traffic information <https://liikennetilanne.fintraffic.fi/>

Fintraffic Mobile <https://fintraffic.fi/mobiili>

Digitraffic open data. <https://www.digitraffic.fi>



# Key take aways

- 1) Create capabilities to go **digital**
- 2) **Utilize** available **open data** from Fintraffic **immediately**
- 3) **Familiarize yourself with regulation**, take advantage of the possibilities
- 4) **Utilize, share data, optimize, measure, learn and improve**
- 5) **Join Traffic Data Ecosystem** – let's learn together  
<https://www.fintraffic.fi/en/trafficecosystem>



# Thanks | Kiitos

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## CONTACTS

[teemu.heikura@fintraffic.fi](mailto:teemu.heikura@fintraffic.fi)

## DISCOVER MORE AT

[www.efti4eu.eu](http://www.efti4eu.eu)



[/company/efti4eu/](https://www.linkedin.com/company/efti4eu/)



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**Ollipekka  
Mäkitalo**

**Finnish Customs**

**Customs 2.0**



**Customs 2.0**

Ollipekka Mäkitalo

20/11/2024

**CUSTOMS**

# Customs 2.0

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Facilitation      Security



# Need for updating Customs' strategy

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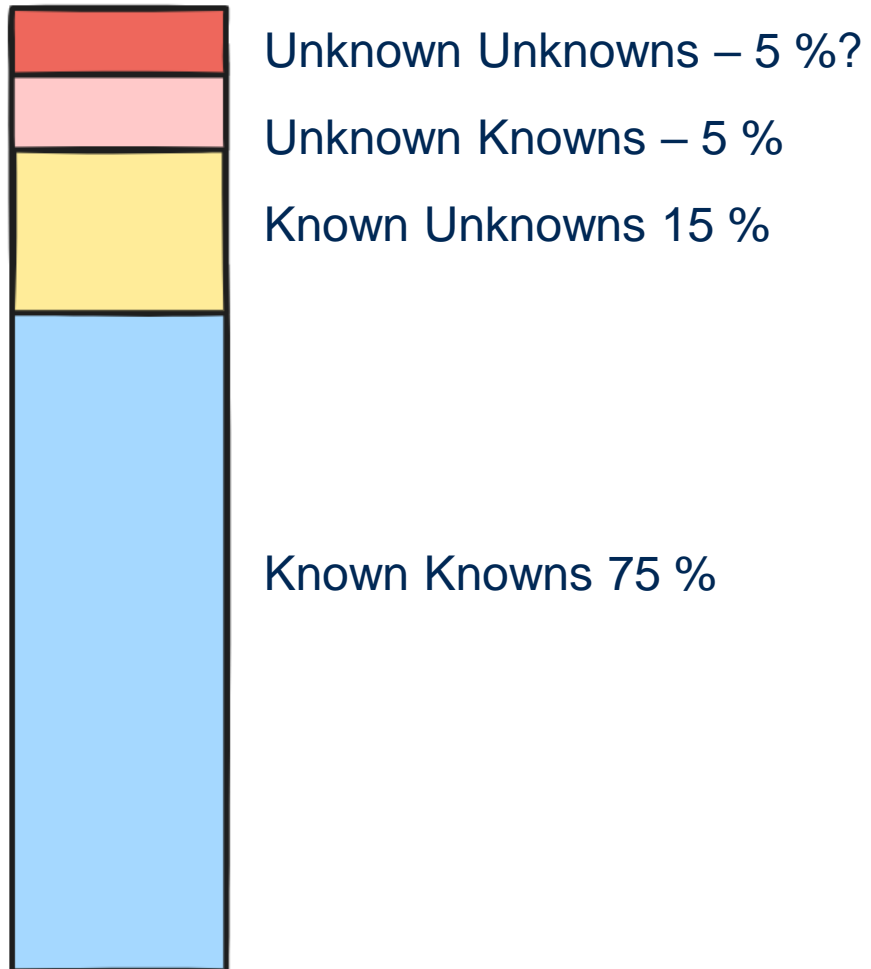
We have to react to changes in external operating environment and to demands/expectations of the society

Modern technology enables better result that we are currently able to reach.

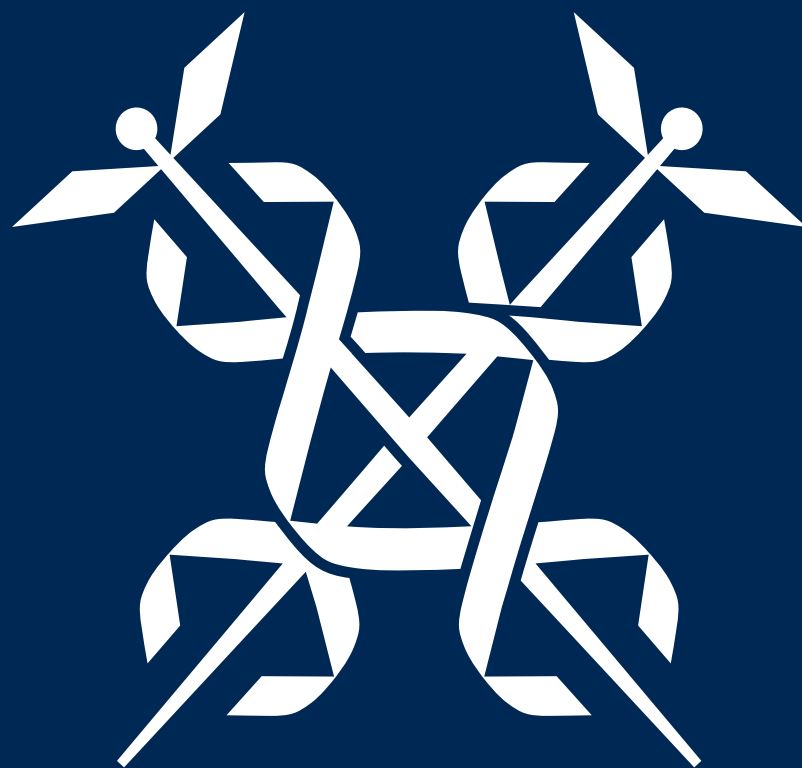
We have to define role of Customs for the future: are we subject or object?

# Focus

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- How do we get there?
  - How to identify ...?
  - Who/ benefits ...?



Ollipekka Mäkitalo  
ollipekka.makitalo@tulli.fi



**Ilona Torniainen**  
Finnish Defence Forces

Nato logistics







Defence Command Finland

# NATO Logistics

Ilona Torniainen, D.Sc.(Tech)

Senior Planning Coordinator (LOG Digitalization)

Logistics Division

Defence Command Finland

The Finnish Defence Forces





# **LOGISTICS IN NATO OPERATIONS**

a very short introduction



NATO UNCLASSIFIED

# Enablement, Sustainment & Logistics in NATO / Military Context

## THE ENABLEMENT ECOSYSTEM

Simplification of NATO doctrine and policy for briefing purposes only (v1.1)

### ENABLEMENT

Integrated *whole-of-government* activities that support reinforcement by forces and movement of supplies across the area of operations. Government



Energy



Hospitals



Transport



Communications

**Logistics** = Planning and carrying out the movement and maintenance of forces, incl.:

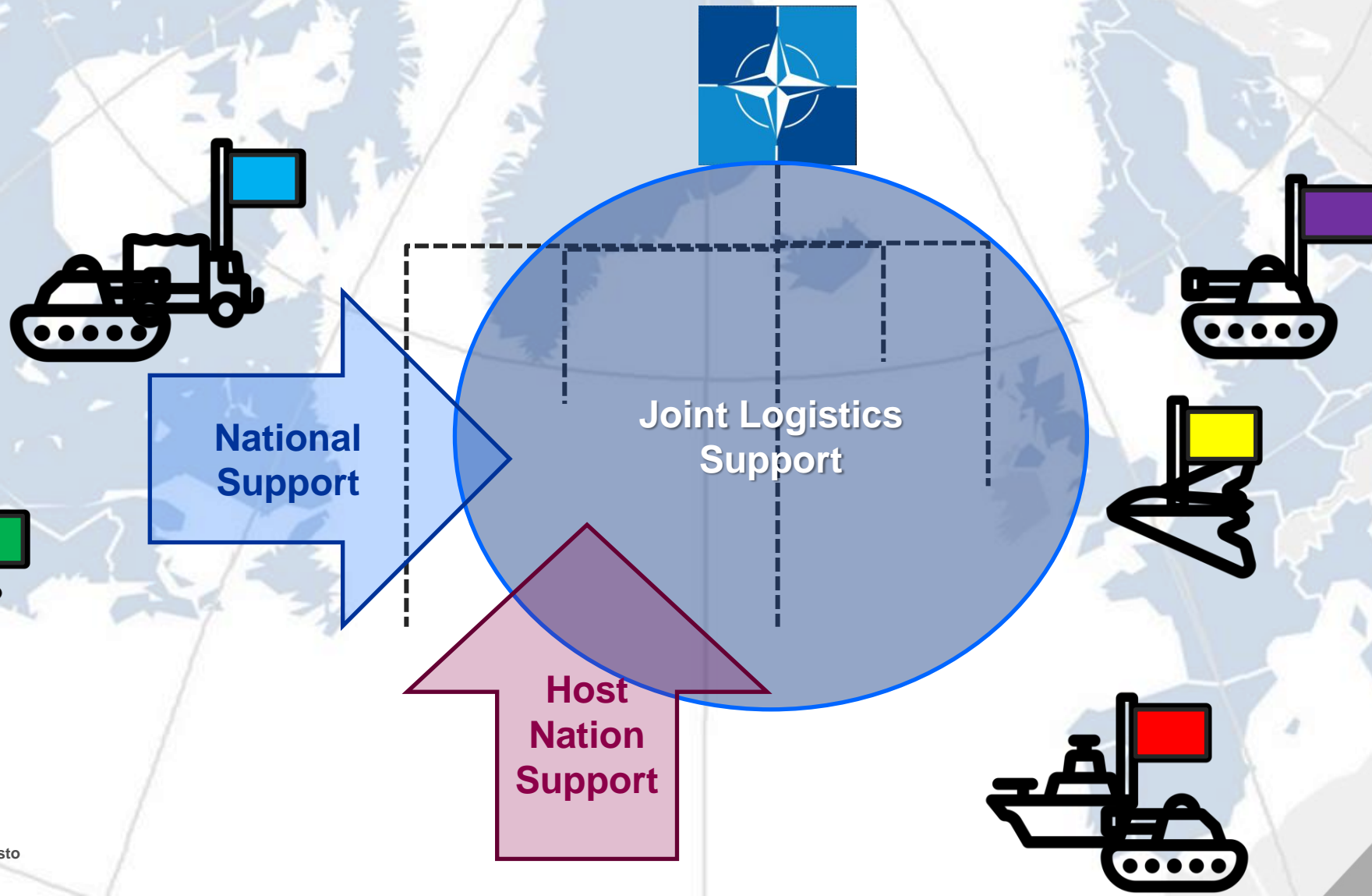
1. design and development, **acquisition, storage, movement, distribution, maintenance, evacuation, and disposal of materiel;**
2. transport of **personnel;**
3. acquisition or construction, maintenance, operation, and disposition of **facilities;**
4. acquisition or furnishing of **services;**
5. **medical** and health service support.





# NATO OPERATIONS

Note! The graphics are for illustrative purposes only and do not carry any geographical or military significance



Nimi  
Työ  
Osasto





# **NATO LOGISTICS & DIGITALIZATION**



# Past (and some present) Constraints...

Primary Focus before 2022







# Past (and some Present) Constraints...

## National Solutions

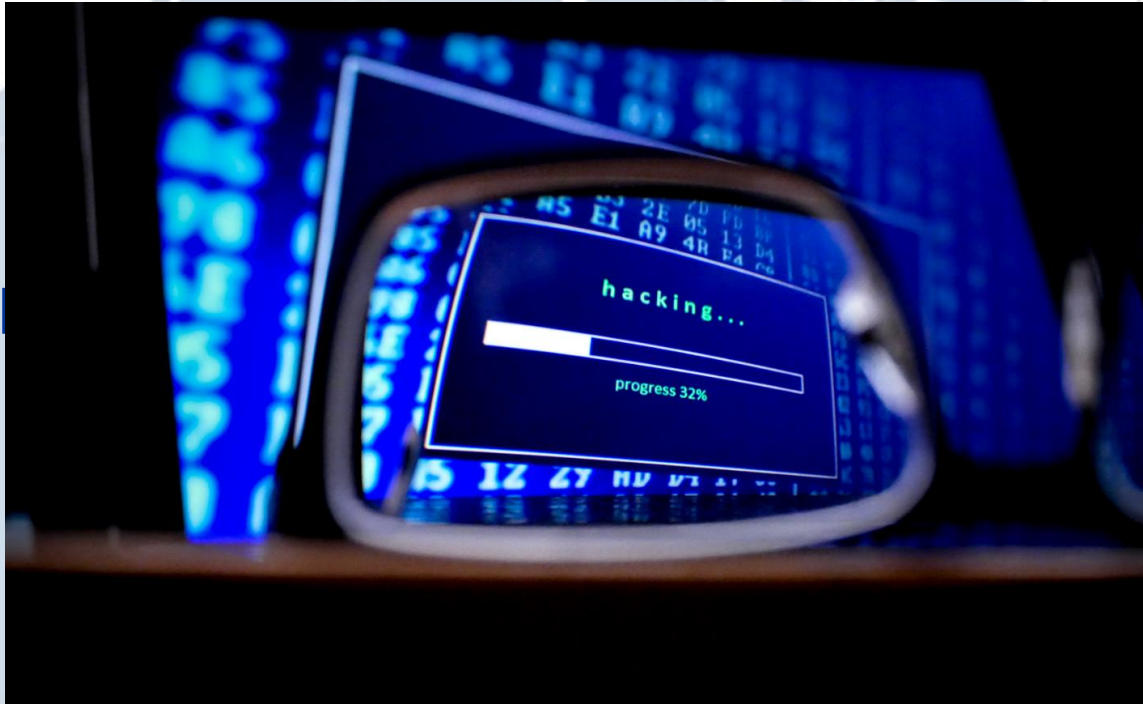






# Past (and some present) Constraints...

## Cybersecurity

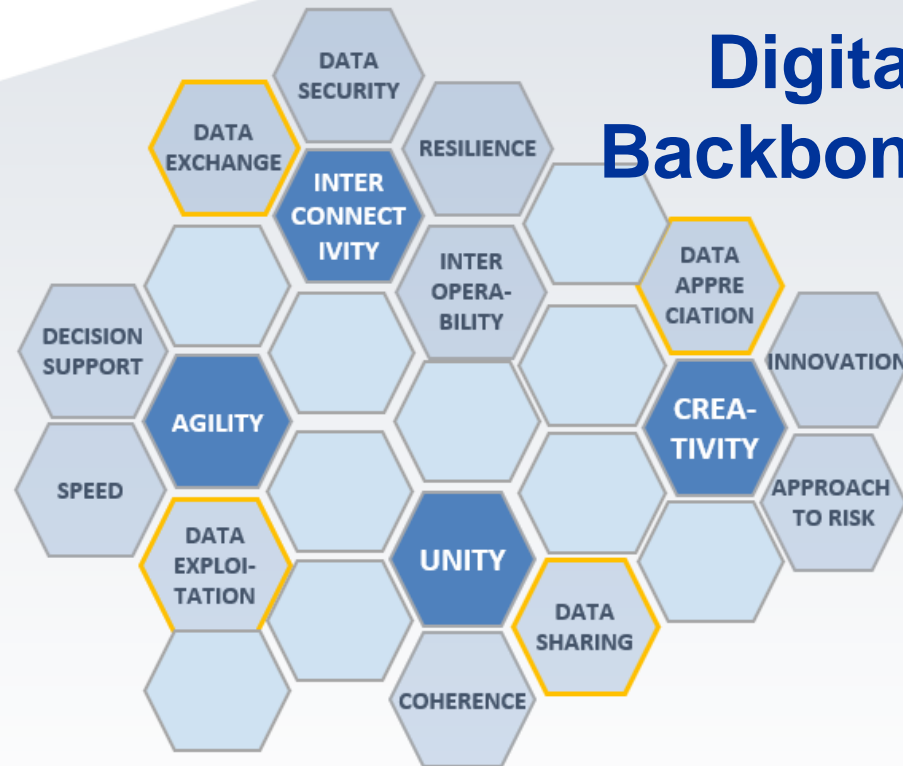




... And the Way Ahead

# NATO Digital Transformation

Multi-Domain Operations  
Digital Backbone  
Decision-  
Ability  
n Decision-





# Thank You!

Ilona Torniainen  
[ilona.torniainen@mil.fi](mailto:ilona.torniainen@mil.fi)



Nimi  
Työ  
Osasto



**Puolustusvoimat**  
smakten • The Finnish Defense





# DigiLog 3

## Break!

14:15-14:45





# DigiLog 3

## 12:00 Opening

- Jarkko Rantala, CaaS Nordic & Marko Forsblom, ITS Finland

## 12:15 Keynote speakers

- Sarah Schiffing, Hanken – Building resilience in an uncertain world
- Markus Happonen, National Cyber Security Centre (Traficom) - Cybersecurity and information sharing in Logistics sector

## Authority view

- Teemu Heikura, Fintraffic - eFTI reference implementation
- OlliPekka Mäkitalo, Finnish Customs - Customs 2.0
- Ilona Torniainen, Finnish Defence Forces - Nato logistics

14:15-14:45 Break

## 14:45 Industry outlook

- Samuli Toivonen, Kaukokiito - Versatile data transfer in supply chain
- Satu Orava and Suvi Widgren - Telia and Rekka Group builds together a better future
- Jussi Poikonen, Awake.ai - Harnessing JIT Scheduling to Enhance Port Performance
- Tomi Dahlberg, DBE CORE - Peppol as the enabler of digital logistics and eFTI – current status
- Simonas Niedvaras, iToDEV - eCMR with an integrated CO2 calculator for simpler CO2e reporting in the road logistics sector

## 15:40-16:00 Panel - How to adapt to the changing operating environment

- Matti Lankinen, Vedia/CaaS Nordic (host)
- Sarah Schiffing, Hanken/ReMuNet
- Jan Bergstrand, Trafikverket
- Heiti Mering, Digilogistika Keskus / eFTI EXPERTS
- Rugile Andziukeviciute, TIA
- Janne Huhtamäki, Traficom
- Satu Orava, Telia

## 16:00 Summary and closing

## Cocktails & networking



In collaboration



**Samuli  
Toivonen**

**Kaukokiito**

## Versatile data transfer in supply chain



MATKALLA TULEVAISUUTEEN



Versatile data transfer in supply chain

Samuli Toivonen, 20.11.2024





# Samuli Toivonen

Director – Development, Technologies, Sustainability

- 6 years in Kaukokiito
- 2 years as startup founder (insurtech)
- 5 years at Microsoft (SW integration and release management)
- 12 years at Nokia (SW-, device-, test- ja operational development leadership)

# Your logistics partner

Transport | Contract logistics | Terminal services

**B2B  
B2C**



Digital tools  
and  
integrations



Designated  
contact  
persons



Customer  
service

Continuous development  
with customers

Customer  
service

Quality and  
safety

Data and  
reporting

Sustainability



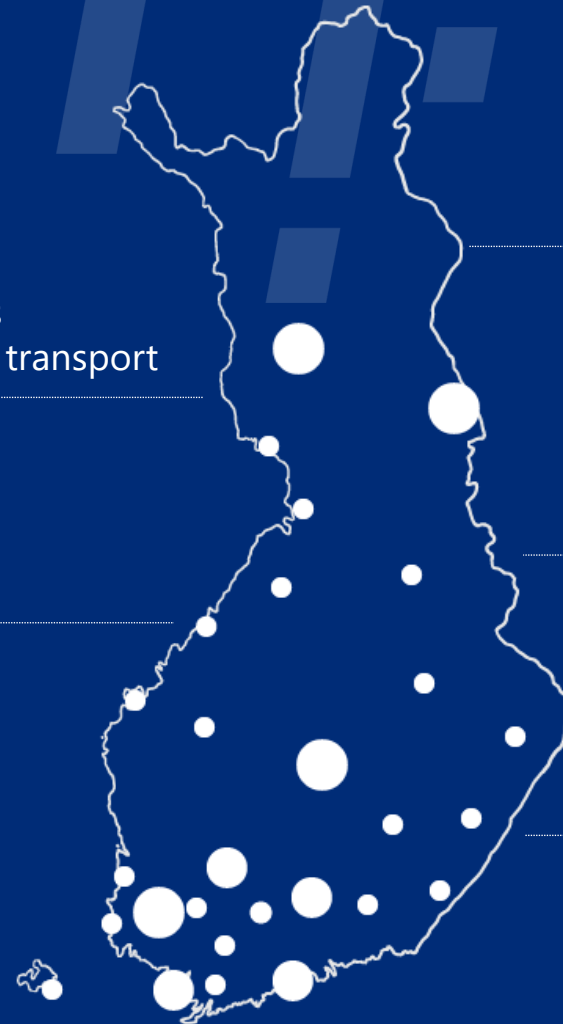
More than  
**1,000**  
vehicle units  
for different transport  
needs

**28**  
terminals at  
your service

More than  
**2,000**  
professionals  
here to help you

More than  
**140,000 m<sup>2</sup>**  
of warehouse space  
across the country

Approx.  
**3,700,000**  
shipments per year



  
**KAUKOKIITO**

# Some years ago...

**Kaukokiito Oy** FRAKTSEDEL

RAHTIKIRJA FIJARR-EXPRESS AB LINJAT:

TAMPERE	Puh. 8670	KESKUS-ASEMA	TURKU	Puh. 16666
VAASA	" 3965	HELSINKI	KOKKOLA	" 2337
KOUVOLA	" 2207	VIHRIENIEMENK. 2	KOTKA	" 12811
RAUMA	" 2775	LKHEVYK. SAAPUVA	PORI	" 2679
JYVÄSKYLÄ	" 1175	770090 72028	IMATRA	" 1460
PIETARSÄÄRI	" 705		TAMMISAARI	Puh. Tenola 38

Määrä: Oulu  
Vastaanottaja: Teras Oy  
Mittare: Oulu  
Osoite: Lähtö-määrä-as.  
Rahdin maksaa: 330kg  
Fraktiliikenne: 1510,-

Jäljivähdös: Helsingin 7 pva Meek's kulta 195 S  
Etenkivi: den

Huomautuksia: 9.8.195  
Ammatinkor: Kaukokiito

Lähettilä: KARSKE OY  
Annoitaja: HITSENIT-TIESINGIUS  
Osoite: MAKELANE, 5 BACKAS  
Adress: Puh. 776644-776639 Tel.

Lähetyspaikka: 1  
Annoituspaikka: 1  
Rahdin maksaa: 1  
Fraktiliikenne: 1

Reposit 25.5. 1984

Mallit:

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. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.	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. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.
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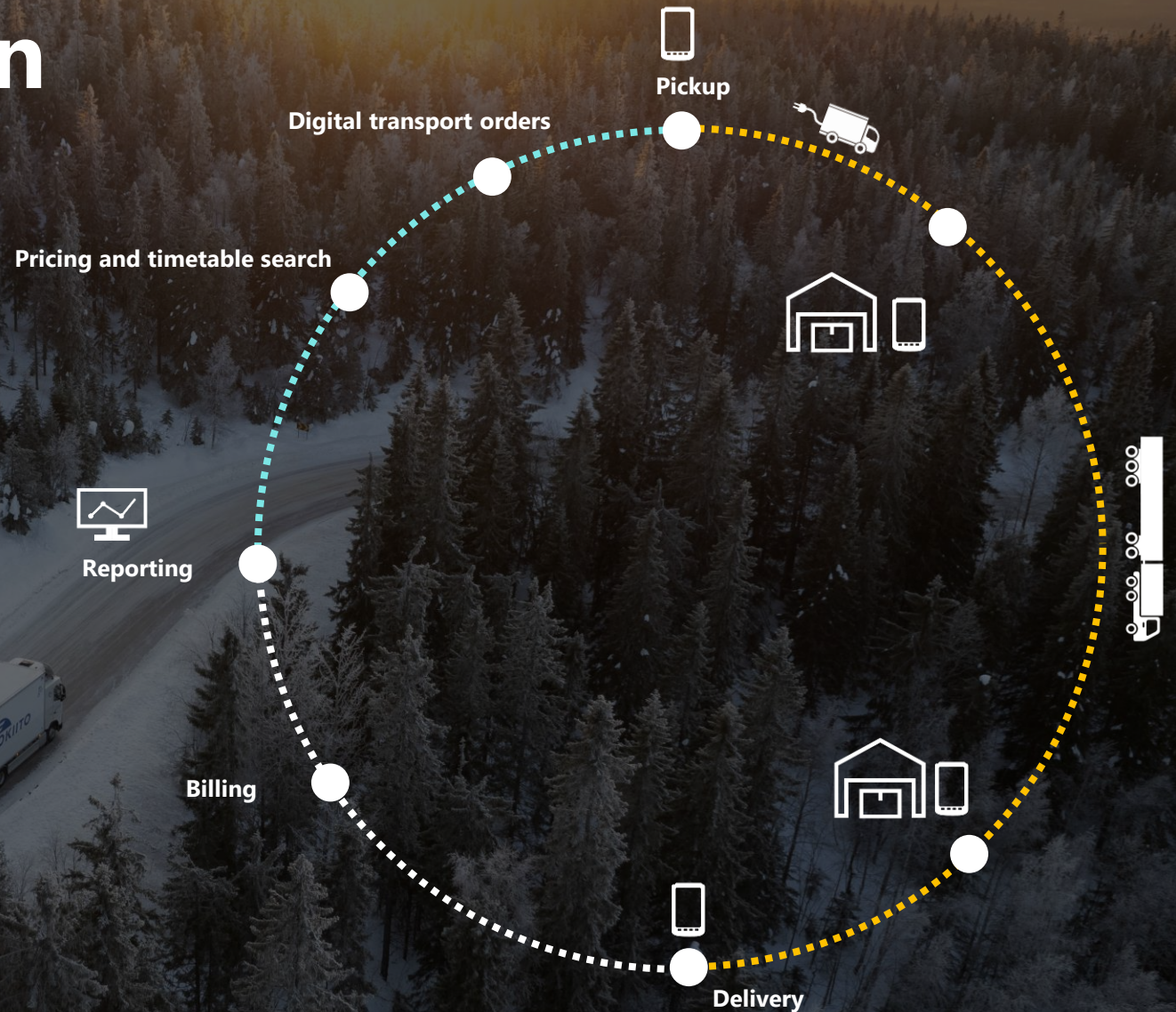


# Data in supply chain

## Transparent tracking and management

CUSTOMER: Digital information from order to delivery and billing

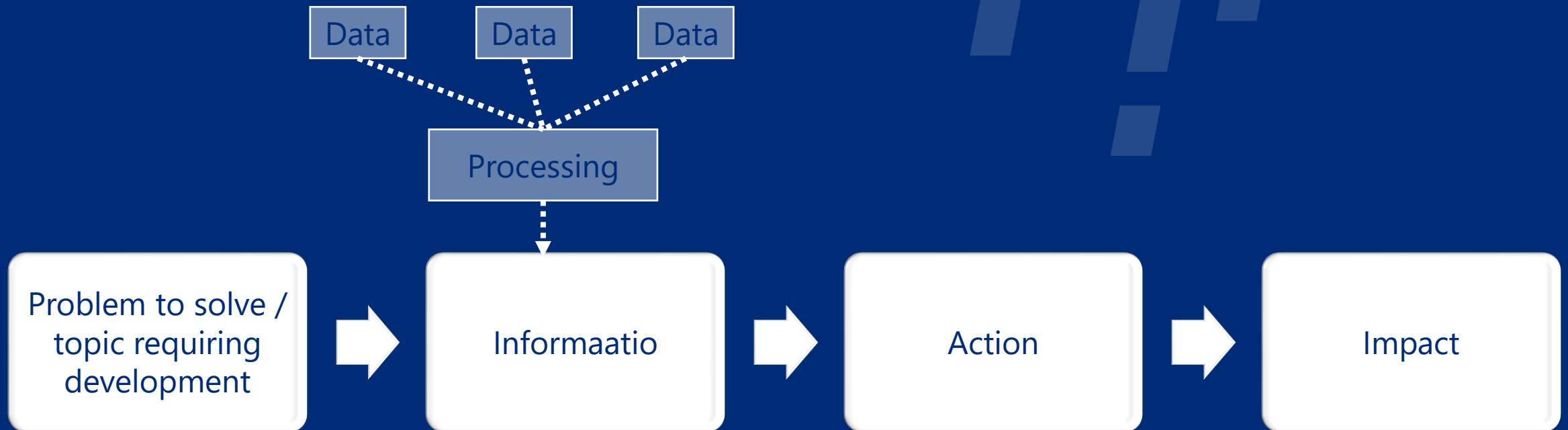
KAUKOKIITO: Continuous transport management and optimization



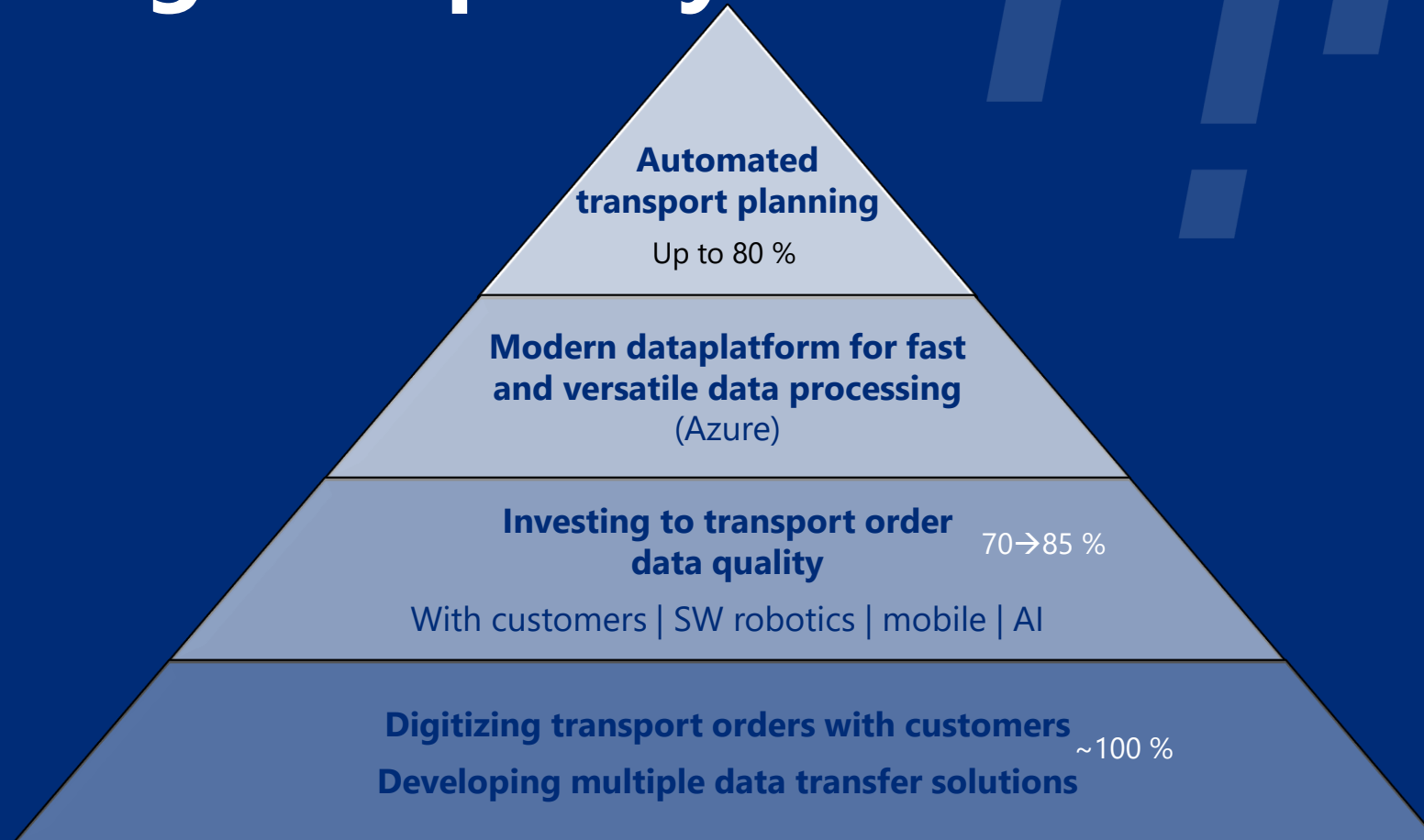


# Information driven leadership

("Business intelligence")



# Versatile data transfer builds on good quality data





# Versatile data transfer: multiple tools to operate

Pricing and  
timetable search

Transport orders

Kaukoputki

Direct  
integrations

3rd party  
channels (e.g.  
nShift,  
Transporeon)

Kaukokiito  
system

Kaukokiito  
APIs

Emission data,  
ETA data (pending)

Transport status

Transport and billing reports

Emission reports



# Versatile data transfer: benefits

## REALTIME VISIBILITY TO ALL STAKEHOLDERS

- Transport status, location tracking
- Digital operational management
- Automated transport planning
- Less manual work at all stages of the process
- Forecasting and quality assurance
- Optimization and development of logistics
- Transport post-analytics data (volumes, emissions, billing, ...) and reports





***KAUKOKIITO***

Thank you!





**Satu Orava**

Telia

**&**



**Suvi  
Widgren**

**Rekka Group**

**Telia and Rekka Group builds  
together a better future**



The background of the slide is a deep purple color. On the left side, there is a large, abstract graphic consisting of many thin, curved, parallel lines that create a sense of depth and movement, resembling a stylized wave or a series of overlapping planes. These lines are a slightly lighter shade of purple than the background.

**Together we  
build better  
future  
Telia & Rekka  
Group**





# Satu Orava Telia



# Suvi Widgren Rekka Group





# Telia connecting Nordic public transport

Share of public transport buses in the Nordics with Telia Smart Public Transport services onboard:



Sweden 51%



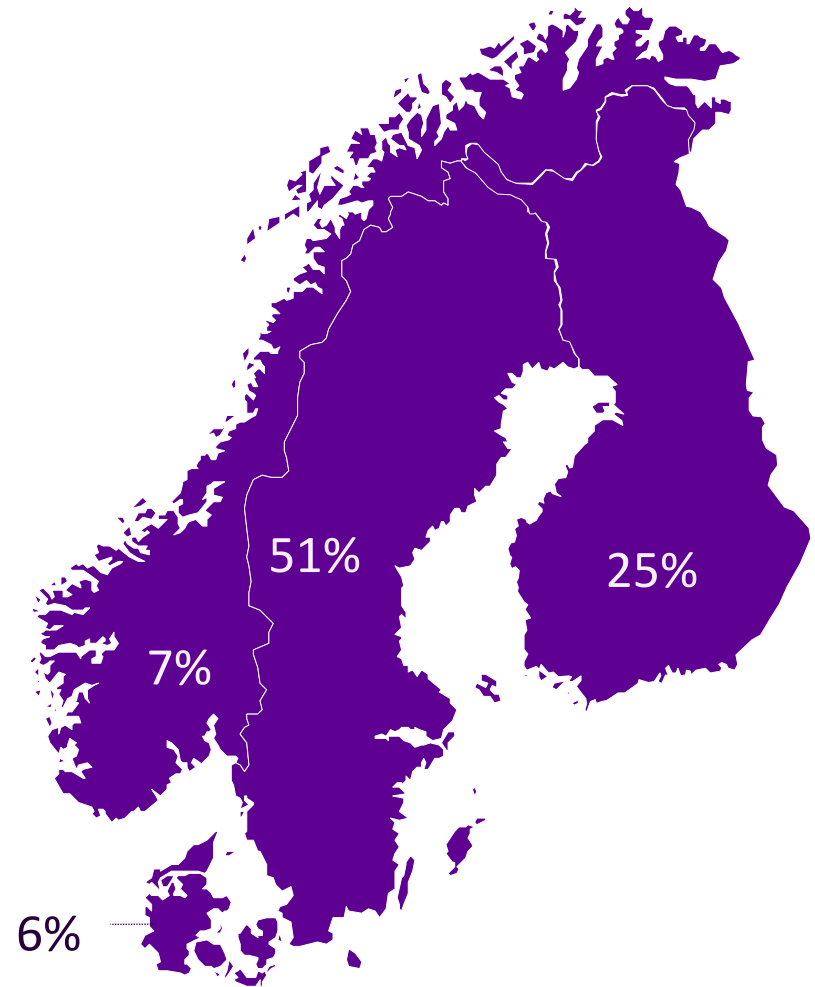
Finland 25%



Norway 7%



Denmark 6%



KOIVISTON AUTO



Nobina

Helsingin Bussiliikenne Oy

ÖstgötaTrafiken

Pohjolan Liikenne

Skånetrafiken

BlekingeTrafiken

# Telia Smart Public Transport

Portfolio



Telia IoT Edge  
Onboard Gateway

Telia IoT  
Connectivity

Telia IoT  
Platform

Own & partner  
services

Telia Crowd Insights

- Eco Driving
- Vehicle Health
- Vehicle Climate Management
- Journey Information
- Ticket Sales & Validation
- Camera Surveillance
- Automatic Passenger Count
- Positioning
- Internet Onboard
- Breathalyzer
- Tachograph Data Manager
- Driver's Alarm
- Infotainment
- Driver ID
- Message Push
- VoIP



# FÄLTCOM -> Telia

1.2.2017 Telia bought Fältcom

Fältcom founded in 1998

40 000 router online

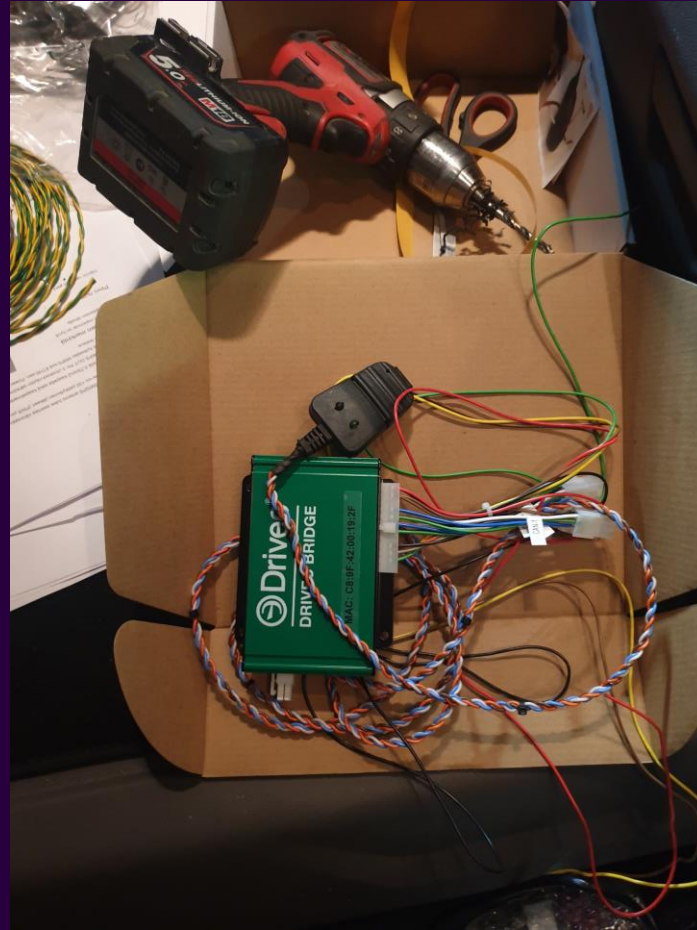
Fältcom Mobile gateway

Cloud service





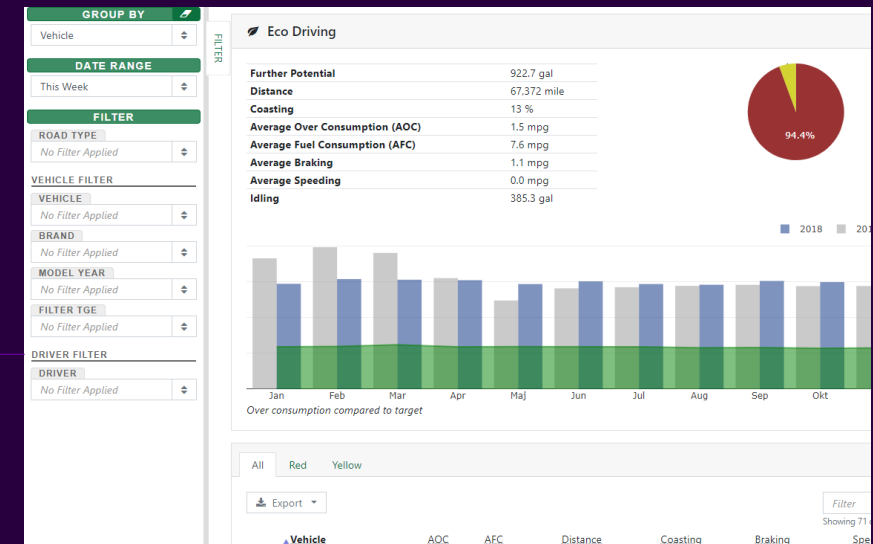
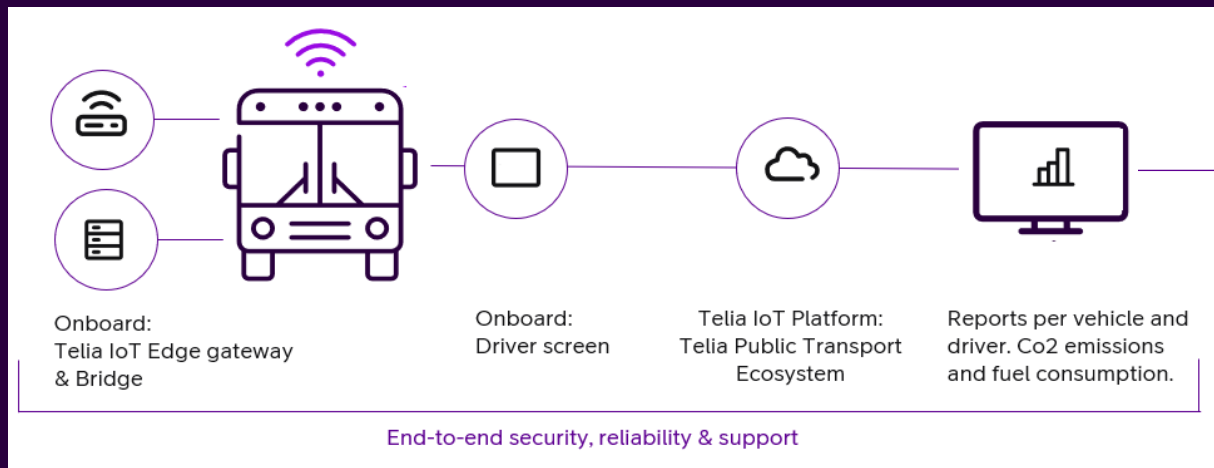
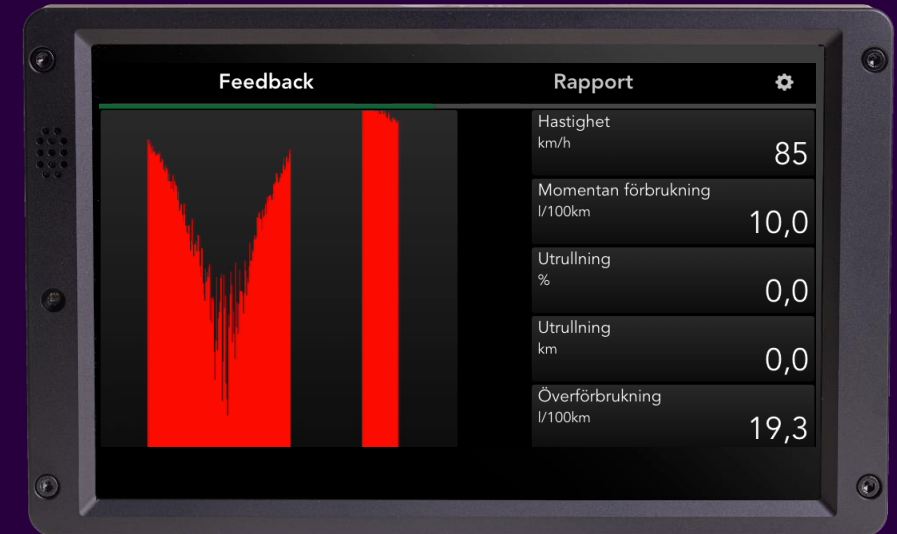
# Where we started 2017



## Optimize each drive - energy-independent solution

Minimize energy costs and environmental impact with EcoDriving. Save up to 12% of your fuel consumption.

- Real-time performance feedback for driver
- Performance data stored online for further analysis
- Optimised fuel consumption
- Reduced CO2 emissions and costs
- Smoother drive for better passenger experience



A black and white photograph of a woman with long blonde hair, wearing a dark baseball cap and a dark jacket with the 'REKKA GROUP' logo on the left chest. She is wearing work gloves and is working on a large, complex piece of industrial machinery with many bolts and pipes. The background is slightly out of focus, showing more of the industrial setting.

Welcome to the

# **REKKA**

FAMILY

We are sort of like a typical transport company. **But a little bit different.**



# Tytär tuli yhtiöön ja lopetti isän telepatiajohtamisen

Heikki Virtanen halusi tyttärensä Suvi Widgrenin uudistamaan kuljetusliikettä, vaikka tämän näytöt ovat muilta aloilta.

Laukaa  
Jorma Rauhonen

Suvi Widgren aloitti viime talvena isänsä johtaman kuljetusyritys K-S Bultin kehitysohjatus, vaikka oli vaimon, etelärätkänsä kanssa nauttanut perheen yrityksestä. Entinen viiden Vika -vaateliikkeen yrittäjä, navetolaketju Faglin viikottaja ja toimintajohtaja sekä työsuhteiden taylorien Smarttun toimintajohtaja muokkaa nyt yrityksen brändiä myyväksi, uudistaa kassat ja toimintatapoja.

– Isä oli useasti alustamiskäynnissä toisin, Widgren, 38, kertoo. Tästä kertaa isän, Heikki Virtasen, 59, ehdotus osui hyvin suoraan, sillä Widgren oli ollut meitä kuukautta pois työelämästä lopettamaan työt Smarttunilla.

Isällä ja tyttärellä on ollut useasti pieniä väkiloja ja nälkämyyriä aikojen kuluessa, mutta viime talvena Virtanen otti afrika K-S Bultin hallituksen jäsen, joka kannatti Widgrenin tuloa yhtiöön.

Kukaan muu hallituksessa ei enää ollut enää kukaan. Kukaan ei ollut.

## K-S Bult

### Iso työllistäjä

■ Vuonna 2015 perustettu kuljetusyritys, jolla on toimipisteet Laukaan Välikassassa ja Jyväskylässä. Yritys toimii koko Suomessa.

■ K-S Bultin toimialaan kuuluvat jätteenhoidon ja rakennus- ja tuotteen siirto- ja kuljetukset sekä niistä liittyvät kunnalliset ja kaupalliset palvelut.

■ K-S Bultin liikevaihto oli viime vuonna 6,1 miljoonaa euroa ja työntekijöitä noin 60 henkilöä.

■ Yrityksen omistavat Heikki Virtanen (40 prosenttia) sekä Suvi Widgren, Oskari Laaksonen ja Raimo Rönkä kukin 20 prosenttia osuudella.

■ Yritys työllistää noin 60 henkilöä.

■ K-S Bultin liikevaihto oli viime vuonna 6,1 miljoonaa euroa ja työntekijöitä noin 60 henkilöä.

ja ulkopuolisen puheenvuoron välittämiseen.

– Isä oli yhden osakkaan pois, minkä toivon, Widgren kertoo.

**Kus Widgren tuli K-S Bultin** kehitysohjatus, josta eniten on ollut useasti pieniä väkiloja ja nälkämyyriä aikojen kuluessa, mutta viime talvena Virtanen otti afrika K-S Bultin hallituksen jäsen, joka kannatti Widgrenin tuloa yhtiöön.

Kukaan muu hallituksessa ei enää ollut enää kukaan. Kukaan ei ollut.

ta. Myös roolia ja tulevaisuutta enempään katsova osuudenhaltija.

K-S Bultissa on johtamisessa sama ongelmia kuin monessa muussakin perinteisen alan yrityksessä: Iika vanhasta kiinni pitämisen ja asioiden tarkastelu vain oman alan näkökulmasta.

Ajassa oltiin asioita vanhemmilla kajoilla, viiten kättä pitämään tätä samankaltaisten kanssa. Kun olen myöhemmin tehnyt töitä laulun kassan kanssa, olen käynyt asiantuntijana.

Olen kassan kanssa käynyt asiantuntijana. Olen kassan kanssa käynyt asiantuntijana. Olen kassan kanssa käynyt asiantuntijana.

K-S Bult työllistää jo noin 60 ihmistä, mutta johtamisessa on ollut pitkästä aika, kun yritys oli paljon pienempi.

Isän vahvuus ei ole arjen henkilöstöjohtaminen ja kommunikointi.

Osia asioista on kuitenkin jo



K-S Bult on kumpi yritys kuin moni ulkopuolinen mieltää. Yrityksellä on noin 60 työntekijää ja 23 alijayritystä. Suvi Widgren ja Heikki Virtanen kasvattavat yhtiötä yhdessä.

# Inspired By Big Challenges

ole kassan kanssa käynyt asiantuntijana. Olen kassan kanssa käynyt asiantuntijana. Olen kassan kanssa käynyt asiantuntijana.

K-S Bult työllistää jo noin 60 ihmistä, mutta johtamisessa on ollut pitkästä aika, kun yritys oli paljon pienempi.

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K-S Bult työllistää jo noin 60 ihmistä, mutta johtamisessa on ollut pitkästä aika, kun yritys oli paljon pienempi.

Isän vahvuus ei ole arjen henkilöstöjohtaminen ja kommunikointi.

Osia asioista on kuitenkin jo



Laukaa  
Jorma Rauhonen

Heikki Virtanen haluaa, että yrityksen brändi pysyy kirkkaana myös tien päällä, mutta homot määrät pöy vaatii hurjasti työtä.

Säiliöiden peseminen vie

# This is how we do it

## 1 Safety

Safety guides our everyday life.  
It is priority No. 1.  
We communicate openly,  
anticipate and collaborate.

## 3 Responsibility

Responsible operation starts with the  
personnel. We have the willpower to set high  
goals and boldly look far into the future.

## 2 Operation reliability

Our logistics coordination team is on  
call 24/7. Digital surface monitoring  
service with partners. An extensive  
and permanent cooperation network.

## 4 Data

Daily operations are managed with  
data. It enables real-time  
monitoring, regular reporting and  
development.

# Aito



# Strategic partnership with Rekka Group looks like this

**We bring logistics trends and innovations to our partners.**

**We are paving the way into the future from the front seat, so you can focus on growing your business**

**Curiosity and learning. We help our partners to succeed and develop, because cooperation is a competitive advantage for both of us and enables both of us to grow and be cost-effective in the future.**

**Dialogue**

**Shared vision**

**Transparency**

**Measuring and reporting on mutually agreed matters..**

**We'll tell you how we do it. Let's work together to deal with mistakes and let's learn from them.  
No one is perfect, but we want to be your best partner.**





**Remember: Behind all success are people!**





**Jussi  
Poikonen**

**AWAKE.AI**

## Harnessing JIT Scheduling to Enhance Port Performance





**Simonas  
Niedvaras**

**iToDEV**

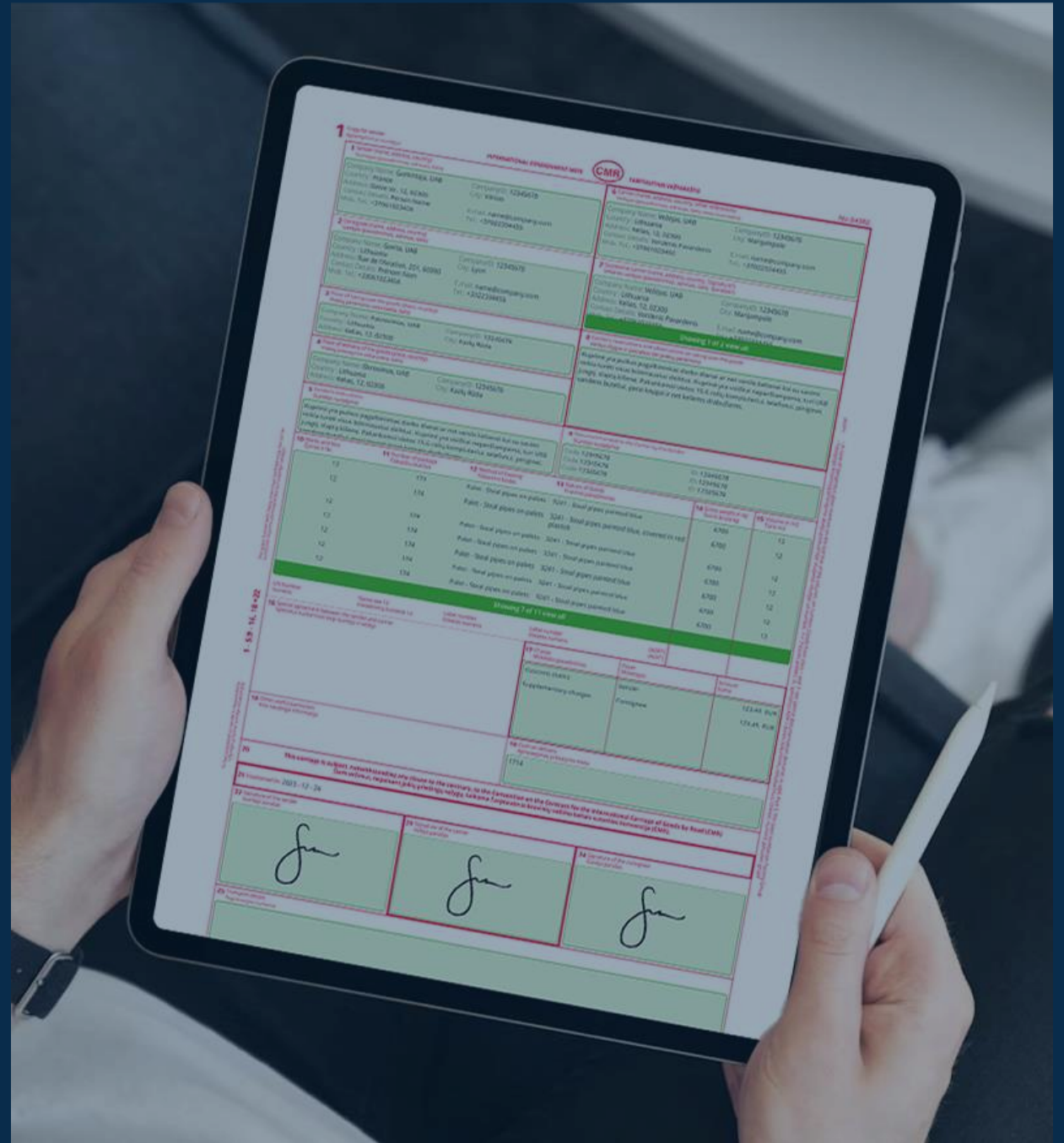
eCMR with an integrated CO<sub>2</sub>  
calculator for simpler CO<sub>2</sub>e  
reporting in the road logistics sector





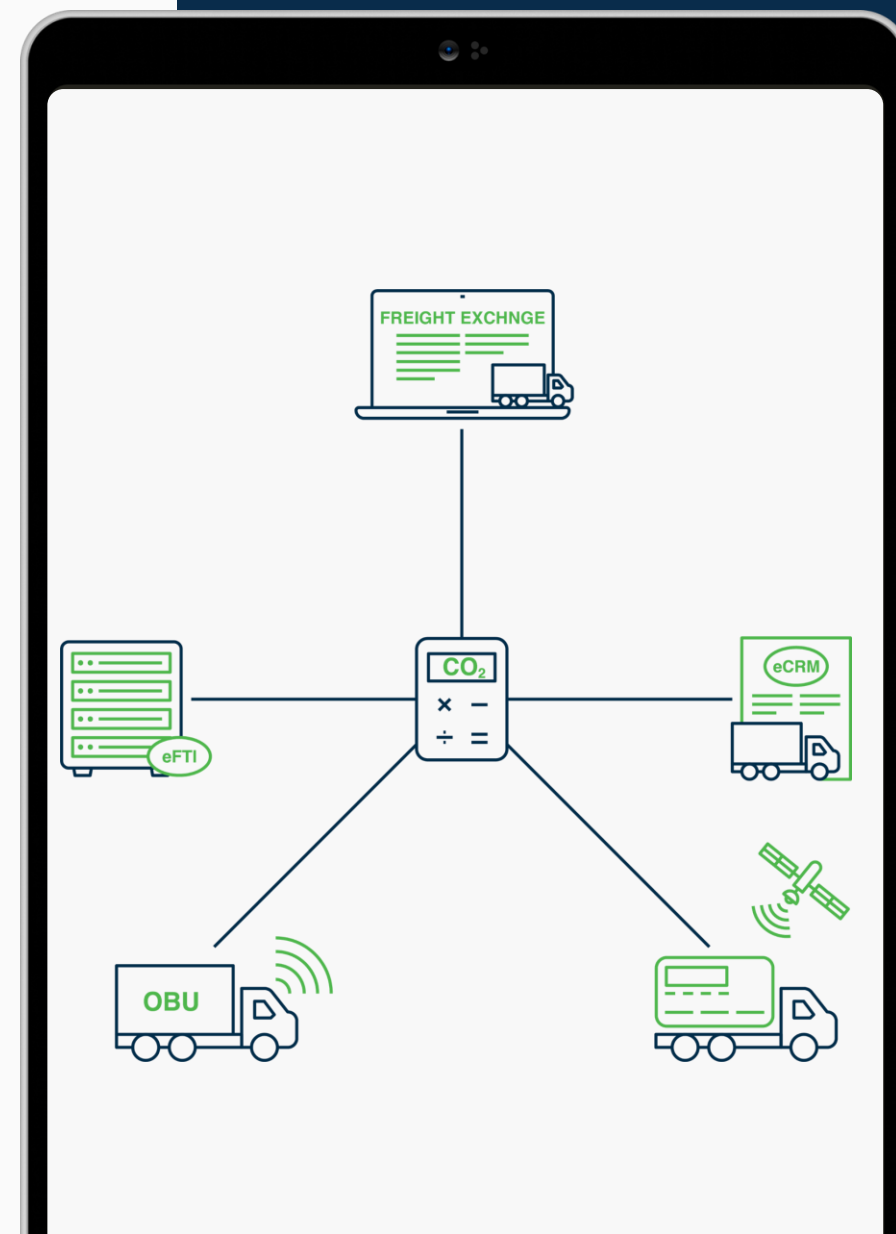


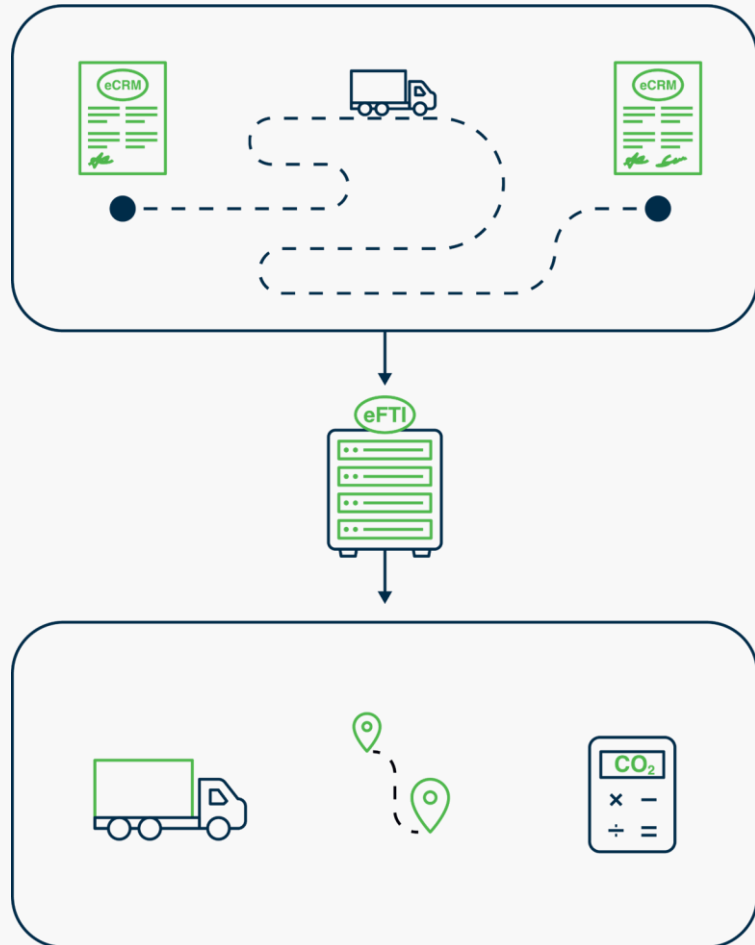
Logistics aims to go paperless and digital to reduce expenses, preserve the environment, and increase transparency.





Within the Horizon CINEA-funded ADMIRAL project, CargoSign conducted research on eCMR and CO<sub>2</sub>e calculation standards.





## After research conducted

An idea emerged to merge the eCMR (UNECE) and CO<sub>2</sub>e (ISO 14083 and GLEC) standards to calculate CO<sub>2</sub>e from eCMR data—data that could potentially run via the eFTI ecosystem.



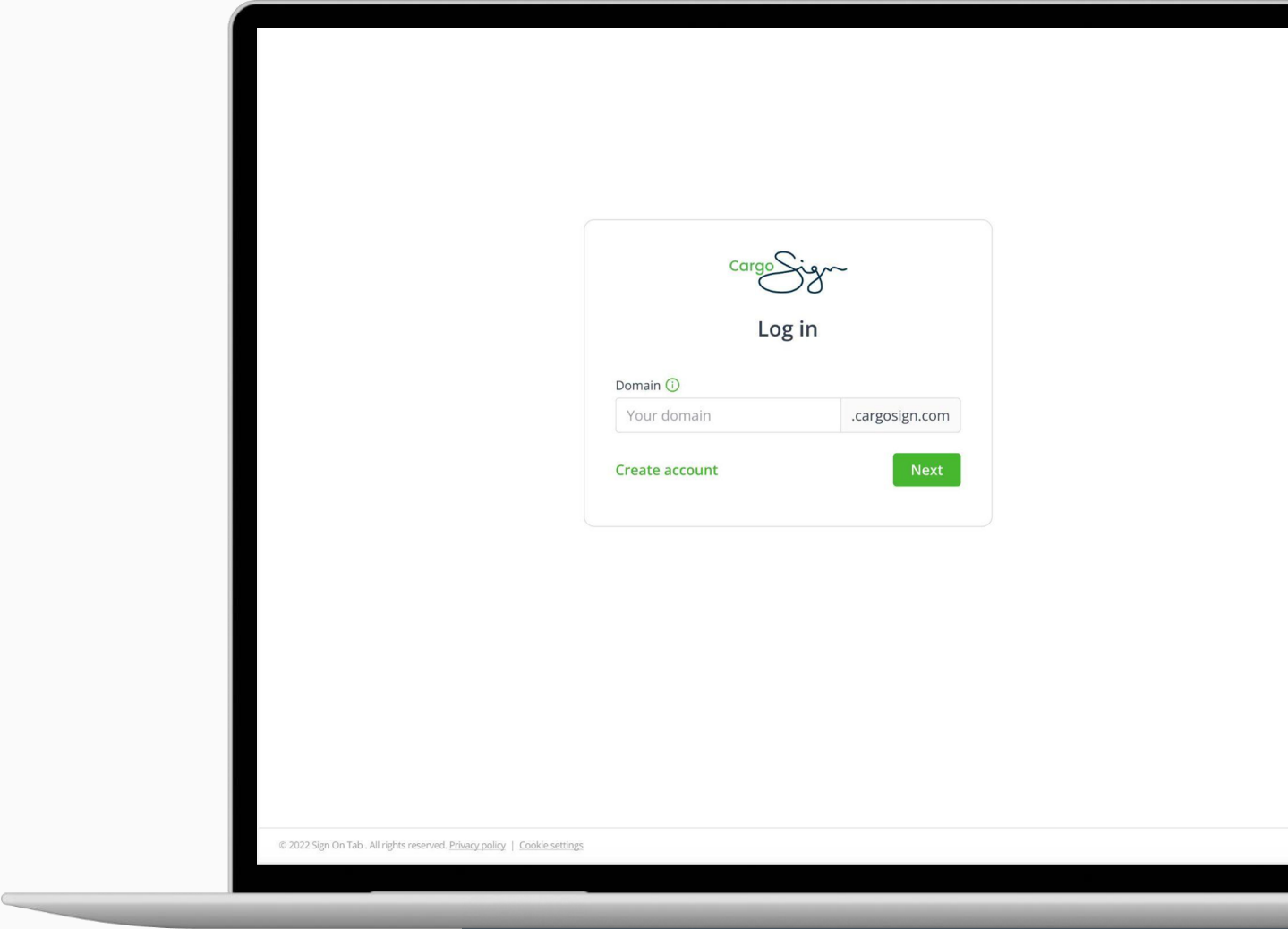
---

To serve this purpose, CargoSign developed eCMR UI software for logistics companies with the following components.



---

In CargoSign system every company receives it's subdomain



The screenshot shows a laptop screen displaying the CargoSign login page. The page features the CargoSign logo at the top, followed by the text 'Log in'. Below this, there is a 'Domain' label with a help icon. A text input field contains 'Your domain' and a dropdown menu shows '.cargosign.com'. At the bottom of the form, there are two buttons: 'Create account' and 'Next'.

CargoSign

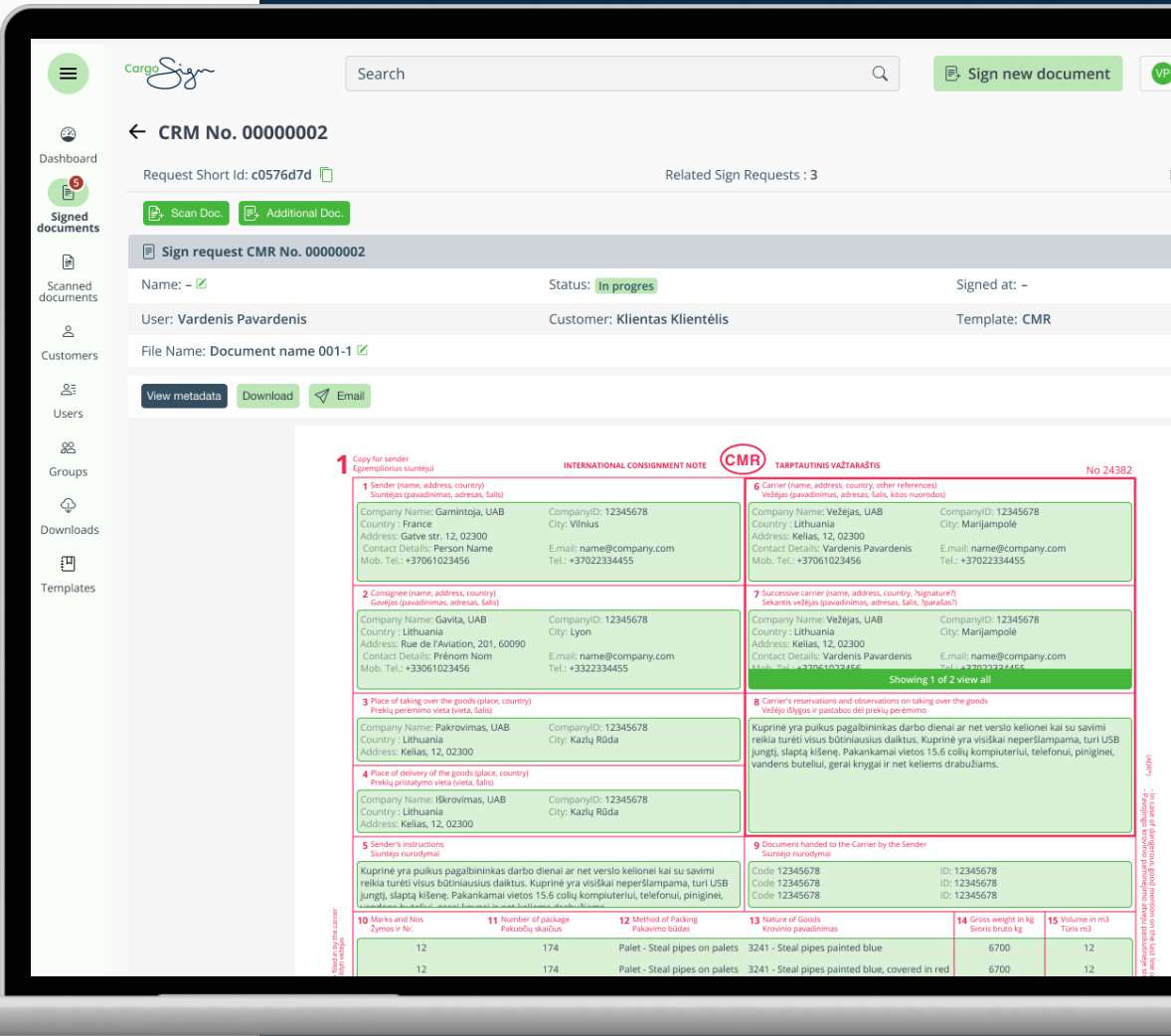
Log in

Domain ⓘ

Your domain .cargosign.com

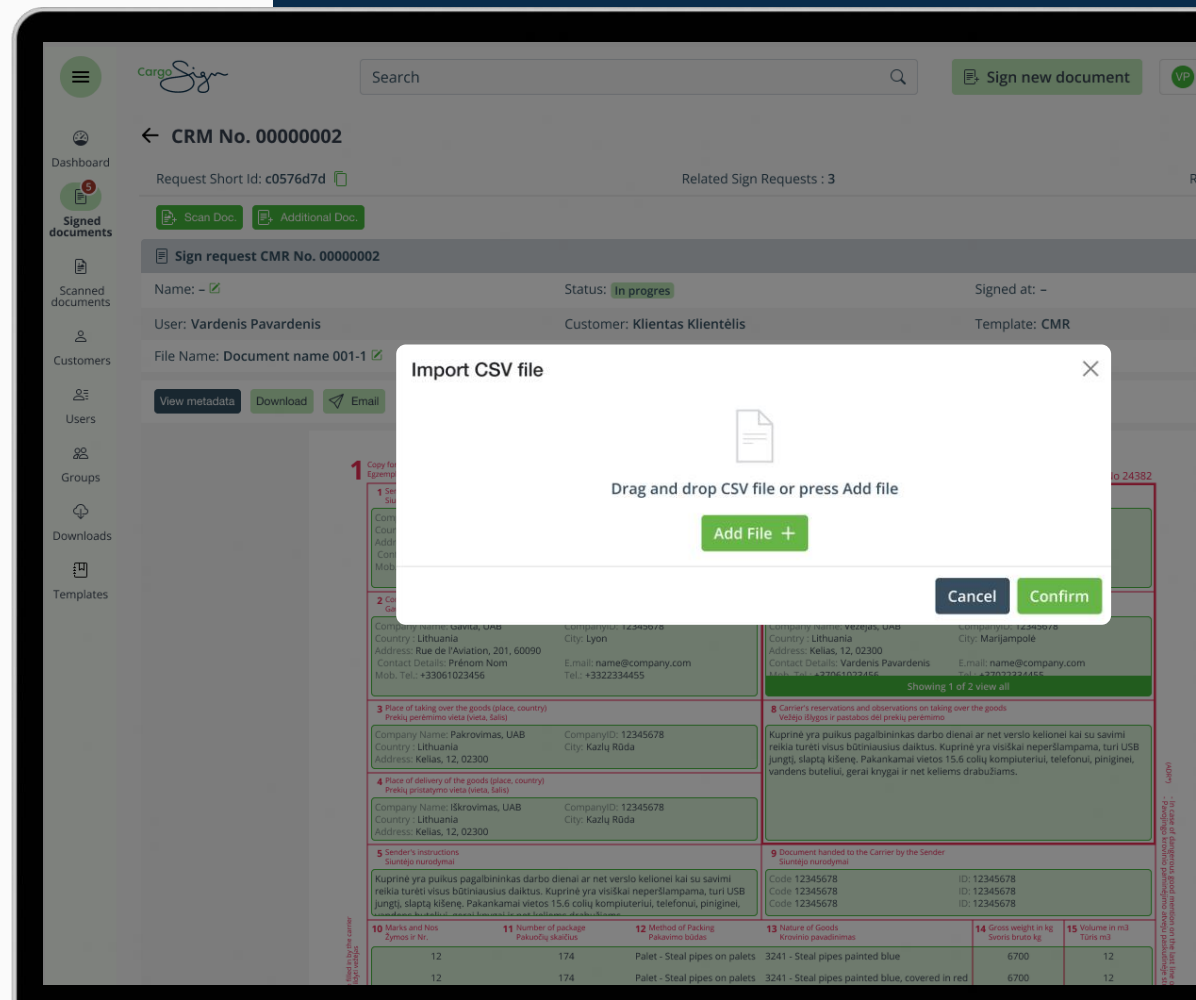
Create account Next

We aimed to make paperless onboarding more comfortable for customers by using the familiar IRU paper CMR visualization, ensuring minimal deviation from the processes they are accustomed to.





For users more advanced with digitization, we created the option to avoid typing by using data import or connecting via API.



The prefilled eCMR is simultaneously sent to the driver's tablet task list and the Vediafi eFTI platform concept.

←

ECRM-0000-974

1

Copy for sender  
Šturtojas (pavadinimas, adresas, šalis)

Company Name: Gamintoja, UAB

Country: France

Address: Gatve str. 12, 02300

Contact Details: Person Name

Mob. Tel.: +37061023456

CompanyID: 12345678

City: Vilnius

E-mail: name@company.com

Tel.: +37022334455

6

Carrier (name, address, country, other reference)  
Vežėjas (pavadinimas, adresas, šalis, kitos nuorodos)

Company Name: Vežėjas, UAB

Country: Lithuania

Address: Kelias, 12, 02300

Contact Details: Vardas Pavardė

Mob. Tel.: +37061023456

CompanyID: 12345678

City: Marijampole

E-mail: name@company.com

Tel.: +37022334455

2

Consignee (name, address, country)  
Gavėjas (pavadinimas, adresas, šalis)

Company Name: Gavėja, UAB

Country: Lithuania

Address: Rue de l'Aviation, 201, 60090

Contact Details: Prėnom Nom

Mob. Tel.: +33061023456

CompanyID: 12345678

City: Lyon

E-mail: name@company.com

Tel.: +3322334455

7

Successive carrier (name, address, country, signature)  
Sekantis vežėjas (pavadinimas, adresas, šalis, parašas)

Company Name: Vežėjas, UAB

Country: Lithuania

Address: Kelias, 12, 02300

Contact Details: Vardas Pavardė

E-mail: name@company.com

Tel.: +37061023456

CompanyID: 12345678

City: Marijampole

E-mail: name@company.com

Tel.: +37022334455

3

Place of taking over the goods (place, country)  
Prekių paimimo vieta (vieta, šalis)

Company Name: Pakrovimas, UAB

Country: Lithuania

Address: Kelias, 12, 02300

CompanyID: 12345678

City: Kaži Rūda

8

Carrier's reservations and observations on taking over the goods  
Vežėjo išlygos ir pastabos dėl prekių paimimo

Kuprinė yra pulkus pagalbiniškai darbo dienai ar net verslo kelionei kai su savimi reikia turėti visus būtiniausias dalykus. Kuprinė yra visiškai neperšlampama, turi USB jungtį, slapta klėnę. Pakankamai vietos 15.6 colių kompiuteriui, telefonui, piniginei, vandens buteliui, gerai krygtai ir net keliems drabužiams.

4

Place of delivery of the goods (place, country)  
Prekių pristatymo vieta (vieta, šalis)

Company Name: Išrovimas, UAB

Country: Lithuania

Address: Kelias, 12, 02300

CompanyID: 12345678

City: Kaži Rūda

9

Document handed to the Carrier by the Sender  
Santikos nuorodai

Code: 12345678

ID: 12345678

ID: 12345678

ID: 12345678

5

Sender's instructions  
Siuntėjo nurodymai

Kuprinė yra pulkus pagalbiniškai darbo dienai ar net verslo kelionei kai su savimi reikia turėti visus būtiniausias dalykus. Kuprinė yra visiškai neperšlampama, turi USB jungtį, slapta klėnę. Pakankamai vietos 15.6 colių kompiuteriui, telefonui, piniginei, vandens buteliui, gerai krygtai ir net keliems drabužiams.

10

Marks and Nos  
Žymės ir Nr.

12

174

11

Number of package  
Pakučių skaičius

12

174

12

Method of Packing  
Pakučių būdas

12

174

13

Nature of Goods  
Prekių pavadinimas

12

174

14

Gross weight in kg  
Sveris bruto kg

12

174

15

Volume in m3  
Tūris m3

12

174

16

Special agreement between the sender and carrier  
Specialus susitarimas tarp siuntėjo ir vežėjo

12

174

17

Charge  
Mokejimo pavadinimas

12

174

18

Other useful particulars  
Kita naudinga informacija

12

174

19

Cash on delivery  
Apmokėjimas pristatymo metu

12

174

20

This carriage is subject, notwithstanding any clause to the contrary, to the Convention on the Contract for the International Carriage of Goods by Road (CMR)  
Šiam vežimui, nepaisant jokių priešingų sąlygų, taikoma Tarptautinio krovinių vežimo kelių sutarties konvencija (CMR).

21

Excluded on 2023 - 12 - 24

22

Signature of the sender  
Siuntėjo parašas

23

Signature of the carrier  
Vežėjo parašas

24

Signature of the consignee  
Gavėjo parašas

25

Transport details  
Pervežimo detalės

CO2 emission for this eCRM: 12,03 kg

Save and Close

When the consignee signs the eCMR, the delivery status is updated to 'completed.' The eCMR is then sent back to the CargoSign platform, and the status is transmitted to the eFTI system.

← ECRM-0000-974

1 Copy for sender  
Štamptuomenės duomenys

INTERNATIONAL CONSIGNMENT NOTE  
TARPTAUTINIS VAŽTARAŠTIS

No 24382


<div>4 Sender (name, address, country) Siuntėjo (pavadinimas, adresas, šalis)</div> <div>Company Name: Gamintoja, UAB Country: France Address: Gatvė str. 12, 02300 Contact Details: Person Name Mob. Tel.: +37061023456</div>	<div>5 CompanyID: 12345678 City: Vilnius E-mail: name@company.com Tel.: +37022334455</div>	<div>6 Carrier (name, address, country, other reference) Vežėjo (pavadinimas, adresas, šalis, kitas nuorodas)</div> <div>Company Name: Vežėjas, UAB Country: Lithuania Address: Kelias, 12, 02300 Contact Details: Vardas Pavardė Mob. Tel.: +37061023456</div>	<div>CompanyID: 12345678 City: Marijampolė E-mail: name@company.com Tel.: +37022334455</div>
<div>2 Consignee (name, address, country) Gavėjo (pavadinimas, adresas, šalis)</div> <div>Company Name: Gavėta, UAB Country: Lithuania Address: Rue de l'Aviation, 201, 60090 Contact Details: Prėnom Nom Mob. Tel.: +33061023456</div>	<div>CompanyID: 12345678 City: Lyon E-mail: name@company.com Tel.: +3322334455</div>	<div>7 Successive carrier (name, address, country, signature) Sekantis vežėjas (pavadinimas, adresas, šalis, parašas)</div> <div>Company Name: Vežėjas, UAB Country: Lithuania Address: Kelias, 12, 02300 Contact Details: Vardas Pavardė Mob. Tel.: +37061023456</div>	

3 Place of taking over the goods (place, country)

8 Carrier's reservations and observations on taking over the goods

Showing 1 of 2 view all

23. Signature of the carrier



Clear

Cancel

Confirm

18 Other useful particulars  
Kita naudinga informacija

19 Cash on delivery  
Apmokėjimas pristatymo metu

1714

20 This carriage is subject, notwithstanding any clause to the contrary, to the Convention on the Contract for the International Carriage of Goods by Road (CMR).  
Šiam vežimui, nepaisant jokių priešingų sąlygų, taikoma Tarptautinio krovinių vežimo kelių sutarties konvencija (CMR).

21 Expiry date: 2023 - 12 - 24

22 Signature of the sender  
Siuntėjo parašas

23 Signature of the carrier  
Vežėjo parašas

24 Signature of the consignee  
Gavėjo parašas

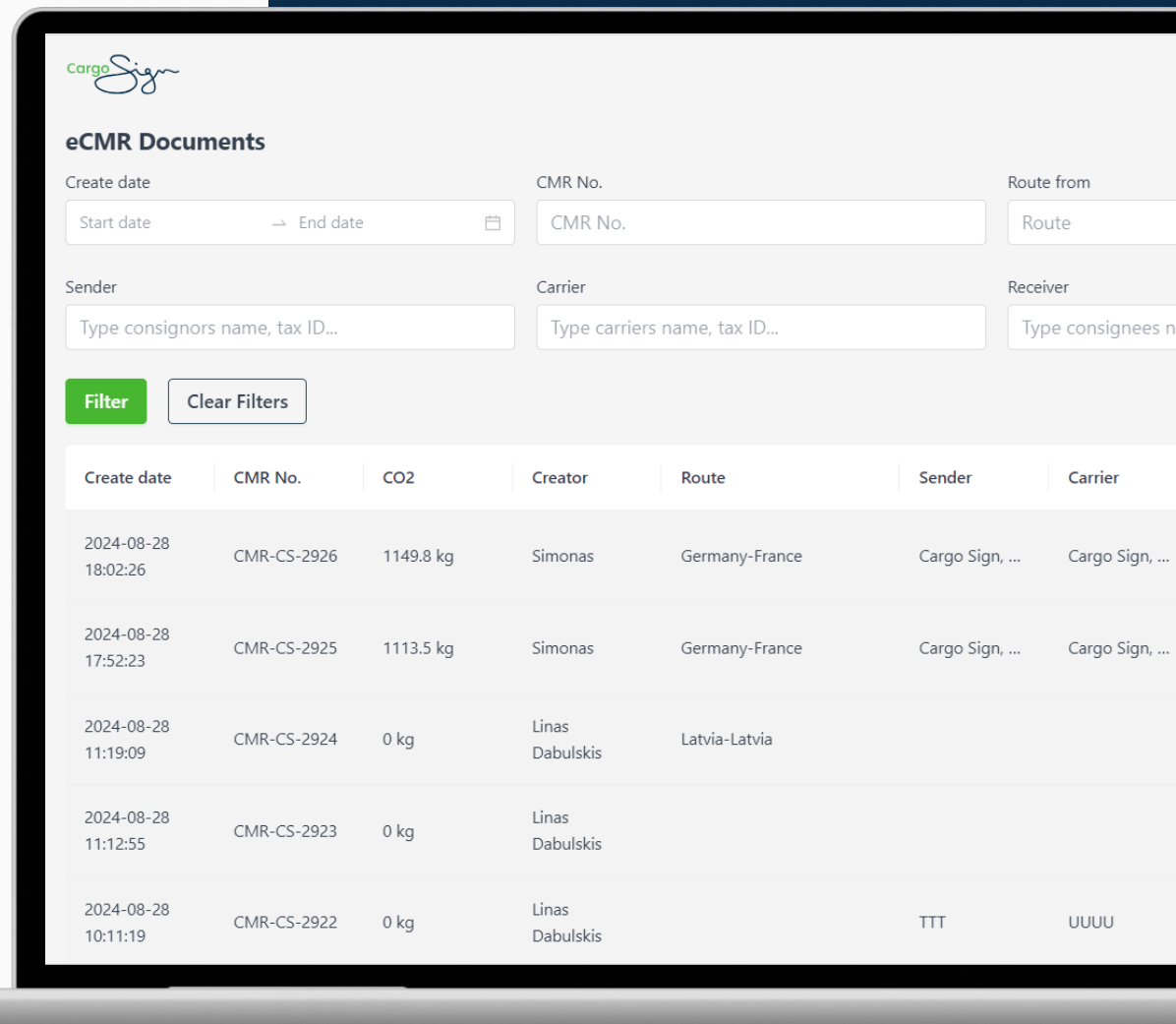
25 Transport details  
Transporto detalės

CO2 emission for this eCRM: 12,03 kg

Save and Close



All created and completed eCMRs are stored in an archive along with the trips' CO2e data.



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Stage 2 for this product is to merge the eCMR and iLEAP CO<sub>2</sub>e exchange standards to make the product compatible with industry standards.





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Stage 3 involves connecting the eCMR software with telematics to obtain real fuel consumption and odometer data for precise CO<sub>2</sub>e calculation. For this initiative, CargoSign is seeking partners and funding.





# Let's get in touch:

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Simonas Niedvaras

[simonas@cargosign.lt](mailto:simonas@cargosign.lt)

+370 68539725

The background of the entire image is a composite of two scenes. The top half is a solid dark blue. The bottom half features a busy port scene with a large stack of colorful shipping containers (orange, blue, grey) and a white cargo ship. A large white crane is visible on the left. The 'Cargo Sign' logo is overlaid on the container stack. 'Cargo' is in green, and 'Sign' is in a white, flowing script font.

Cargo Sign



**Tomi  
Dahlberg**

**DBR Core**

Peppol as the enabler of  
digital logistics and eFTI –  
current status



# Peppol as the enabler of digital logistics and eFTI – current status



DIGILOGISTIKA KESKUS  
DIGITAL LOGISTICS  
CENTER OF EXCELLENCE

## Digilog 3

Tomi Dahlberg 20.11.2024

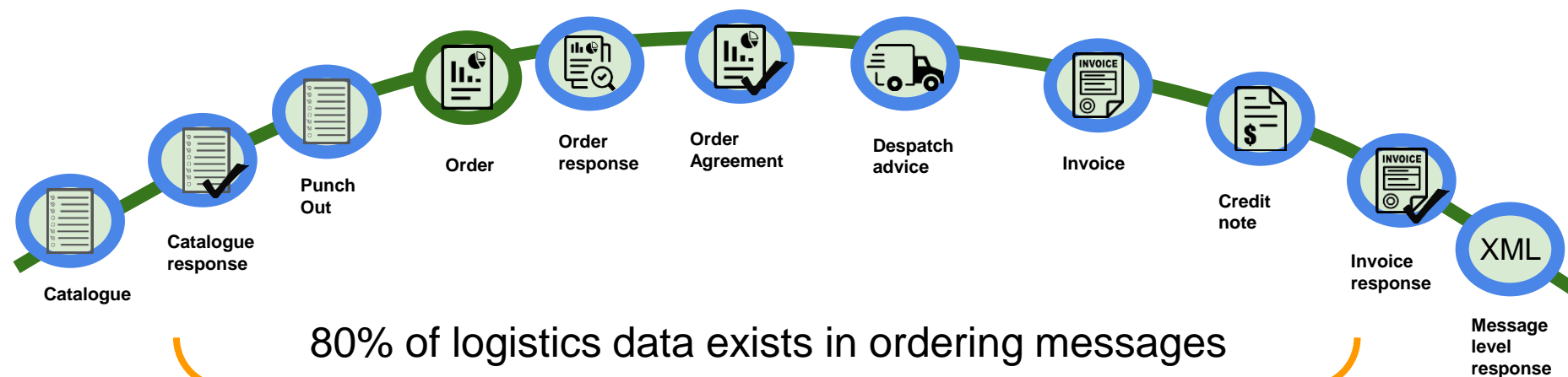


# Introduction and reminder: What is Peppol?

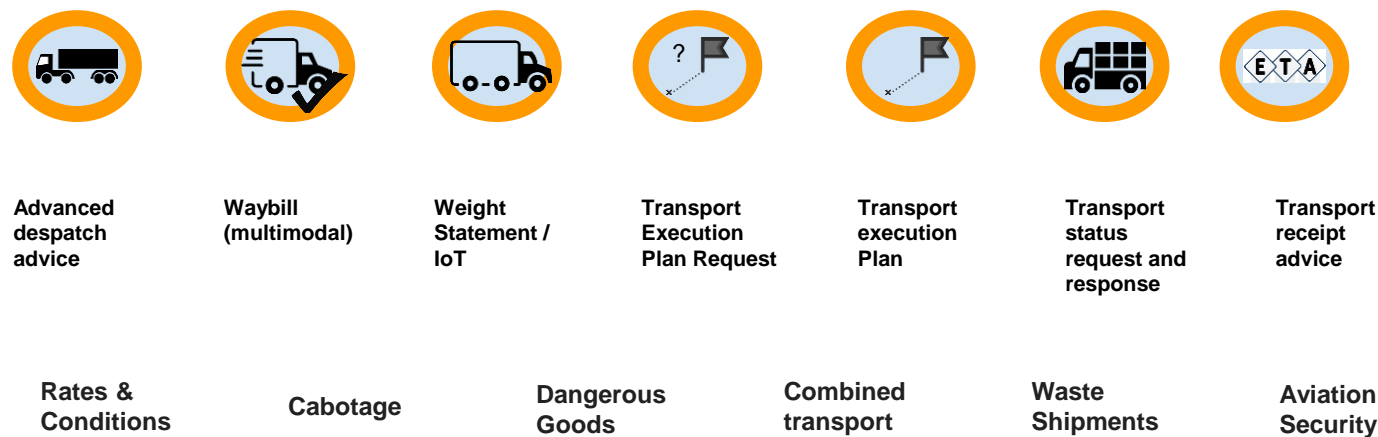
1. Standardized UBL = ISO/IEC 19845 based structured, machine readable **Peppol Messages**
2. **OpenPeppol network** – eDelivery and AS/4
3. **OpenPeppol association and communities (8):**  
technology, message clusters such as Peppol logistics,  
and user groups such as Peppol service providers

# Peppol Messages as eFTI Reporting Enablers

Peppol (ISO/IEC 19845) Ordering and Invoicing Messages



Peppol Transport and Logistics, UN/CEFACT and/or Edifact Messages



Peppol supports

Automatic matching of messages

Data re-use to remove data re-entry

eFTI reporting

# Current Status – Peppol Messages

## Result in Financial Benefits

Peppol Ordering and Invoicing Messages (2023 & 2024 estimate)								
	Government		Municipalities, Social & Health		Private Companies		Summary	
year	Cost savings p.a.	Investments	Cost savings p.a.	Investments	Cost savings p.a.	Investments	Cost savings p.a.	Investments
2024	39 665	300 000	0	0	0	0	39 665	300 000
2025	793 309	45 000	3 569 891	2 000 000	38 179 251	15 000 000	42 542 451	17 045 000
2026	2 941 855	45 000	13 238 345	2 680 000	63 523 639	26 375 000	79 703 839	29 100 000
2027	6 363 000	45 000	57 267 000	4 370 000	378 686 138	35 350 000	442 316 138	39 765 000
2028	11 304 655	45 000	101 741 891	5 770 000	748 972 818	41 600 000	862 019 363	47 415 000
2029	15 667 855	45 000	141 010 691	6 170 000	1 284 442 830	45 100 000	1 441 121 375	51 315 000
2030	21 816 000	45 000	196 344 000	7 670 000	2 518 464 960	43 700 000	2 736 624 960	51 415 000
20XX	36 360 000	570 000	327 240 000	28 660 000	5 246 802 000	207 125 000	5 610 402 000	236 355 000
Peppol Transport and Logistics Messages (2023 estimate)								
	Government		Municipalities, Social & Health		Private Companies		Summary	
year	Cost savings p.a.	Investments	Cost savings p.a.	Investments	Cost savings p.a.	Investments	Cost savings p.a.	Investments
2024	0		0		0		0	
2025	234 327		1 171 636		29 210 699		30 616 663	
2026	868 964		4 344 818		48 806 305		54 020 087	
2027	1 879 500		18 795 000		288 921 319		309 595 819	
2028	3 339 164		33 391 636		576 458 426		613 189 226	
2029	4 627 964		46 279 636		1 003 186 204		1 054 093 804	
2030	6 444 000		64 440 000		1 950 568 560		2 021 452 560	
20XX	10 740 000		107 400 000		4 063 684 500		4 181 824 500	
Peppol Messages cumulatively								
20XX	47 100 000		434 640 000		9 310 486 500		9 792 226 500	

Source:

Roadmap for Peppol  
Ordering Messages  
Implementation in  
Finland 2025-2030

Report to the Finnish  
Real Time Economy  
Programme, 2024

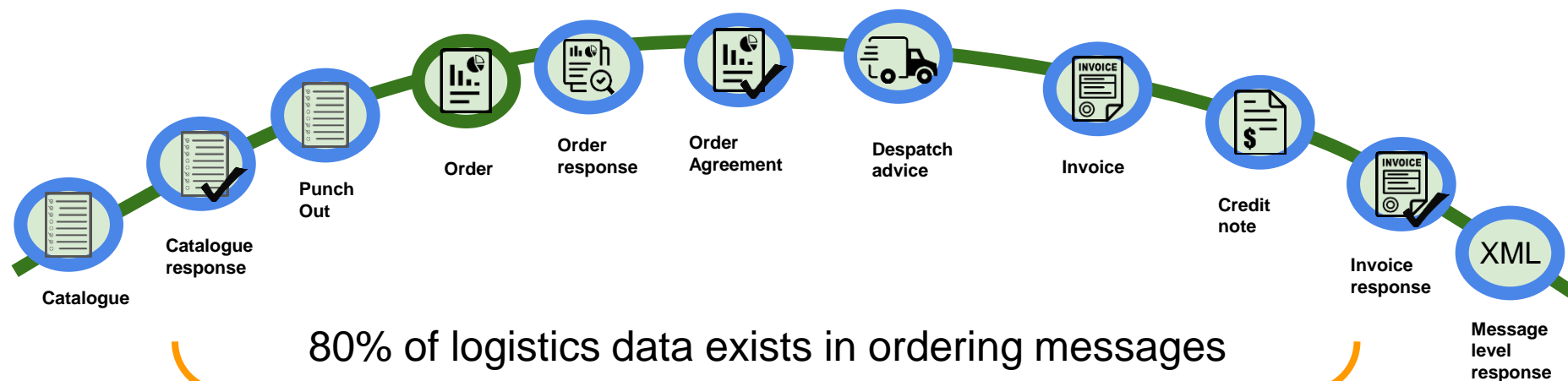
Crafted by  
Tomi Dahlberg



# Structured Machine-readable Messages

## Necessary enablers of Digitalization

Peppol (ISO/IEC 19845) Ordering and Invoicing Messages



Peppol Transport and Logistics, UN/CEFACT and/or Edifact Messages



Regulatory Reporting and Data Space Needs

eFTI reporting

VAT, sales etc. Tax reporting

P/L & statistical reporting

Customs (ICS2) reporting

CSRD (ESRS) reporting

Digital Product Passport Data

## Contact persons for more information

Tomi Dahlberg, Ph.D. (Econ)

DBE Core Ltd

[tomi.dahlberg@dbecore.com](mailto:tomi.dahlberg@dbecore.com)

+358 50 550 5718

Heiti Mering

Digilogistikakeskus OU

[heiti@dlk.ee](mailto:heiti@dlk.ee)

+372 523 1174



# DigiLog 3

## Panel discussion

**CAAS**  
NORDIC

*ITS Finland* 

**TRAFICOM**  
Liikenne- ja viestintävirasto



# How to adapt to the changing operating environment

- **Matti Lankinen**, CEO Vediafi, CaaS Nordic, eFTI EXPERTS (host)
- **Sarah Schiffing**, Assistant Professor at Hanken/ReMuNet
- **Jan Bergstrand**, Senior Strategist and Programme Manager at Trafikverket
- **Heiti Mering**, Digilogistika Keskus / CEO at eFTI EXPERTS
- **Rugile Andziukeviciute**, General Manager at Transport Innovation Association
- **Janne Huhtamäki**, Head of Services at Traficom
- **Satu Orava**, Senior Logistics Solution Advisor IoT at Telia





# Panel discussion – Transition arena for twin transition

## 1. Logistics Resilience and Preparedness:

**"What concrete measures has your organization implemented to improve logistics resilience and preparedness for possible disruptions?"**

## 2. The Role of Digitalization in Logistics:

**"How do you see the role of digitization in improving the resilience of logistics, and what have been the most significant advances in this area in your company or industry?"**

## 3. Weaknesses and Strengths in Digitalization:

**"What do you think are the biggest weaknesses and strengths in the digitalization of logistics, and how could these weaknesses be best solved in the future?"**



# DigiLog 3

## Thank you!

**CAAS**  
NORDIC

*ITS Finland* 

**TRAFICOM**  
Liikenne- ja viestintävirasto

In collaboration

 **LIMOWA**