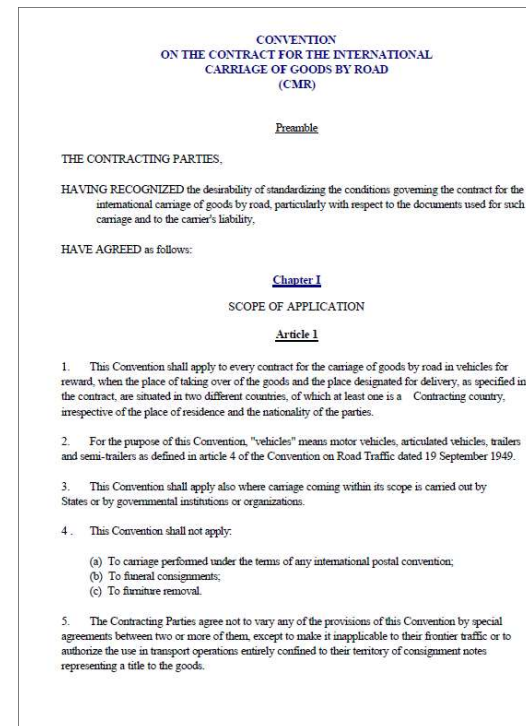
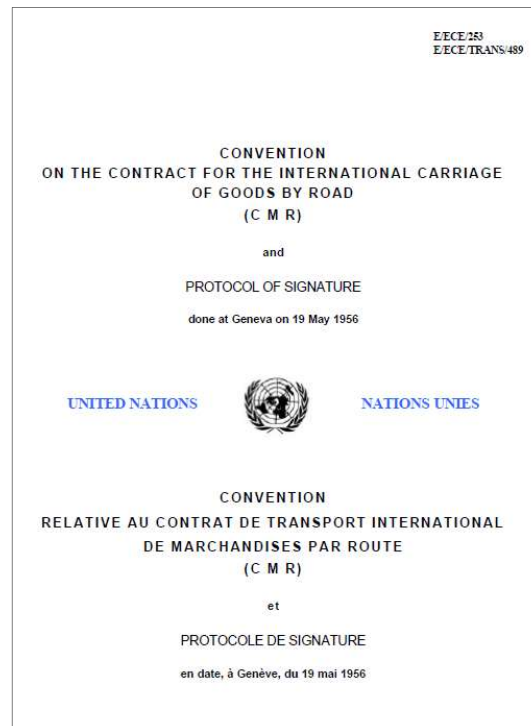




Services

The digitalisation of transport documents - e-CMR



The benefits of e-CMR



Now road transport operators want e-CMR!



The benefits of e-CMR



ADDITIONAL PROTOCOL TO THE CONVENTION ON
THE CONTRACT FOR THE INTERNATIONAL CARRIAGE OF GOODS BY ROAD
(CMR) CONCERNING THE ELECTRONIC CONSIGNMENT NOTE

THE PARTIES TO THIS PROTOCOL,
BEING PARTIES to the Convention on the Contract for the International Carriage of Goods by Road (CMR), done at Geneva on 19 May 1956,
DESIROUS OF supplementing the Convention in order to facilitate the optional making out of the consignment note by means of procedures used for the electronic recording and handling of data,
HAVE AGREED as follows:

Article 1
Definitions

For the purposes of this Protocol,
"Convention" means the Convention on the Contract for the International Carriage of Goods by Road (CMR).
"Electronic communication" means information generated, sent, received or stored by electronic, optical, digital or similar means with the result that the information communicated is accessible so as to be usable for subsequent reference.
"Electronic consignment note" means a consignment note issued by electronic communication by the carrier, the sender or any other party interested in the performance of a contract of carriage to which the Convention applies, including particulars logically associated with the electronic communication by attachments or otherwise linked to the electronic communication contemporaneously with or subsequent to its issue, so as to become part of the electronic consignment note.
"Electronic signature" means data in electronic form which are attached to or logically associated with other electronic data and which serve as a method of authentication.

Article 2
Scope and effect of the electronic consignment note

1. Subject to the provisions of this Protocol, the consignment note referred to in the Convention, as well as any demand, declaration, instruction, request, reservation or other communication relating to the performance of a contract of carriage to which the Convention applies, may be made out by electronic communication.
2. An electronic consignment note that complies with the provisions of this Protocol shall be considered to be equivalent to the consignment note referred to in the Convention and shall therefore have the same evidentiary value and produce the same effects as that consignment note.



2 February 2017


Nine European countries launch a "Road Transport Alliance" in Paris to combat unfair competition

Austria, Belgium, Denmark, France, Germany, Italy, Luxembourg, Norway and Sweden got together in Paris on 31 January to launch an "Alliance du Routier" (Road Transport Alliance). Its aim is to combat unfair competition in road freight transport, starting with social dumping.

Now politicians want e-CMR!

IRU Position on e-CMR



the world road transport organisation  International Road Transport Union

CTMG102004/KKA Geneva, 26 April 2012

IRU POSITION ON THE INTRODUCTION OF THE ELECTRONIC CMR CONSIGNMENT NOTE
Unanimously adopted by the IRU Goods Transport Council (CTM) on 26 April 2012 in Geneva

IRU Position on the introduction of the electronic CMR Consignment Note

I. ANALYSIS

In a globalised economy, road transport has become a production tool and, with growing trade volumes and increasingly complex supply chain procedures, ensuring the efficient movement of goods is crucial. Sharing information about the movement of goods allows for improvements to supply chain procedures and to effectiveness.

Traditionally the goods transport industry has relied heavily on paper and on the sharing and exchanging of printed documents. However, poor documentation and poor document management causes difficulties at an operational level and from a dispute resolution perspective.

The most frequently experienced problems tend to be documentation inaccuracies and the inability to correct errors in real time; failure of one goods carrier to hand over a document to a subsequent carrier, multiple documents covering different parts of the journey; the loss of documentation or delays in finding documentation which also impact timely billing.

To this end, Governments have worked towards changing paper-based systems into paperless systems and, in 2000, the United Nations Economic Commission for Europe (UNECE) Inland Transport Committee adopted the "Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the Electronic Consignment Note" (or "Additional Protocol").

On 5 June 2011, the Additional Protocol entered into force in accordance with Article 8(1) after five Governments ratified it. To date, only seven States have ratified or acceded to the Additional Protocol, including Bulgaria, Czech Republic, Latvia, Lithuania, Netherlands, Spain and Switzerland.

The entry into force of the Additional Protocol establishes a legal framework and standards for using electronic CMR (E-CMR) Consignment Notes. As a result, any demand, declaration, instruction, request, reservation or other communication relating to the performance of a contract of carriage to which the CMR Convention applies, may be carried out by electronic communication.

For transport operators, the most important provisions of the Additional Protocol are contained in Articles 2, 3 and 5 which address the scope and effect of the E-CMR

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Consignment Note (Article 2), the authentication of the E-CMR Consignment Note (Article 3) and the implementation of the E-CMR Consignment Note (Article 4).

To adapt to the Additional Protocol of the E-CMR, the IRU drafted a model clause for Consignment Notes and also inserted specific clauses related to the use of E-CMR Consignment Notes into its General Conditions for the International Carriage of Goods by Road and related documents.

In addition to legal issues, practical issues are causing a debate amongst transport operators, particularly the fact that only seven countries accept E-CMR Consignment Notes hinders the operational efficiency gains. This problem is amplified by the fact that some authorities of contracting parties nonetheless request a paper copy in addition to an E-CMR Consignment Note. The planning certainty and efficiency gains for transport operators are therefore lost.

II. IRU POSITION

1. The IRU reiterates that it welcomes the entry into force of the Additional Protocol and supports the introduction of the E-CMR Consignment Note as a step to improving supply chain efficiency by effectively contributing to ongoing efforts to change paper-based systems to paper-less systems.
2. The IRU urges all Contracting Parties to the CMR Convention to also accede or ratify the Additional Protocol and to recommend to any country willing to accede or ratify the CMR Convention to simultaneously accede to the Additional Protocol.
3. The IRU requests that Governments agree on practical implementation requirements and procedures for the E-CMR with a specific focus on agreeing on internationally harmonised technical standards in the domain of electronic signatures and authentication methods.

CMR Convention coverage



1

Convention pour le transport international par route de marchandises
 Convention voor het internationaal vervoer van goederen over de weg
 Convention pour le transport international par route de marchandises
 LETTRE DE VOITURE - DOCUMENT DE TRANSPORT
 VRACHTBRIEF - VERVOERDOCUMENT
 FRACHTBRIEF - TRANSPORTDOCUMENT

CMR CMC-2000

NL 024896

1. Destinataire (nom, adresse, pays) / Bestemmingsplaats (naam, adres, land)
 2. Expéditeur (nom, adresse, pays) / Verzender (naam, adres, land)
 3. Nom et adresse du destinataire (nom, adresse, pays) / Naam en adres van de geadresseerde (naam, adres, land)
 4. Lieu de prise en charge de la marchandise (lieu, date, heure) / Plaats van oevername van de goederen (plaats, datum, tijd)
 5. Destinataire (nom, adresse, pays) / Bestemmingsplaats (naam, adres, land)
 6. Numéro de la lettre de voiture / Voertuignummer
 7. Date de la lettre de voiture / Datum van de vrachtbrief
 8. Date d'expédition / Verzenddatum
 9. Numéro de la lettre de voiture / Voertuignummer
 10. Nom et adresse de l'expéditeur / Naam en adres van de verzender
 11. Nom et adresse du destinataire / Naam en adres van de geadresseerde
 12. Nom et adresse du destinataire / Naam en adres van de geadresseerde
 13. Indications de destination / Bestemmingsaanwijzingen
 14. Description de la marchandise / Omschrijving van de goederen
 15. Description de la marchandise / Omschrijving van de goederen
 16. Description de la marchandise / Omschrijving van de goederen
 17. Description de la marchandise / Omschrijving van de goederen
 18. Description de la marchandise / Omschrijving van de goederen
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Source: UNECE

Countries officially supporting e-CMR

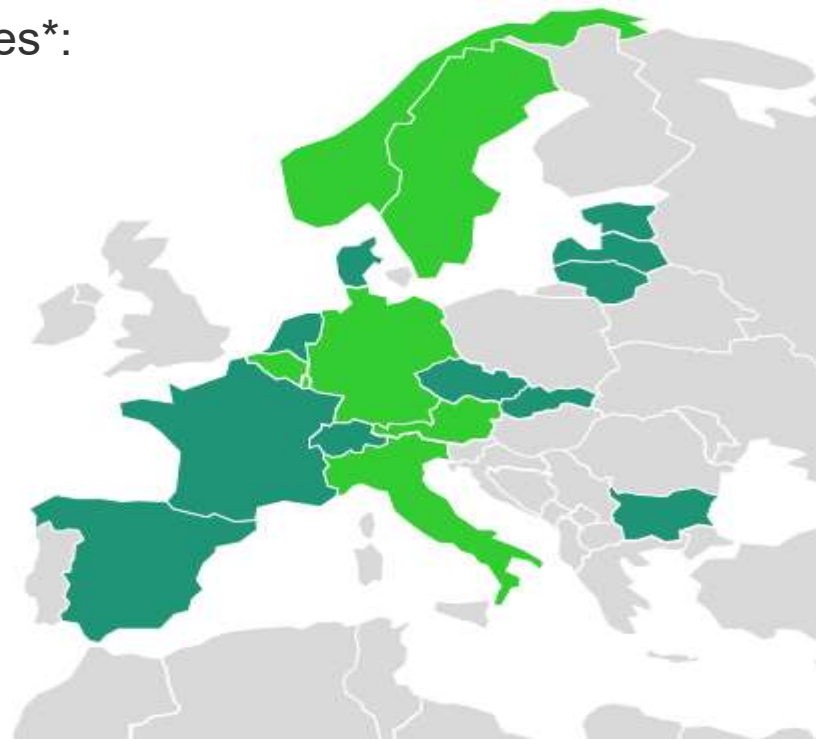


Official support given by additional countries*:

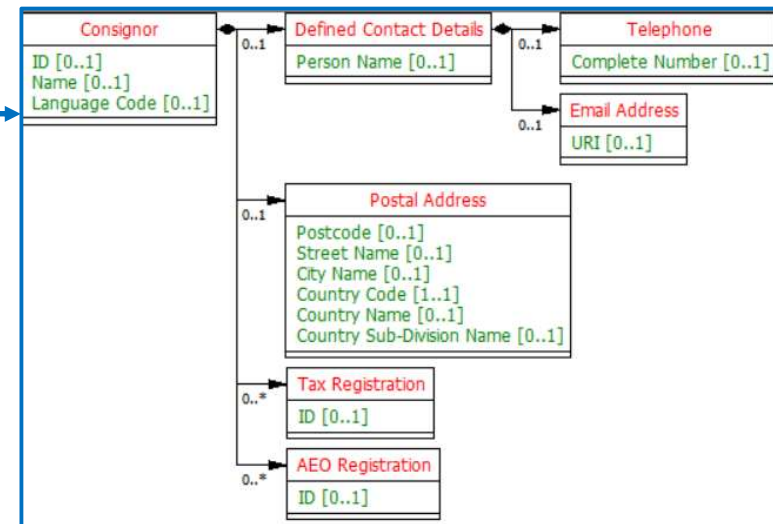
- Austria
- Belgium
- Germany
- Italy
- Luxembourg
- Norway
- Sweden

**Source: Road Transport Alliance*

Furthermore: Finland, FYR Macedonia, Greece, Slovenia and Turkey have started internal work on analysing potential e-CMR accession



UN/CEFACT e-CMR project

Each object in the e-CMR structure has a unique Dictionary Entry Name plus a business short name for readability

Computability with UN/CEFACT Core Component Library (CCL), the multimodal MMT and the supply chain SCRDM Reference Data Model is ensured

e-CMR operations and pilots



IRU cornerstones for the implementation of e-CMR

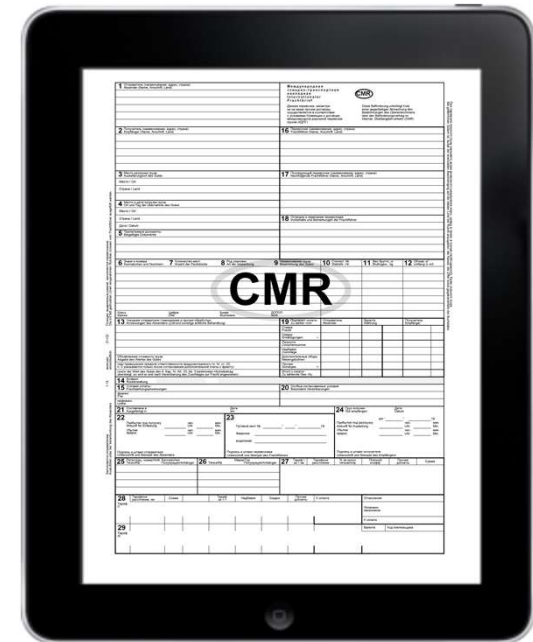
- Encourage countries to ratify the additional protocol
- e-CMR pilots or operations crossing countries that have not acceded to e-CMR Additional Protocol should, for the time being, also use a paper e-CMR print-out to avoid breaking national regulations
- All UNECE countries and relevant industry players are strongly encouraged to play an active role in e-CMR standardisation efforts within the UNECE framework
- As called upon in the IRU Position on ITS, an appropriate level of confidentiality of commercial data needs to be ensured

e-CMR benefits



Considerable benefits for all actors involved

- Financials: full handling costs 3-4x cheaper
 - Faster administration (reduced data entry, no paper handling, no fax/scan/letter exchanges, no paper archiving, etc.)
 - Faster invoicing
 - Reduction of delivery and reception discrepancies
- Transparency and traceability
 - Data accuracy
 - Control and monitoring of the shipment
 - Real-time access to the information & proof of pick-up and delivery



e-CMR benefits



Furthermore

- Integration with customs declaration services
- Integration with other services, e.g. transport & fleet management services
- Increased overall logistics efficiency => increased economic competitiveness of countries & parties involved
- Increased road safety
 - e.g. by linking e-CMR to eCall (automated emergency call for trucks)

