



# e-CMR: Digitalising consignment notes

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Thessaloniki

[iru.org](http://iru.org)

# Agenda



- Background on CMR and e-CMR
  - Support for e-CMR from Member States, EU and UN
  - e-CMR benefits
  - Ongoing work on e-CMR
  - Recommendations
-

# CMR background



The CMR Convention (full title Convention on the Contract for the International Carriage of Goods by Road) is a United Nations convention which relates to various legal issues concerning transportation of cargo by road.

- 1956 – CMR convention adopted
- 1976 – Model CMR consignment note developed by IRU, in cooperation with the International Chamber of Commerce (ICC)
- 2007 – Model CMR consignment note updated by IRU now used by most, if not all parties to contracts CMR contracting countries.
- 2008 – Additional Protocol to the CMR, considering consignment note (e-CMR)



# CMR convention: wide-spread use



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Exemplaire pour l'expéditeur  
Exemplar für den Absender

LETTRE DE VOTURE - DOCUMENT DE TRANSPORT  
FRACHTBRIEF - VERKEHRSDOKUMENT  
FRACHTBRIEF - TRANSPORTDOCUMENT

CMR (A/C/2002)

1. Expéditeur (nom, adresse, pays) / Absender (Name, Adresse, Land)  
2. Destinataire (nom, adresse, pays) / Bestimmungsort (Name, Adresse, Land)  
3. Les parties ont convenu de transporter les marchandises (des, poids, date) / Die Parteien sind übereinstimmend zu transportieren (Waren, Gewicht, Datum)  
4. Les et date de la lettre de transport (des, poids, date) / Die und das Datum der Transporturkunde (Waren, Gewicht, Datum)  
5. Documents joints / Begleitende Dokumente  
6. Numéro de la lettre de transport (des, poids, date) / Nummer der Transporturkunde (Waren, Gewicht, Datum)  
7. Numéro de la lettre de transport (des, poids, date) / Nummer der Transporturkunde (Waren, Gewicht, Datum)  
8. Date de la lettre de transport (des, poids, date) / Datum der Transporturkunde (Waren, Gewicht, Datum)  
9. Description des marchandises (des, poids, date) / Beschreibung der Waren (Waren, Gewicht, Datum)  
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# Protocol on electronic CMR (e-CMR)

United Nations Economic Commission for Europe

**Invitation**  
to a Signing Ceremony  
for the

**Electronic Contract for the International  
Carriage of Goods by Road (e-CMR)**

**From CMR**  
A paper-based system which is:  
Time-consuming  
Human resource intensive  
Needlessly expensive

**To e-CMR**  
The natural technological development of the 21st century with  
› Faster and more efficient information transfer  
› Reliable and secure data exchange  
› Inalterability of the message  
› Less labour intensive  
› Less expensive

**Benefits**  
Enhanced commercial relations for the public and private sectors with:  
› Reduced scope for human error and manipulation  
› Understanding and acceptance of the message by the consignee  
› Identification of the parties and signature authentication  
› Advances e-governance - a key characteristic of modern economies

So far, 12 initial countries have declared their intention to sign. The Protocol shall enter into force on the ninetieth day after five of the States have deposited their instruments of ratification or accession.

Delegates must have full powers to be able to sign the Protocol. According to the Vienna Convention on the Law of Treaties, 1969, "full powers" means a document emanating from the competent authority of a State designating a person or persons to represent the State for negotiating, adopting or authenticating the text of a treaty, for expressing the consent of the State to be bound by a treaty, or for accomplishing any other act with respect to a treaty. Only authorized representatives of the Contracting Parties to the CMR Convention can sign this Additional protocol.

**When**  
Tuesday 27 May 2008 at 10.00

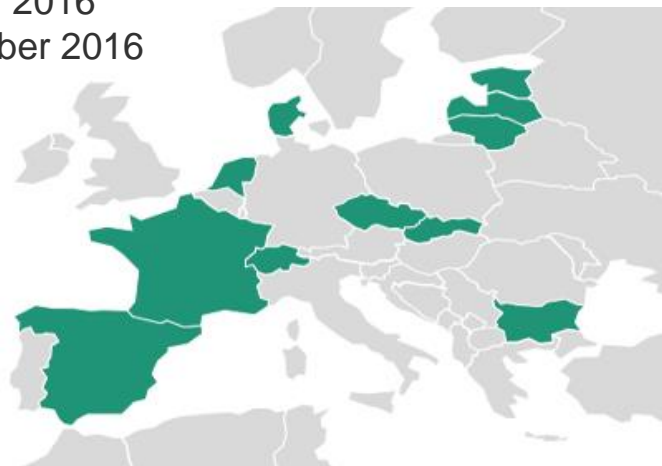
**Where**  
Salle V, Palais des Nations, Geneva

**For more information:**  
Mrs. Virginia Tanase - Tel: +41 (0) 22 917 3389 - Email: [infotransport@unece.org](mailto:infotransport@unece.org) - [www.unece.org/trans](http://www.unece.org/trans)

The Protocol will be open for signature from 27 to 30 May 2008 in Geneva, and after this date, at United Nations Headquarters in New York until 30 June 2009 inclusive. On 27 May a signing ceremony will be organized at the Palais des Nations.

## Entered into force on 5 June 2011

- Latest countries to accede to e-CMR:
  - France in October 2016
  - Estonia in November 2016

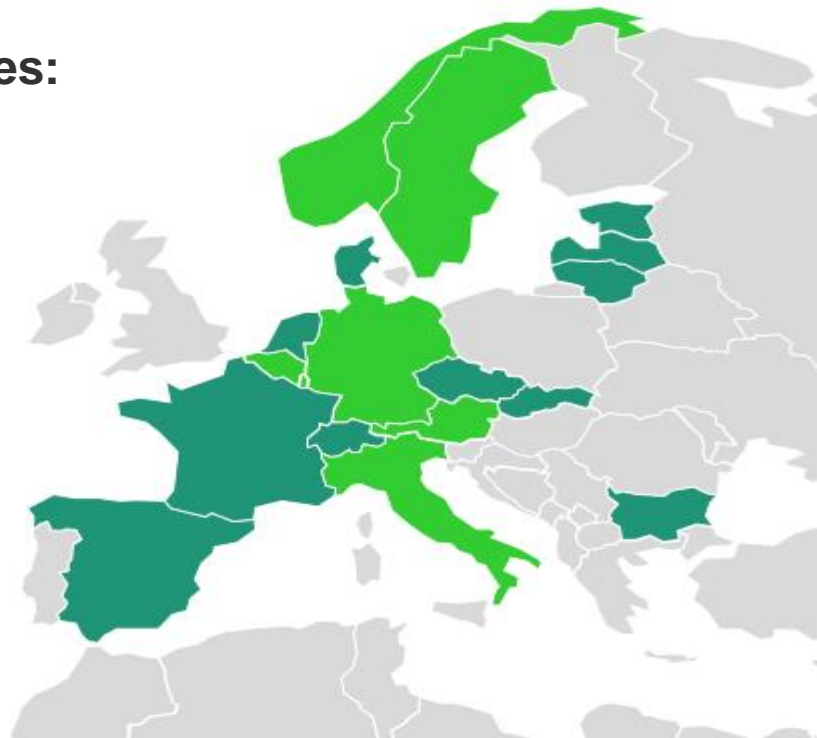


# Additional countries official support

## Official support given by additional countries:

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

*Furthermore: Finland, Slovenia and Turkey have started internal work on analysing potential e-CMR accession.*



# e-CMR support from European Commission



- EC supports e-CMR through:
  - Digital Transport & Logistics Forum (DTLF)
    - e-CMR the key document on road side
  - Endorsement by the Commissioner Bulc

Violeta Bulc:

*"I would like to see all EU member states adopt the protocol by the time my term ends in 2019".*

Automotive  
**LOGISTICS**

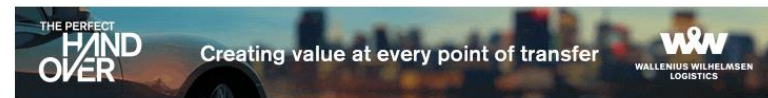


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## European transport commissioner wants digital cooperation

22 March 2017 | Christopher Ludwig



Violeta Bulc, the European commissioner for transport, has urged the finished vehicle logistics sector to work with the European Commission and EU member states to push for legislative reforms and policies to support better use of developing technologies.

Speaking at an event marking the 20<sup>th</sup> anniversary of the Association of European Vehicle Logistics (ECG) in Brussels this week, Bulc stressed that digitalisation would be vital to the success and survival of transport and logistics companies, even if many of their processes today were still manual.

# e-CMR support from UN (1/2)



ECE/TRANS/2017/16

## SC.1 Resolution to be submitted to the 2017 session of the Inland Transport Committee

The UNECE Working Party on Road Transport (SC.1):

Commanding on the occasion of the 70<sup>th</sup> Anniversary Session of ITC, the work of the ITC, national governments and the UNECE secretariat in striving to develop sustainable road transport;

Acknowledging the importance of the existing United Nations international legal instruments related to road transport;

Recognizing the role of road transport as a productive tool in the globalised economy and as an enabler of the United Nations Sustainable Development Goals;

Taking note of the ongoing efforts and activities to facilitate international road transport for passengers and goods by improving international road transport legal framework;

Recognizing the continuous updates of the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) which offers the state of the art, an internationally-harmonized system to improve road safety, ensure fair competition and enhance social conditions of professional drivers;

Welcoming the opening of the AETR Agreement for accession to Algeria, Jordan, Morocco and Tunisia as a first step towards promoting the AETR Agreement as a suitable internationally-harmonized system of driving times and rest periods beyond the UNECE region;

Welcoming the work on the European Agreement on Main International Traffic Arteries (AGR) and the Trans-European-Motorway (TEM) Project, which continue to offer coordinated plans for the construction and development of roads of international importance in the UNECE region;

Underlining the importance of the Convention on the Contract for the International Carriage of Goods by Road (CMR) and the additional Protocol to the CMR concerning the Electronic Consignment Note to facilitate international road transport by providing harmonized contract conditions as well as the foundation for developing an electronic consignment note;

Welcoming the improvement of professionalism in the road transport industry through training programmes provided by national training institutes taking into account the best practice provided by the IRU Academy;

Noting the significant impact that shared binding international principles and harmonized guidelines have for the development of sustainable road transport, SC.1:

1. Commits to the effective implementation and geographical expansion of the AETR Agreement and particularly to the use of the AETR-consistent control device for enforcing driving times and rest periods of professional drivers;
2. Reaffirms its role in promoting AGR standards which have the purpose of enhancing regional integration, economic development, social inclusiveness and the decarbonization of transport;
3. Encourages the international community to work towards further developments for paperless cross border trade and facilitation of sustainable road transport services;
4. Invites governments to accede to and support operationalising the Additional Protocol to the CMR concerning the Electronic Consignment Note;

# e-CMR support from UN (2/2)



## Standardising e-CMR



- Goal: ensure interoperability of future solutions
- Official UNECE project
- All countries invited to send their experts

### ELECTRONIC CONSIGNMENT NOTE UNSM (E-CMR)

other UN/CEFACT Projects

SUBMITTED DATE	LAST UPDATE DATE	VERSION	PROJECT PROPOSAL STATUS	PROJECT PAGE
2016-06-20	2016-06-20	1.0	OFFICIAL	Electronic Consignment Note UNSM (e-CMR)

#### PROJECT PURPOSE

The project's purpose is to develop and publish an international XML "Electronic Consignment Note" message (e-CMR) for international and national transportation of goods by road.

#### PROJECT SCOPE

Additional protocol to the convention on the contract for the international carriage of goods by road (CMR) concerning the electronic consignment note has been entered into force on 5 June 2011. Protocol has been ratified by numerous countries of European Union thus allowing performing road carriage of goods by road on their territories with the use of electronic consignment note. Furthermore, the development of appropriate technical solutions has already started by different private companies.

The project scope is to standardize and harmonise the electronic consignment note message to be exchanged between carrier, shipper and receiver of the goods. Such electronic message shall be considered as an electronic contract of carriage of goods by road in accordance with the provisions of the above-mentioned protocol.

Furthermore, the implementation of standardised electronic consignment note message may facilitate further interactions with other modes of transport.

#### PROJECT DELIVERABLES

# e-CMR benefits (1/2)



- 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 (2/2)



- 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)
-

# e-CMR operations and pilots



# Summary



- Industry and many governments are ready to increase efficiency by going digital
- There are open questions – best way to answer them is to launch cooperative efforts between industry and governments
- Greece is today making a historic step in road transport!

