

# e-CMR update

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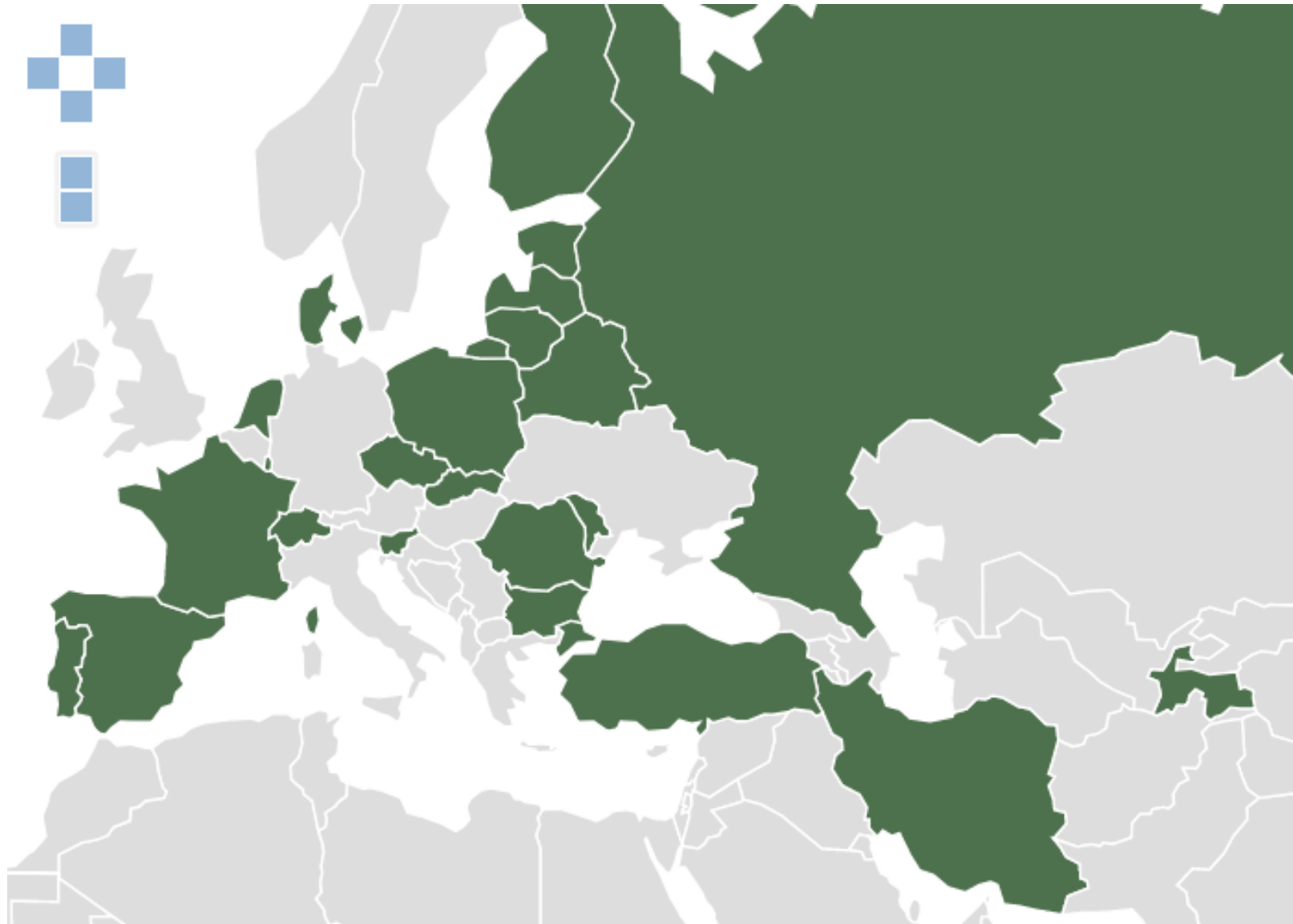
# 2008 e-CMR

## Objective

The 2008 Additional Protocol to the CMR (e-CMR) is the legal instrument which seeks to “modernize” the current system of paper consignment notes to electronic format.



# 2008 e-CMR: 17 -> 23 CPs



# Statistics on e-CMR

- Number of CMR/e-CMR notes used
  - The Netherlands annual data
    - 40 million CMR (*TransFollow 2016 Report*)
  - Benelux annual data
    - 65 million consignment notes used (*IRU 2018 report*)
  - European Union annual data
    - 377 million CMR in cross border traffic (*TransFollow 2016 Report*)
- Value of goods using CMR notes ??

# Estimated costs/benefits of e-CMR (1/2)

- **Economic benefits**

- Time savings/Handling costs savings

- Administrative hassle retrieval costs €15,00 per CMR note. (*TransFollow Case Report 2016*)
- Full handling costs shall be 3-4x cheaper. (*IRU Case Report 2018*)

- **Environmental benefits**

- Paper costs savings

- 166,000 trees; 15,000 pallets of paper CMR's; 600 trucks of paper CMR's (*TransFollow Case Report 2016*)

# Estimated costs/benefits of e-CMR (2/2)

- **Estimated Costs**

- **Investment costs**

- Setting-up such digital system may imply about 1,050 hours and one-off certification costs of about EUR 30,000 per Member State;
- Recurrent costs of about EUR 45,000 per year per Member State.

- **Compliance/Enforcement costs for public administration**

- A system to handle more than 1.5 billion documents a year could cost in the range of EUR 20 million annually.
- If divided proportionally between the authorities of all 28 EU MS, a system will cost slightly more than EUR 700,000 per Member State yearly.

*(Source: Impact Assessment on electronic freight transport information- European Commission)*

# Challenges to operationalization

- Authenticity of electronic signature / Trustworthiness of digital documents
- Mistrust of private companies
- Old mindsets ( Still need paper print out)
- Data privacy
- Dataset standardisation and interoperability
- Fragmented legal framework

# Examples of digital transport documents/platforms (1/3)

- IMO's electronic bills of lading

- The IMO, through the FAL Committee, has developed standardized documents that are recommended for use by all Contracting Governments, including:

- IMO General Declaration;

- Crew's Effects Declaration;

- Cargo Declaration;

- Crew List - Passenger List;

- Ship's Stores Declaration;

- Dangerous Goods.

- the FAL Convention also “encourages the use of a Single Window for data” to be provided by ships to local governments.

(Source: <https://www.marineinsight.com/marine/imo-electronic-information-exchange-mandatory-for-ports-from-8-april-2019/>)



# Examples of digital transport documents/platforms (2/3)

- **Singapore Government's Networked Trade Platform (NTP)**

- The NTP aims to be a:

- One-stop trade information management system linked to other platforms;
- Next-generation platform offering a wide range of trade-related services
- Open innovation platform allowing development of insights & new services with cross-industry data;
- Document hub for digitisation at source that enables reuse of data to cut costs and streamline processes.

*(Source: NTP fact sheet 2018)*

# Examples of digital transport documents/platforms (3/3)

- **AEOLIX: Living Lab 12**

- The pilot experiment concretely deals with the process of checking and digitizing freight documents in Germany, Czech Republic, Serbia, Romania and Greece.
- By using e-CMR for the trial, the transport operators across the five countries will be able to input electronically, store logistics information and exchange data, in real time via a mobile phone or tablet. TransFollow created the app and was involved in the trial.
- Living Lab 12 reduce the average waiting time for trucks in the terminal by more than 70%, improving the trucks turnaround time and supply chain efficiency.

*(Sources: <http://aeolix.eu/press-release-aeolix-launches-new-living-lab-12-to-test-e-cmr-in-five-countries/> ; <http://aeolix.eu/final-event/>)*

# Observation

- ✓ Trend of digitalization of trade, logistics, and transport documents
- ✓ Some governments embracing digitalization holistically, others getting private sectors involved significantly or outsourcing
- ✓ There is always a role for government in digitalization, even if it is to establish/regulate data privacy legislation.

# Next Steps

- ✓ ITC requested SC1, with the support of the secretariat, to:
  - (a) prepare a paper detailing the research and other actions needed and/or recommended operations of e-CMR to be tabled at a future ITC session
    - Informal group of experts could be established to undertake this task?
  - (b) report back to Committee at its 82nd session on progress achieved
    - SC1 to request secretariat to report and progress based on outcomes for this session?

# Thank you

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