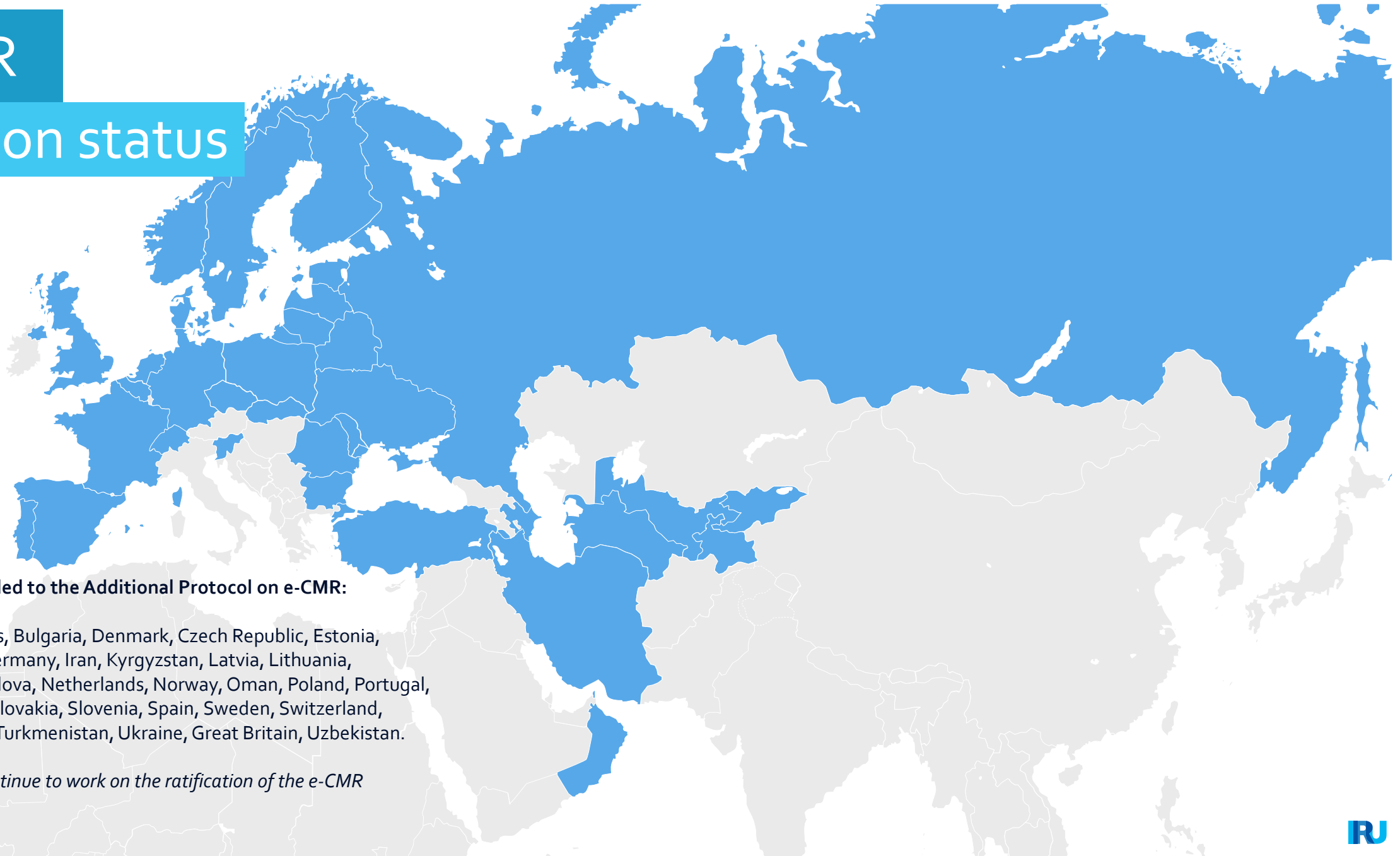**E-CMR operationalisation: challenges and opportunities through road transport industry's eyes**

Tatiana Rey-Bellet
Director TIR & Transit

# e-CMR
# Accession status

**33 countries acceded to the Additional Protocol on e-CMR:**

Azerbaijan, Belarus, Bulgaria, Denmark, Czech Republic, Estonia, Finland, France, Germany, Iran, Kyrgyzstan, Latvia, Lithuania, Luxembourg, Moldova, Netherlands, Norway, Oman, Poland, Portugal, Romania, Russia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tajikistan, Turkey, Turkmenistan, Ukraine, Great Britain, Uzbekistan.

*Some countries continue to work on the ratification of the e-CMR Additional Protocol*

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# e-CMR
# Challenges & Opportunities



Opportunities:

- data integrity

- enhanced security and transparency

- minimised risk of errors due to human factor

- reduced costs & simplified administration

- exchange of data in real time

Challenges:

- agreements achieved on procedures and their application, including authentication (Art. 3, 5 of e-CMR Additional Protocol)

- access to e-CMR data by enforcement authorities

- interoperability of e-CMR solutions
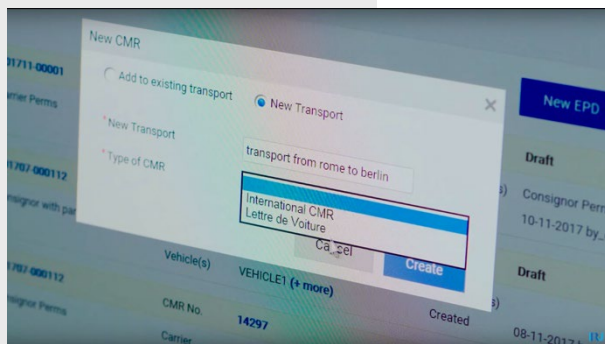
# Concerns of the private sector

- Adding new actors and processes not specified by CMR and e-CMR

- Creating new rules in the form of functional and technical specifications for something, which already exists at the national level and making them mandatory

- Complex architecture for the future e-CMR, which might not be feasible or accessible to solution providers and transport operators

- Potentially high costs for business

Shipper     Carrier     Recipient

# e-CMR

## Suggestions from the private sector

- Prolong the GE.22 mandate for another two-year term, with clear ToR

- Continue testing existing and potential e-CMR solutions through pilots for collecting more lessons learnt (what is working and what is missing)

- Bring more business actors to GE.22, including solution providers, who could share their experience

- Agree on what exactly needs to be harmonised at the level of the Convention

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