e-CMR: Digitalising consignment notes

5 December 2017
UNECE workshop on TIR

iru.org
Agenda

- Background on CMR and e-CMR
- Support for e-CMR from Member States, EU and UN
- Ongoing work on e-CMR
- Pilot needs
- Recommendations
CMR convention: wide-spread use

Source: UNECE
Additional Protocol on electronic CMR (e-CMR)

Entered into force on 5 June 2011

- Latest countries to accede to e-CMR:
  - France in October 2016
  - Estonia in November 2016
  - Slovenia in August 2017
  - Iran in October 2017
Additional countries officially supporting e-CMR

Official support given by additional countries*:

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

Source: Road Transport Alliance
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

Bulc said she would like to see all EU member states adopt the protocol by the time her term ends in 2019.

She also reiterated the importance of more EU member states adopting the e-CMR (electronic consignment note) protocol, which allows for electronic filing of legal transport documents and billing. Late last year, France and Estonia joined just nine other members of the EU, along with Switzerland, in adopting the protocol.

e-CMR support from UN

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

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

- Commending on the occasion of the 70th Anniversary Session of ITU, the work of the ITU, 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 globalized economy and 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 instruments;
- Recognizing the continuous updates of the European Agreement concerning the Work of Coaches and Taxis Engaged in International Road Transport (AETR), which reflects the state of the art in an internationally harmonized system to improve road safety, ensure the competition and enhance social conditions of professional drivers;
- Welcoming the opening of the AETR Agreement for accession by Albania, Andorra, Monaco and Tunisia as a first step towards promoting the AETR Agreement as a relevant 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 (AGRI) and the Trans-European Motorway (TEM) Project, which continues 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 programs provided by national training institutes taking into account the best practice provided by the UNECE;

Noting the significant impact that shared vision transportation principles and harmonized provisions have for the development of sustainable road transport, SC.1:
1. Considers to the effective implementation and geographical expansion of the AETR Agreement and particularly to the use of the AETR-coordinated central database for ensuring driving times and rest periods of professional drivers;
2. Resolves to press the UN, standards which have the purpose of enhancing regional integration, economic development, social inclusion and the decarbonization of transport;
3. Encourages the international community to work towards further development, for example, on border trade and facilitation of sustainable road transport services;
4. Invites governments to accede to and support operationalizing the Additional Protocol to the CMR concerning the Electronic Consignment Note.
Scandinavia: Sweden

Regeringen bereder väg för elektroniska fraktsedlar

Regeringen skickade idag ut en departementspromemoria om användning av elektroniska fraktsedlar vid lastbilstransporter på remiss.


Government report: http://www.regeringen.se/4b0d38/contentassets/5248da0f9645446e9f6785c903bf0025/elektroniska-vagfraktsedlar-ds-201642

Estimated accession to e-CMR: 2018
Justitieministeriet

Tilläggsprotokoll till konventionen om internationella vägtransporter beträffande elektronisk fraktsedel

1. Uppdraget
Ratificering av tilläggsprotokollet.

4. Organisering

BoRQCO:
Antti Leinonen, lagstiftningsdirektör, justitieministeriet, tfn 02951 50264

Website:
http://oikeusministerio.fi/sv/index/underarbete/lakihankkeet/velvoiteolkeusjakuluttajansuoja/sahkoistarahtikirjaakoskevalisapoytakirjata varankansainvalistatiekuljetustakoskevaanyleissopimukseen.html

Estimated accession to e-CMR: 2018
Industry is ready and supported by governments in:

- Denmark and Netherlands: Already in operation since few years ago
  - Use limited for international transport as neighboring countries (this far) have not acceded
- France and Spain: Cross-border operation possible since 19\textsuperscript{th} January 2017
  - Continuously increasing and strong interest from industry to use e-CMR
- Belgium: launched official pilot for internal use of e-CMR
  - Pilot expansion to entire BeNeLux from 1 December
- Estonia and Finland: Ready to pilot MobiCarnet solution, which includes e-CMR
- Greece: Ministry of Transport and industry are running a pilot since June
Points under discussion

- Interoperability
- Electronic signature
- Data sharing
- Accreditation
Standardisation

Standardising e-CMR

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

Source: https://www2.unece.org/cefact/pages/viewpage.action?pageId=9601458
Potential steps forward with SC1

- Informal expert group to address questions of common interest
- Field visits organization
- e-CMR “observatory”. SC1 members could regularly (e.g. every 3 months) report on steps towards accession to additional protocol, on implementation and national usage of e-CMR
Summary and recommendation

- Industry and multiple governments are ready to increase efficiency by going digital
- Ongoing operation and pilots in Europe are bringing lessons learned
- Open questions – best way to answer them is to launch cooperative efforts between industry and governments (full operation or pilots)
- Accession to e-CMR is not mandatory before pilots can start
- Pilots are not mandatory before e-CMR accession
- We recommend to do both in parallel!