Electronic consignment note (*dataset*) for road transport (e-CMR II)

UN/CEFACT Transport & Logistics Expert interim meeting

Paris, 30 January 2019

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EU 2015

23% of trucks are driving empty

- Cost, environment, highway saturation
- Marginal profitability
- Need for drivers

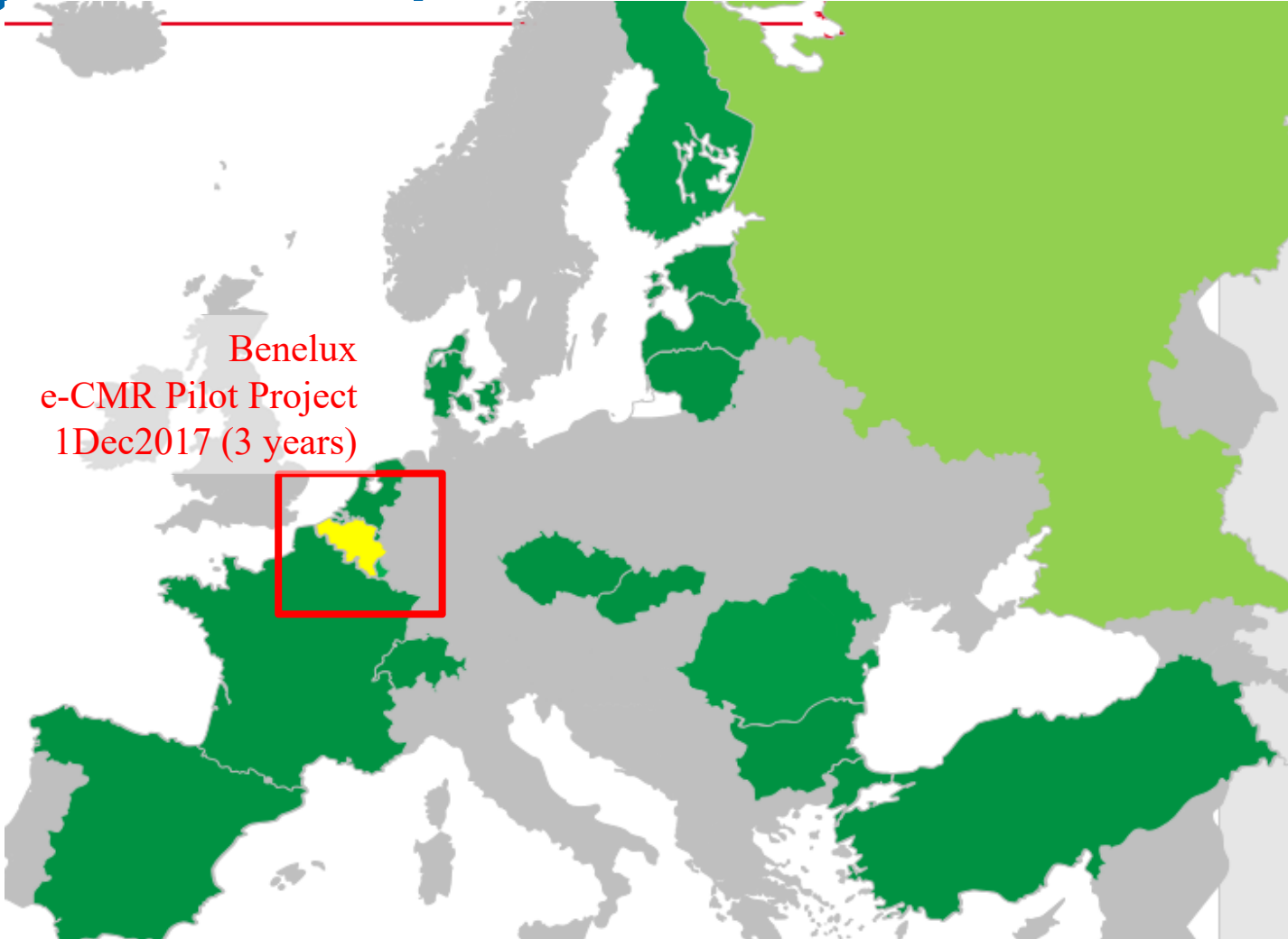use information to get shipments to the best mode of transport

Use information for border control

use information fo
rescue services

Geneva e-CMR 2008 Protocol Addition Larger than European Union

Benelux
e-CMR Pilot Project
1Dec2017 (3 years)

19 countries are adopting the e-CMR Protocol
Bulgaria, Czech Republic, Denmark, Estonia, Finland, France, Iran, Latvia, Lithuania, Luxembourg, Moldavia, Romania, Slovakia, Slovenia, Netherlands, Russia, Spain, Switzerland and Turkey

Latest update on UNECE Website

The UN/CEFACT road consignment specification (e-CMR) is based on MMT
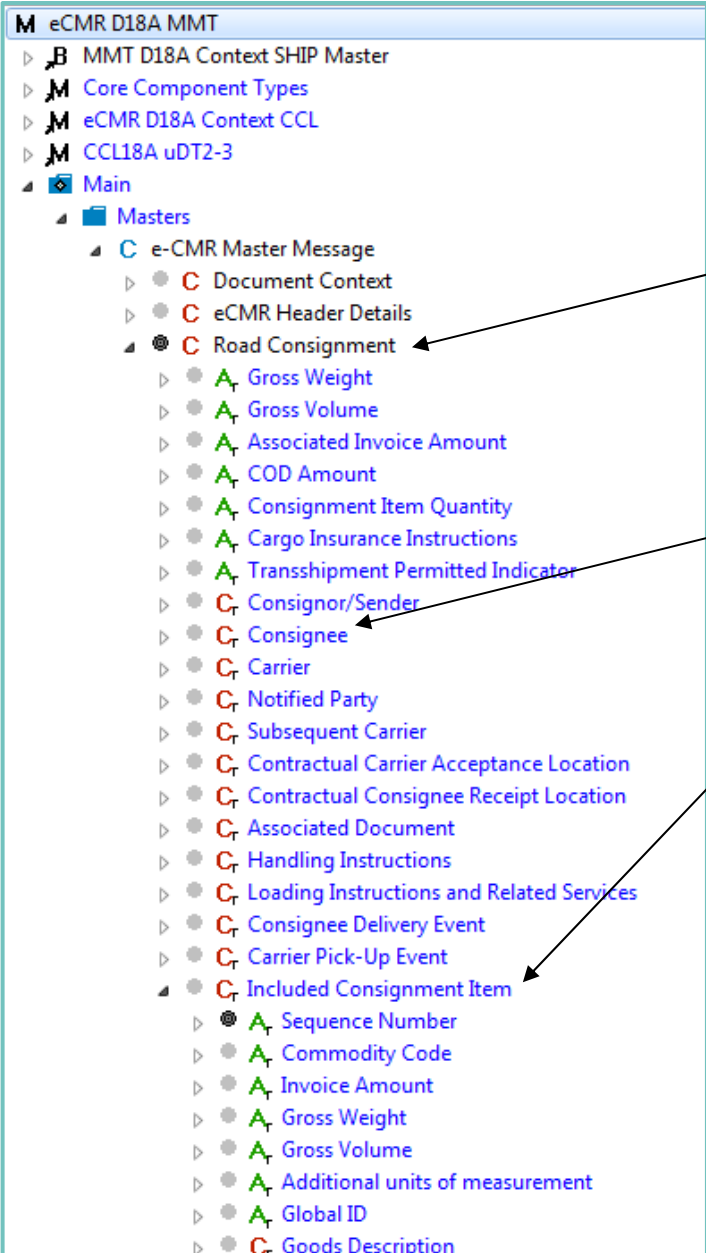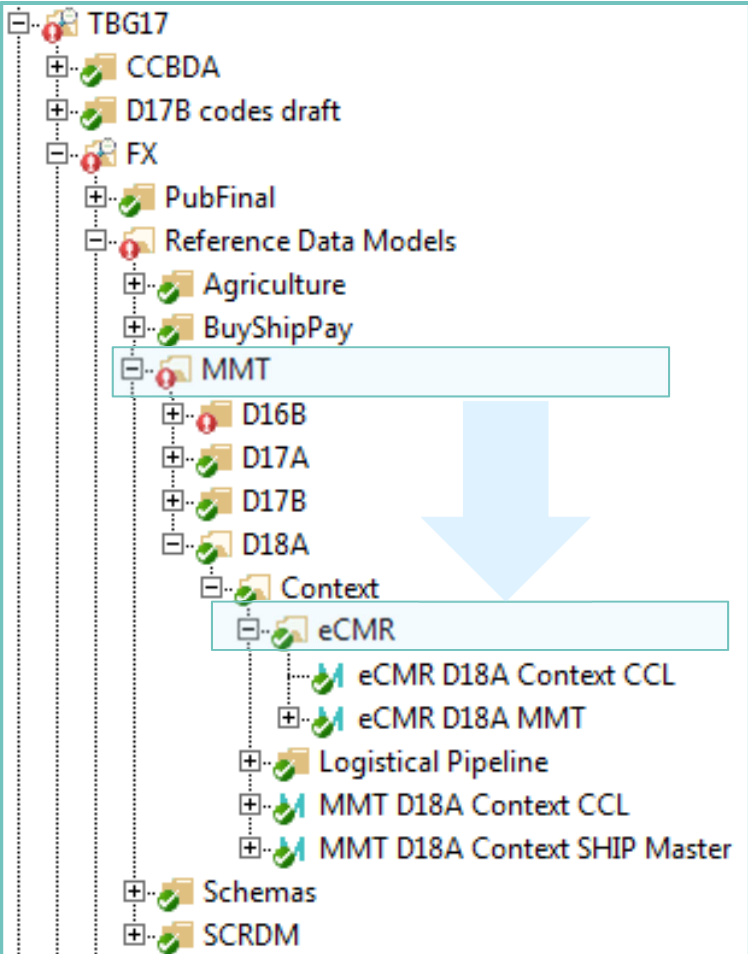
90% attributes are common to all transport modes

UN/CEFACT Core components

Out-of-the-box multi-modal

eFTI Electronic Freight Transport Information

eFTI is part of the "Third Mobility Package", proposed by the European Commission

- ❑ B2G: <u>obligation</u> of EU MS to accept electronic transport documents

- ❑ In a <u>machine readable data format</u>

- ❑ <u>harmonized across Europe</u>

- ❑ EU MS must ensure the <u>interoperability of IT systems</u>

Electronic Consignment dataset for road transport

Paris, Jan 2019

Identify scope and stakeholders

- Cargo receipt and digital signature process
- **B2G, integration border control**
- **EU eFTI dataset**
  - Access by vehicle registration
  - Manifest, movement of transport means
  - Reference to vehicle and driver registrations and licenses
- **Dangerous goods and E-Call**
- API Definition
  - Resources
  - Events/Milestones
- Alignment GS1
- Alignment OneRecord (IATA)
- Alignment MMT
- Alignment WCO/EUCDM

Autumn 2019

- Initial draft BRS e-CMR II, eFTI dataset for road transport
- Alignment of UN/CEFACT, OneRecord, WCO, GS1
- Invite stakeholders to commit