



Overview

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Convention on the Contract for the International Carriage of Goods by Road (CMR) (1956) and the Additional Protocol to CMR concerning the electronic consignment note (2008)

Objectives

To facilitate international road transport

... through a commonly agreed transport contract, including contract document and liabilities.

A consignment note is proof of the carriage contract between sender and carrier and is valid in a court of law.

http://www.unece.org/fileadmin/DAM/trans/conventn/cmr_e_npdf_http://www.unece.org/fileadmin/DAM/trans/conventn/e-CMRe.pdf





1956 CMR: 55 CPs





1956 CMR

Overview

- Defines contract conditions
 - The contract document: the Consignment Note
 - The conclusion and performance of the contract of carriage
- Sets out rights and obligations of senders and carriers
- Sets carrier's liability limits in case of total or partial loss of goods or delay
- Sets the framework for claims and actions

Photo credit: IRU

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Eleven mandatory particulars of a consignment note



- 1. Date of the consignment note and the place at which it is made out
- Name and address of the sender
- 3. Name and address of the carrier
- 4. Place and date of taking over of the goods and the place designated for delivery
- 5. Name and address of the consignee
- Description in common use of the nature of the goods and the method of packing, and in case of dangerous goods, their generally recognized description
- 7. Number of packages and their special marks and numbers
- 8. Gross weight of the goods or their quantity otherwise expressed
- 9. Charges relating to the carriage (carriage charges, supplementary charges, customs duties and other charges incurred from the making of the contract to the time of delivery
- 10. Requisite instructions for Customs and other formalities
- 11. A statement that the carriage is subject, notwithstanding any clause to the contrary, to the provisions of this Convention



Liability of the carrier

- The carrier shall be liable for the total or partial loss of the goods and for damage thereto occurring between the time when he takes over the goods and the time of delivery, as well as for any delay in delivery.
- Carrier not liable if:
 - A wrongful act, neglect or instructions by the claimant
 - Inherent vice of the goods
 - Unavoidable circumstances and unpreventable consequences (force majeure)
 - Special risks inherent in some circumstances
- But no limit or exclusion of carrier's liability of the damage was caused by his willful misconduct or that of his agents.
- Definitions of delay and loss
- Sender is obliged to disclose to the carrier if the goods are dangerous and to enter this information on the consignment note. Sender is liable in the case of non-disclosure.



Calculation of compensation

- Compensation is calculated by reference to the value of the goods at the place and time at which they were accepted for carriage.
- Compensation shall not exceed 25 francs per kilogram of gross weight short. "Franc" means the gold franc weighing 10/31 of a gramme and being of millesimal fineness 900.
- For loss of goods: carriage charges, customs duties and other charges incurred in respect of the carriage of the goods shall be refunded in proportion to the loss sustained.
- In the case of delay: carrier's liability (if proven by claimant) shall not exceed the carriage charges.
- Higher compensation may be claimed where the value of goods or a special interest in delivery has been declared per articles 24 and 26.
- Articles 24 and 26 relate to the payment of a surcharge by the sender for the value of goods exceeding the "compensation formula".
- Claimant may claim interest on compensation payable at 5 percent per annum.



1978 Protocol to the CMR Objectives

- Facilitates financial compensation foreseen in CMR
- Compensation shall not exceed 8.33 units of account per kilogram of gross weight short
- Introduces the possibility to use the IMF Special Drawing Rights (SDR)
- SDR 1 = approx \$1.40, SDR 8.33 = approx \$11.70
- Defines the conditions for conversion of the SDR unit into the national currency for IMF member States and non-IMF member States



1978 Protocol: 44 CPs





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.





Explanatory memorandum to the e-CMR

The object of the additional Protocol to the CMR is therefore to authorise, for road transport, in the model of other existing conventions in the field of transport, the electronic consignment note by means of processes used for the recording and electronic processing of data.

However, it is essential that in legally contractual relations the best conditions for the protection and security of documents are offered to operators:

- the inalterability of the message, without the agreement of the parties, but also the possibility to change if there is agreement;
- understanding and acceptance of the message by the consignee;
- identification of the parties and security of the authentification of their signatures.

Source: ECE/TRANS/SC.1/2007/2

2008 e-CMR: 18 CPs







Developments over the 18 months

- 7 accessions/new CPs from Nov 2017 to Feb 2019
- Special SC.1 (Working Party on Road Transport) session on 4 April 2018:
 - Launch of the UN/CEFACT technical standards http://www.unece.org/cefact/brs/brs_index.html
 - Contracting Parties discussing how to operationalize the e-CMR
 - http://www.unece.org/fileadmin/DAM/trans/doc/2018/sc1/ECE-TRANS-SC1-S-398-e .pdf
 - Presentations from the Netherlands, CIT, IRU, UNCITRAL and Secretariat
 - http://www.unece.org/trans/main/sc1/special_session_5.html



At SC.1's 113th session

- Guidance note on the legal aspects of the e-CMR http://www.unece.org/fileadmin/DAM/trans/doc/2018/sc1/E CE-TRANS-SC1-2018-1e_01.pdf
- Benelux project documents (SC.1/2018/3, SC.1/2018/4, Informal document Nos. 2, 3 and 4)
 http://www.unece.org/trans/main/sc1/sc1doc_2018.html
 http://www.unece.org/trans/main/sc1/inf113.html
- Discuss technical questions regarding the implementation of the e-CMR

http://www.unece.org/fileadmin/DAM/trans/doc/2018/sc1/ECE-TRANS-SC1-2018-2e_01.pdf



Guidance Note on legal aspects of e-CMR

http://www.unece.org/fileadmin/DAM/trans/doc/2018/sc1/ECE-TRANS-SC1-2018-1e 01.pdf

- Accession (art.7)
 - 'a signatory to or contracting party to CMR and member of ECE or have consultative status'
- Scope and effect of the electronic consignment note (ECN) (art.2)
- Authentication of the ECN (art.3)
 - 'Reliable electronic signature'
- Conditions for the establishment of the ECN (art.4)
 - 'same particulars as CMR... procedure... shall ensure integrity of the particulars... from the time when it was first generated...make it possible to detect ..any supplement or amendment..."
- Implementation of the ECN (art.5)
 - 'parties interested in the performance of the contract of carriage shall agree on the procedures and their implementation...'
- Documents supplementing the ECN (art.6)
 - Sender to furnish carrier with 'documents referred to in Article 6, para 2(g) and Article 11 of the CMR...'



Technical considerations for Contracting Parties (1)

•e-CMR:

- -silent on technology
- Gives parties flexibility to choose methods of implementation
- Guidance from other international instruments related to digitalization:
 - -UNCITRAL Model Law on Electronic Transferable Records, 2017
 - -Proposal for a Regulation of the European Parliament and of the Council on electronic freight transport information (May 2018)



Technical considerations for Contracting Parties (2)

- Range of technology/platforms:
 - -Restricted-access national registry
 - -Blockchain (distributed ledger) technology:
 - Permissioned (Singapore Govt's Open Trade Blockchain)
 - Public (Bitcoin)
- Pilot projects involving e-CMR:
 - -EU's AEOLIX (Architecture for European Logistics Information Exchange)
 - -BENELUX
 - -Others?



Thank you

Rebecca Huang UNECE Sustainable Transport Division

> 8-14, Avenue de la Paix CH-1211 Geneva 10 Switzerland

Phone: +41 22 917 5964

Fax: +41 22 917 0039

Email: rebecca.huang@unece.org