



Ministry of Infrastructure and the  
Environment

# The use of e-CMR in The Netherlands and in the Benelux

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20 October 2017

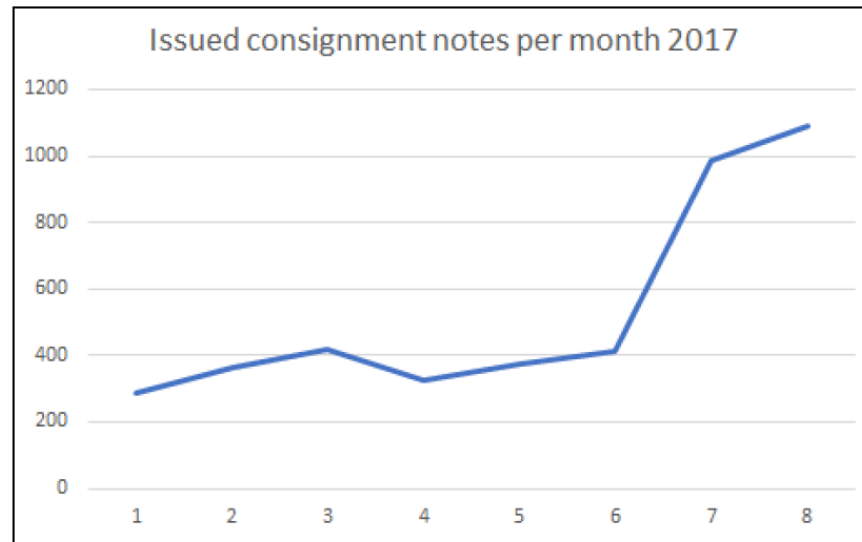


- Financials: reduction of handling costs
  - Faster administration (reduced data entry, no paper handling, etc.)  
NIWO/TLN study Netherlands: 4.5 € admin saving per CMR
  - Faster invoicing
  - Reduction of delivery and reception discrepancies
- Transparency and traceability
  - Data accuracy
  - Control and monitoring of the shipment
  - Real-time access to the information & proof of pick-up and delivery
- Legal compliance; secure and legal signatures
- Integration with other services, e.g. customs and fleet management; Customs, Excise and VAT reporting
- Increased overall logistics efficiency (less fuel, less CO2, ...)
- Better information available for incident management
- Essential enabler for e-freight (multi-modal air cargo)



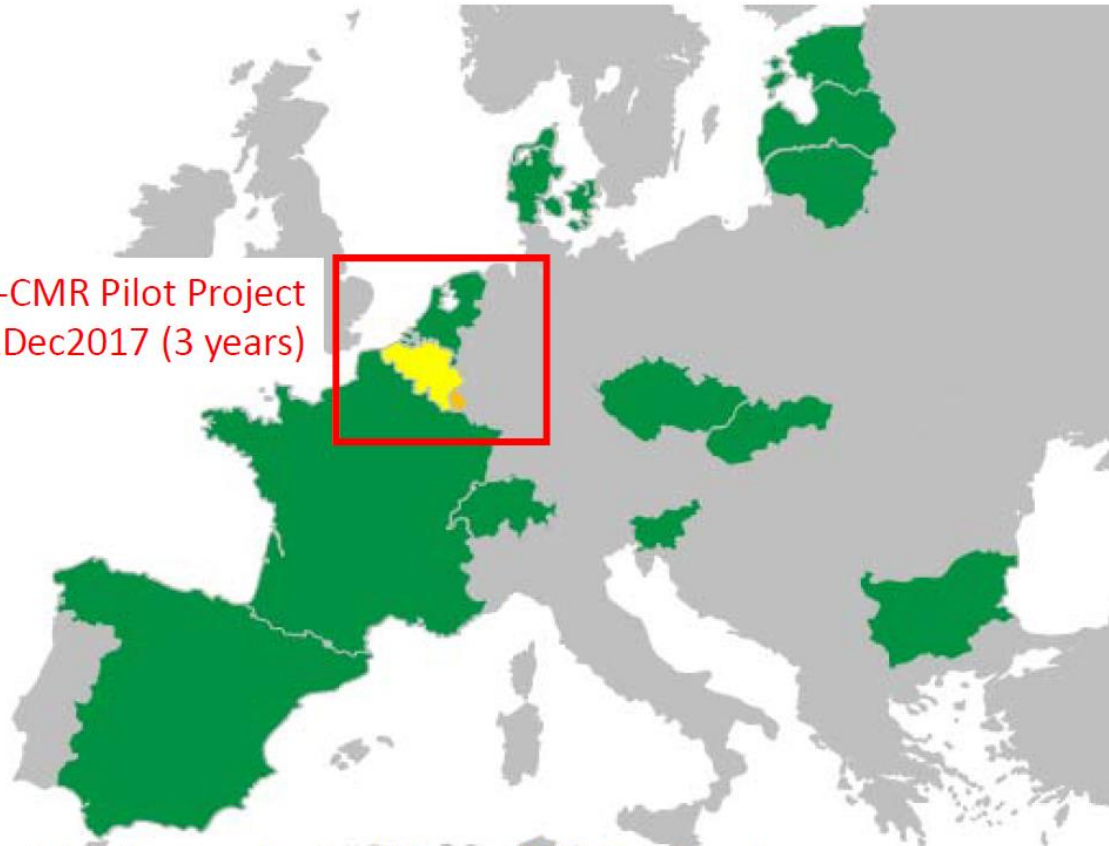
## Results sofar

- 20+ customers use TransFollow
- 250.000+ TransFollow Waybills sold
- 15+ cases, technical development
- 50+ cases in scope within 6 months
- Head start in retail, construction and agricultural sector





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



12 countries have adopted the e-CMR Protocol  
Bulgaria, Czech Republic, Denmark, Estonia, France, Latvia, Lithuania,  
Slovakia, Slovenia, Netherlands, Spain and Switzerland



The CMR Convention (1956) also makes it mandatory to use a paper consignment note, unless countries have joined the convention's e-protocol (2008).

The e-protocol stipulates that it is possible to use an electronic consignment note for international road haulage.

If two bordering countries have ratified the e-protocol, road haulage is possible between them by carrying an accompanying electronic consignment note. As soon as the electronic consignment note meets the requirements of the e-protocol, it is regarded as equivalent to the paper version and has the same evidentiary value and the same effects.



## 2008 e-cmr protocol:

- NL signed and ratified
- B signed, not ratified
- Lux signed and ratification procedure started

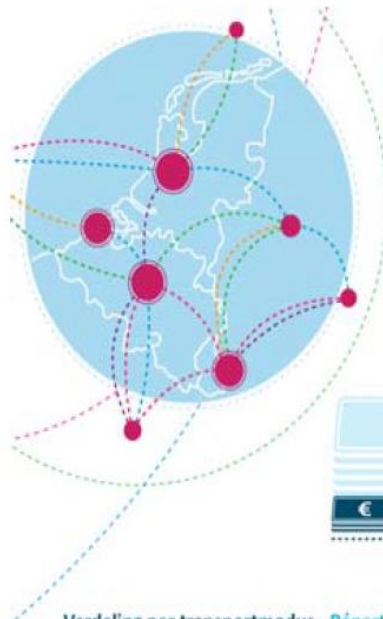
In this situation cross border use of e-cmr within Benelux is not possible

**Goal:** examine, on a crossborder level, if an e-cmr can be as reliable and safe as the paper consignment note for public control purposes

Results can also be used on a broader level than Benelux



## BENELUX ALS TOEGANGSPOORT VOOR EUROPA LE BENELUX COMME PORTE D'ACCÈS À L'EUROPE



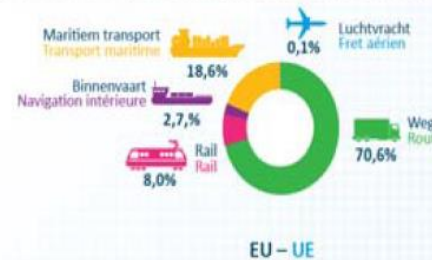
Binnen de EU staan de Benelux-landen in voor:  
Au sein de l'UE les pays Benelux sont responsables pour:



### Verdeling per transportmodus - Répartition modale



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www.benelux.int - oktober - octobre 2016

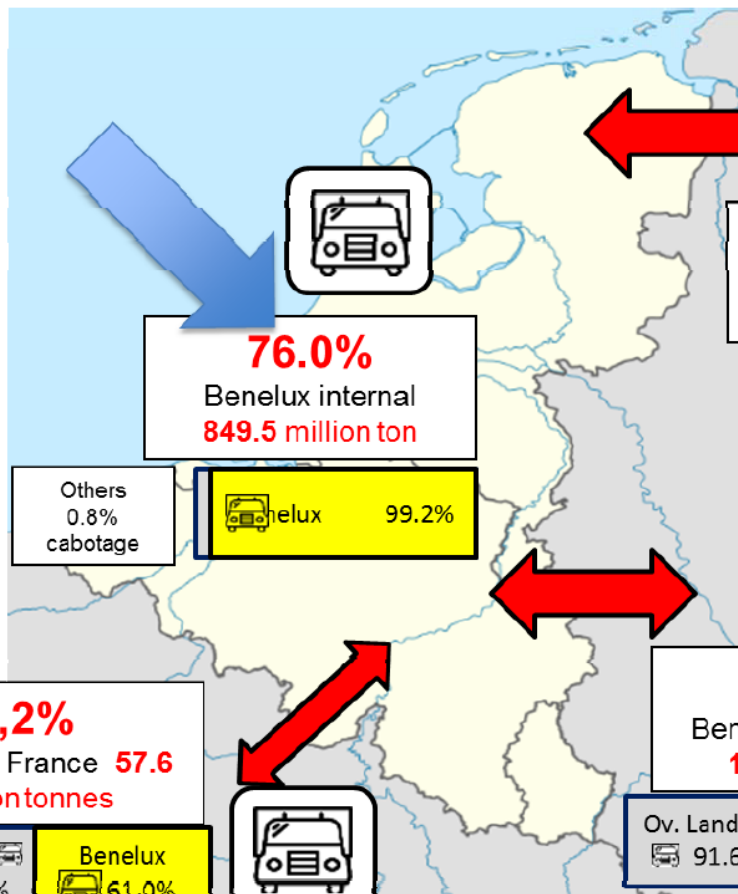
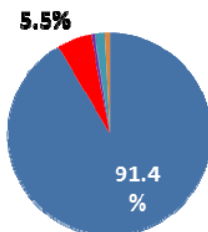




**1,118 million tonnes in 2013**

**Benelux internal road transport 849.5 million tonnes**

91.4% national in 3 countries  
 5.5% NLD (76%) - BEL (24%)  
 0.6% BEL (20%) - LUX (80%)  
 0.1% LUX (33%) - NL (67%)  
 1.5% cabotage intra-Benelux  
 0.8% cabotage other countries



**76.0%**  
 Benelux internal  
 849.5 million ton

Others  
 0.8%  
 cabotage

Benelux 99.2%

**9.6%**  
 Benelux – Germany  
 107.1 miljoen tonnes

Germany 40.2%  
 Benelux 59.8%

**9,3%**  
 Benelux – other countries  
 104.1 million tonnes

Ov. Landen 91.6%  
 Benelux 8.4%

**5,2%**  
 Benelux - France  
 57.6 million tonnes

France 39.0%  
 Benelux 61.0%

Bronnen: Eurostat, Statoc, CBS, Statbel 2015





# Benelux pilot e-cmr

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- Start: december 1<sup>ste</sup> 2017
- Duration: 3 years
- Range:
  - transport between Benelux-countries
  - national transport, incl. cabotage



# Requirements concerning e-cmr

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- unique number
  - LU xxxxxxxxx ABC
  - NL
  - BE
- digital signature (cfm. e-cmr protocol)
- accessible and 'downloadable' for all contracting parties
- must contain same information as paper cmr



# Software providers (SP)

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To be admitted to the pilot, a SP has to prove that his technology complies with e-cmr protocol requirements (art.1-6)

An admitted SP notifies within 3 months any changes to his system



# Software providers (SP)

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- SP reports to the competent authority each transporter, sender/commissionair to whom he makes his technology available
- SP maintains list of all e-cmr's produced with his technology and communicates this list to the competent authority



## Use of e-cmr

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- The Benelux countries accept the e-cmr as a valid alternative for the paper cmr within the context and requirements of the pilot as far as it:
  - complies with art. 1-6 of the e-cmr protocol
  - was produced by a party located in the Benelux with the technology of an admitted provider
  - is used by a reported user



# Protection of data

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## The public authority

- Is only allowed to use the received data for the purpose of the pilot
- Is not allowed to communicate these data to public authorities that are not involved in the pilot
- Has to respect the national and European regulation concerning privacy