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UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

UNITED NATIONS CENTRE FOR TRADE FACILITATION
AND ELECTRONIC BUSINESS (UN/CEFACT)

**BUSINESS REQUIREMENTS SPECIFICATION
(BRS)**

eCMR

Approved: UN/CEFACT Bureau _____

Version: 0.1

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Phase	Status	Date Last Modified
	Initial	2016-12-30

Change Log

Date of Change	Version	Paragraph Changed	Summary of Changes
2016-12-30	0.1	initial	

2 Preamble

Rules for transporting goods internationally are covered by the United Nations Convention for the carriage of goods, known as the CMR (Convention relative au contrat de transport international de Marchandises par Route). This Convention has been ratified by most European states, as well as several other countries. Goods companies, drivers and those receiving shipments use a CMR consignment note, which presents information about the shipped goods and the transporting and receiving parties. Until recently, CMR notes were only in paper form, and IRU is now advocating for a move to an electronic format.

In February 2008, a protocol was added to the CMR Convention, which requested that CMR could be managed electronically, via 'e-CMR'. This protocol entered into force on 5 June 2011, and so far, nine countries have ratified this new electronic system. These include Bulgaria, Czech Republic, Denmark, Latvia, Lithuania, Netherlands, Slovakia, Spain and Switzerland. Several other countries initiated the process to ratify the e-CMR Convention.

3 References

The CMR and e-CMR Conventions

- Convention on the contract for the international carriage of goods by road (CMR)
- Additional protocol to the convention on the contract for the international carriage of goods by road (CMR) concerning the electronic consignment note
<https://www.unece.org/fileadmin/DAM/trans/conventn/e-CMRe.pdf>

The UN/CEFACT MMP Multi Modal Transport Reference Model

- Cross-Border Multi-Modal Transport Project Proposal and BRS
- International Freight Forwarding BRS
- UN/CEFACT Modelling Methodology (UMM) v2.0
- UN/CEFACT Core Component Technical Specification v2.01 (CCS ISO15000-5)
- UN/CEFACT Core Component Library D15B
- United Nations Trade Data Elements Directory (ISO 7372)
International Organization for Standardization (ISO TC154)

4 Objective

The objective of this document is to standardize the business processes, the business transactions and the information entities of the Electronic Road Consignment Note (e-CMR) for international and national transportation of goods by road, in order to make sure that all future solutions will have a common language in order to interoperate in a secured way.

5 Scope

The additional protocol to the convention on the contract for the international carriage of goods by road (CMR) concerning the electronic consignment note has been entered into force on 5 June 2011.

The e-CMR protocol has been ratified by numerous countries of European Union thus allowing performing road carriage of goods by road on their or through their territories with the use of electronic consignment note.

The project scope is to standardize and harmonize messages relates to electronic road consignment note (e-CMR) to be exchanged between the actors of a supply chain. An electronic message representing the e-CMR shall be designed as an electronic contract of carriage of goods by road in accordance with the provisions of the above-mentioned protocols.

Furthermore, the implementation of standardized electronic consignment note messages may facilitate further interactions with other modes of transport and with national public administrations.

The following diagram shows in details the various parties, involved in in the transportation of goods by road and the interactivity between them with regards to the messages which need to be exchanged.

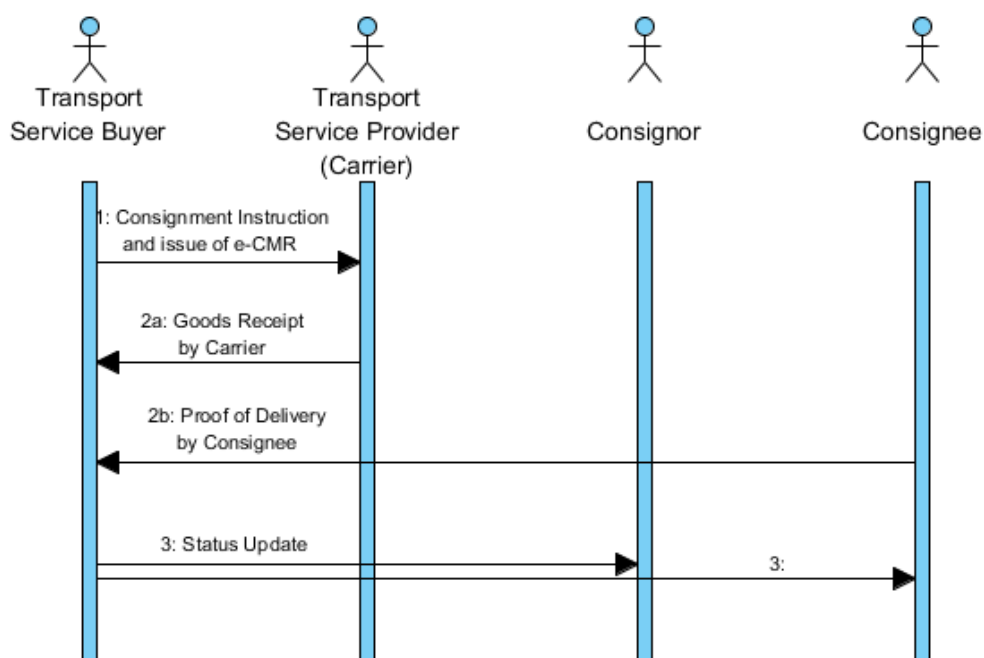


Figure 1 – e-CMR Sequence Diagram

6 Business Requirements

6.1 Business Requirements Lists

Evgeniya will check this section to see that is needed

Number	Business Requirement	Use Case
A1	The e-CMR is a contract between the transport services provider and the carrier that has the same legal binding as the paper version	Consignments instructions and issuing of e-CMR
A2	The e-CMR includes up to 4 different signatures as specified in the Geneva e-CMR convention, (transport service provider, the carrier, the consignor and the consignee)	Issuing of e-CMR
A3	The e-CMR must enable to record the receipt of the goods by the carrier from the consignor, including any discrepancies between the goods received versus the consignment instruction that were received	Goods movement
A4	The e-CMR must enable to record the proof of the delivery of the goods by the carrier to the consignee and report any damages or discrepancies between the goods delivered versus the consignment instruction	Goods movement
A5	The e-CMR specification should standardise the status reporting between all parties involved	Status reporting

Figure 2 – Business requirements and key business information in a numbered list

Number	Data Requirement Statement
D1	The e-CMR specification should provide interoperability with the UN/CEFACT multi-modal transport reference model (MMT)
D2	The e-CMR specification should provide interoperability with the IATA e-Freight specification
D3	The e-CMR specification should provide generic data interoperability with standard ERP and TMS (Transport Management Systems)

Figure 3 – Data Requirement Statement

6.2 Definitions Business Terms

Transport Service Contract	Definition
Transport Services Buyer (Consignor or Consignee)	The buyer of transport services as stipulated in a contract of carriage by road (e-CMR).
Transport Services Provider (Carrier)	The provider of transport services as stipulated in a contract of carriage by road (e-CMR).
Consignor	The party consigning goods as stipulated in a contract of carriage by road (e-CMR).
Consignee	The party receiving a consignment of goods as stipulated in a contract of carriage by road (e-CMR).
Carrier / subsequent carrier	The party which provides transport services.
Dispatch place	The party where goods are collected or taken over by the carrier. Operational term is 'Pick-up Place'.
Delivery Party	The party to which goods should be delivered by the carrier. Operational term is 'Place of Positioning'.
Contract of carriage by road (e-CMR)	Means a contract in which a transport company, against the payment of freight, undertakes to carry goods from one place to another.
Consignment	A consignment is a separately identifiable collection of Consignment Items (available to be) transported from one Consignor to one Consignee as specified in one single e-CMR.

6.3 Business Requirements View

The BRS for Electronic Road Consignment Note (e-CMR) is included in the 'Ship' part of the International Supply Chain Model.

6.3.1 Use Case: Consignment instructions and Issuance of e-CMR

Actors	Transport Service Buyer Transport Service Provider
Description	The Transport Service Buyer or Transport Service Provider prepares and issues an e-CMR for the transport of a consignment.
Pre-condition	<p>The Transport Service Buyer has a consignment to be transported by road and knows the type of means of transport required for its transportation. The consignment has been or will be loaded into one or more specific pieces of transport equipment.</p> <p>The Transport Service Provider has space available on a specific means of transport.</p> <p>The Transport Service Buyer and the Transport Service Provider have a relationship.</p> <p>The Transport Service Buyer has ordered transportation from the Transport Service Provider.</p>
Post-conditions	An e-CMR issued by the Transport Service Buyer or by the Transport Service Provider to be used during the movement of the goods.
Scenario	The Transport Service Buyer provides the detailed instructions and either the Transport Service Provider or the Transport Service Buyer issues an e-CMR for the transport of a consignment.
Remarks	

6.3.2 Use Case: Movement of the Goods

Actors	Carrier, Consignor, Consignee
Description	<p>The carrier picks up or receives the consignment from the Consignor, validates the correctness of the information in the e-CMR and states remarks on consignment condition if applicable.</p> <p>The carrier and consignor sign the e-CMR.</p> <p>Then, the carrier moves consignment and delivers it to the Consignee.</p>
Pre-conditions	The consignment is available to be transported from the Consignor.
Post-conditions	<p>The consignment is delivered to the Consignee.</p> <p>The Proof of Delivery is provided by the Consignee to the Carrier.</p>
Scenario	<p>The Carrier picks-up or receives (acceptance / Take over) the consignment from the Consignor, takes over the consignment from the Consignor and if necessary receives additional documentation to be transported with the consignment. The Consignor may inform the Consignee of the dispatch of the consignment.</p> <p>The carrier moves the consignment, delivers it to the Consignee and collects the Proof of Delivery from the Consignee.</p> <p>The Consignor receives electronic confirmation of the receipt of the consignment by consignee.</p>
Remarks	Pick-up means a consignment is collected or taken over by the carrier.

6.3.3 Use Case: Consignment status reporting

Actors	<p>Transport Service Buyer</p> <p>Transport Service Provider</p> <p>Notify party (not being the Transport Service Buyer)</p>
Description	<p>Upon each consignment status change, the Transport Service Buyer or the Notify party is informed.</p>
Pre-condition	<p>An e-CMR exists between the Transport Service Buyer and the Transport Service Provider.</p> <p>The Transport Service Provider will pick-up or receive, move and deliver the consignment.</p> <p>The status of the consignment during its movement is reported.</p>
Post-conditions	<p>The consignment has been delivered.</p> <p>All statuses of the consignment during its movement have been reported.</p>
Scenario	<p>The status report is sent upon the following events:</p> <ul style="list-style-type: none"> • Upon issuance of e-CMR • Upon consignment pick-up • Upon consignment delivery to consignee
Remarks	<p>The status report is sent automatically via e-CMR solution.</p>