# Road transport digitalisation: background to existing waybills





# Analysis of current working method for paper waybills for the digitalisation of processes

# The existing paper waybills for road transport combine several purposes:

- the waybill gives instructions to the carrier
  - is part of the transport contract
- the waybill provides information about the cargo
  - relevant for the carrier and government inspectors
  - relevant for the consignee
- the waybill details the **transfer of liability** between sender, carrier and consignee for this shipment

- the waybill is proof of delivery
  - part of the contract of sale of the goods for sender and buyer
  - part of the transport contract between sender and carrier
- the waybill provides information for inspecting authorities
  - about the shipment
  - about the (combined) transport

This document aims to provide insight into those objectives, how the data in the fields relates to them, and what the duties of the parties are. Understanding this background will help when designing digital variants of waybills.

## **Underlying legislation**

The underlying legislation imposes minimum obligations, which are actively monitored and enforced: they may vary from country to country. Depending on the cargo, there may be all kinds of additional requirements for the documentation: for instance, for hazardous substances. Legislation on professional transport can also result in additional requirements.

## Other legislation

Other legislation falls under in rem jurisdiction. This is not actively monitored: it is designed to streamline business transactions and to serve as a reference in conflicts before the courts. A CMR convention falls under that category. General conditions that are widely accepted, such as the General Transport Conditions (AVC) in the Netherlands serve the same purpose. As with other business agreements, the parties may agree further arrangements bilaterally.

Transport is a consequence of trade. In the terms of delivery of a purchase agreement, the buyer and seller agree who will transport the shipment. The waybill sets out many of the arrangements around the transportation of the shipment, as part of the delivery.

# From paper to digital

At a time when paper documents were all there was, it made perfect sense for the carrier to also carry the information, including all the information for which the sender is responsible. In a digital age, buying and selling are increasingly taking place digitally, and the carrier's role reverts to its core: transporting a shipment from origin to destination. For the carrier, the main issue then becomes the transfer of liability: from the moment of loading the shipment to releasing the shipment to the consignee. Inspectors need to be able to perform checks, including alongside truck.

Developing new digital forms that serve all the underlying goals will require a number of further steps. If you want to introduce innovations you can, but that does require a good knowledge of the applicable law. This document aims to provide insight into existing practices and legislation.

#### Note

the (legal) information in this document is for information purposes only and provides an impression of the legal issues. No rights may be derived from the content.

#### WAYBILL

#### DOMESTIC ROAD TRANSPORT: COMMERCIAL USE.

The waybill combines several purposes: it is part of the transport contract and sets out instructions, points in time at which liability is transferred, details of cargo and proof of delivery. The widely used General Transport Conditions (AVC) 2002 are general conditions for the transport contract. Further specific arrangements can be made in the transport contract.



#### CMR

#### CROSS-BORDER ROAD TRANSPORT: BUSINESS USE.

The waybill combines several purposes: it is part of the transport contract and sets out instructions, points in time at which liability is transferred, details of cargo and proof of delivery. The CMR convention establishes general conditions for the transport contract that are applicable across borders. Further specific arrangements can be made in the transport contract.

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#### **WAYBILL**

#### MINIMUM REQUIREMENTS FOR DOMESTIC ROAD TRANSPORT

Minimum requirements according to the Netherlands Civil Code Book 8 and Road Transport of Goods Act NL: **domestic transport**. Depending on the type of cargo, other legal requirements may apply to documentation.



#### MINIMUM REQUIREMENTS FOR CROSS-BORDER ROAD TRANSPORT

Minimum requirements according to the Netherlands Civil Code Book 8 and Road Transport of Goods Act NL: **cross-border transport**. Depending on the type of cargo, additional legal requirements may apply to documentation for the purposes of checks. Cabotage legislation requires understanding of successive transport agreements.

		Sender Responsible party	Carrier Responsible party	Comments			Sender Responsible party	Carrier Responsible party	Comments
	Unique document no.			Not compulsory but very common.		Unique document no.			Source is the party that prepares a CMR, with country code and party/provider identification in the code.
1	Transport customer				1	Transport customer			code and party/provider identification in the code.
	name, address Transport customer	<b>⊘</b>				name, address Transport customer	<b>⊘</b>		
	country					country			
2	Addressee name, address	$\bigcirc$			2	Addressee name, address			
	Addressee					Addressee			
	country Delivery address					country Delivery address			
		<b>Ø</b>					<b>⊘</b>		
	Delivery address country					Delivery address country			
4	Acceptance address				4	Acceptance address			
	Acceptance					Acceptance			
	country Acceptance					country Acceptance			
	date					date	<b>V</b>		
	Attached documents customs					Attached documents customs			Only for customs goods.
	Attached documents packing list					Attached documents packing list			
	Attached documents					Attached documents			
	invoices Attached documents					invoices Attached documents			
	health cert.					health cert.			
	Attached documents other					Attached documents other			
6	Brands				6	Brands			
	Numbers					Numbers			
7	Number of colli				7	Number of colli			
							<b>⊘</b>		
	Packaging type					Packaging type			
9	Nature of the goods				9	Nature of the goods			
	ADR code			Can be listed in separate annex.		ADR code			Can be listed in separate annex.
10	Statistical number				10	Statistical number			Goods code from the Combined Nomenclature
	Gross weight					Gross weight	V		(CN).
	-	<b>Ø</b>							
12	Volume in m <sup>3</sup>			Alternative in the absence of gross weight.	12	Volume in m <sup>3</sup>			Alternative in the absence of gross weight.
	Instructions					Instructions			
	time window Instructions					time window Instructions			
	pallet exchange Instructions					pallet exchange Instructions			
	contact person					contact person			
	Instructions other (e.g. temperature)					Instructions other (e.g. temperature)			
14	Carriage paid/				14	Carriage paid/			
	non-carriage paid Cash on delivery					non-carriage paid Cash on delivery			
	Carrier					Carrier			
	name, address		Ø			name, address		<b>Ø</b>	
	Carrier country					Carrier country			
17	Successive carrier(s)				17	Successive carrier(s)		<b>⊘</b>	
	name, address Successive carrier(s)					name, address Successive carrier(s)		<b>⊘</b>	
	country Carrier's reservations			Driver notes any discrepancies on acceptance and/or		country Carrier's reservations and			Driver notes any discrepancies on acceptance and/or
	and comments		<b>⊘</b>	reports reason if consignment cannot be checked.		comments		<b>⊘</b>	reports reason if consignment cannot be checked.
	Special arrangements					Special arrangements			
20	Amount payable				20	Amount payable			
21	Drawn up at place, date				21	Drawn up at place, date	<b>⊘</b>		
22	Sender				22	Sender			
	signature	<b>Y</b>				signature Sender			
	Sender stamp	$\checkmark$				stamp	$\bigcirc$		
	Carrier signature					Carrier signature		<b>⊘</b>	
	Carrier					Carrier		<b>(</b>	
	stamp Carrier					stamp Carrier		<b>⊘</b>	
	vehicle registration Consignee					vehicle registration Consignee			
	signature		<b>V</b>			signature			
	Consignee print name in capitals					Consignee print name in capitals		$\bigcirc$	
	Consignee					Consignee		Ø	
	stamp NIWO code			Required under other legislation		stamp NIWO code			Required under other legislation
	<b>✓</b> Mandatory	Mandatory if applic	able	✓ Note:					



not required by the Netherlands Civil Code Book 8 or Road Transport of Goods Act NL. This means that the inspecting authorities in the Netherlands do not enforce this. This may be different for the CMR abroad. Field may have commercial importance (private law). The CMR Convention provides the secure basis for CMR: innovation is possible but requires knowledge.



sibility / In te vullen onder de verantwoordelijkheid Verantwortung des Absenders version 7.0 28/01/19 model IRU To be completed in the sender's responsi van de afzender / Auszufüllen unter der <sup>1</sup>

[SENDER]

Signature et timbre de l'expéditeur / Sender's signature and stamp / Unterschrift und

Stempel des Absenders

[CARRIER]

Signature et timbre du transporter / Carrier's signature and stamp / Unterschrift und Stempel des Frachtführers

[CARRIER]

Signature et timbre du destinataire / Addressee's signature and stamp / Unterschrift und Stempel des Empfängers