

Date:	Activity:
01.07.2019	Project start date
30.09.2019	Applications are submitted for evaluation
31.10.2019	The prototype is chosen for further development
31.01.2020	Public procurement started
31.03.2020	Public procurement successfully ended
31.08.2020	Prototype is ready
30.09.2020	Project end-date

The prototype will be developed between **Estonia, Latvia, Lithuania and Poland**.

Leading partner:

- (Estonia) Ministry of Economic Affairs and Communications

Associative partners:

- (Latvia) Latvian Information and Communication Technology Association (LIKTA)
- (Lithuania) Lithuanian Information and Communication Technology Association (INFOBALT)
- (Poland) Polish Chamber of Commerce for Electronics and Telecommunications (KIGEIT)

Project website:

- <https://www.diginnoobsr.eu/diginno-proto>

Project managers:

- Inna Nosach, inna.nosach@mkm.ee
- Eva Killar, eva.killar@mkm.ee

e-CMR business case

Between the Baltics and Poland, thousands of shipments are made daily, all those shipments accompanied with information, documentation, licences and data relevant to

- cargo owners,
- transport companies and
- public authorities.

All accompanied data is aggregated as the CMR document which holds key information about the goods, the transporting and receiving parties and is relevant to both the business partners as well as the authorities to check the availability, validity of the documents and the information presented.

CMR document is bound to **CMR Convention²** which sets the mandatory rules for the data and documentation.

Until recently, the CMR documentation was only used in a form of paper, making it time-consuming as well as costly to process them. Along with the general trends in the EU, **the electronic format to the CMR - e-CMR - has been introduced.**

2. The United Nations Convention for the carriage of goods, short from Convention relative au contrat de transport international de Marchandises par Route.

DIGINNO-Proto

Project implementation period:
01.07.2019 - 30.09.2020

Project budget:
EUR 134 thousand
100% funded by the
Nordic Council of Ministers

DIGINNO-Proto project is supporting and continuing the project DIGINNO (Digital Innovation Network) activities.

DIGINNO project focuses specifically on promoting uptake of ICT in the business sector, developing innovative and interoperable digital public services and facilitating Digital Single Market related policy discussions on the Baltic Sea Region level.

There were 4 cross-border show-cases analyzed under DIGINNO project:



1. KYC



2. e-CMR

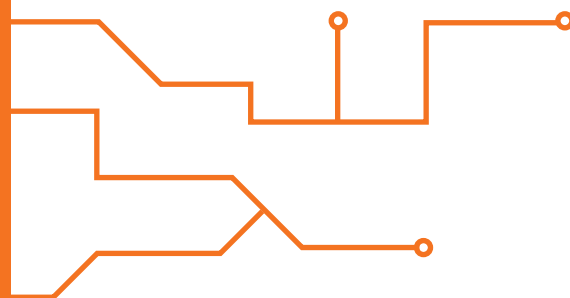


3. eReceipt



4. Business registration

DIGINNO-Proto project is initiated to conduct **prototyping** for DIGINNO show-cases in order to realize the Digital Single Market, where citizens, entrepreneurs and related data can seamlessly move across borders digitally.



DIGINNO-Proto project goal is to develop at least one working prototype of a cross-border e-service.

For this purpose, DIGINNO-Proto:

- Conducted a call for proposals and received two applications from e-CMR and KYC.
- By the end of the evaluation process, **the e-CMR prototype was selected for funding.**



e-CMR prototype

The prototype objective is to create an e-CMR indexing prototype for paperless international logistics. It aims to allow controlling institutions to check the availability of CMR transport documents of the foreign carriers driving through their territory in a secure and trustful way.

The project partners will develop a common international indexing scheme. Using indexing service and the indexing number, the appointed government institutions and controlling institutions of the involved country will be able to see where the e-CMR is stored and receive agreed available data.

With an average of 5 copies of each document per shipment not printed anymore about 8 billion sheets of paper would be saved, or the equivalent of 900 thousand trees annually.

Road transport operators, 99% of which are SMEs, are expected to benefit of about 60% of all industry administrative costs savings if use electronic documents throughout the supply chain.¹

¹ European Commission, COM (2018) 279 final