

CMR Convention Road Consignment & Freight Protocol Guide

The 1956 Geneva CMR Convention governs international carriage of goods by road, establishing mandatory statutory boundaries concerning consignor, carrier, and consignee responsibilities across signatory states.

1. Carrier Statutory Liability & The 8.33 SDR Limitation

Under Article 23(3) of the CMR Convention, compensation for cargo loss or physical damage is capped strictly at **8.33 SDR (Special Drawing Rights) per gross kilogram** of missing or deteriorated goods.

Essential Risk Notice: Carrier CMR liability insurance does not cover commercial invoice value! For instance, a 500 kg shipment valued at \$50,000 suffering total destruction yields a maximum statutory recovery of approximately **4,165 SDR (~\$5,500 USD)**. Shippers must independently procure **Marine Cargo Insurance (All Risks)**.

2. Cargo Claims & Statutory Notice Periods (CMR Article 30)

Loss Category	Statutory Notice Window	Required Formalities	Legal Precedence
Apparent (Visible) Damage	Immediately at physical delivery	Written reservation endorsed directly onto CMR consignment note	Failure to endorse creates prime facie presumption of sound receipt
Concealed (Internal) Damage	Within 7 days of delivery (excluding Sundays/public holidays)	Written formal claim dispatched to carrier via registered mail	7-day limitation is strict; claims are permanently barred thereafter
Transit Delay	Within 21 days of goods arrival at consignee disposal	Written formal reservation letter	Compensation strictly capped at the total agreed carriage freight charge

3. Mandatory CMR Consignment Note Data Elements (Article 6)

- Date and place of consignment note issuance.
- Names and registered operational addresses of Consignor, Carrier, and Consignee.
- Place and date of cargo receipt, alongside designated final place of delivery.
- Commodity description, packaging type, package count, gross weight, and serial marks.
- For hazardous freight: exact ADR hazard class and 4-digit UN identification numbers.