

**INTERNATIONAL TRANSPORT FORUM
TRANSPORT MANAGEMENT BOARD**

Group on Road Transport

Notice for information about the recording of trips in the ECMT Digital System

This document is presented under Draft Agenda Item 12 of the meeting of the Group to be held on 12-13 February 2026 in Paris.

JT03579628

Background

On 1 January 2026, the ECMT Digital System (ECMT DS) entered into force. All trips performed under the ECMT licences are now inserted in the platform and the documents of the licence and the logbook are generated and controlled directly in the system.

After the first weeks of the implementation, the ITF Secretariat noticed that for the same operation or action different ways to insert the data in the system were used.

This notice is presented to standardize the introduction of trips or information in the system. some specific cases were identified.

Proposal for the Group

The Group on Road Transport is invited to take notice of the document and communicate the common practices to the interested parties in their countries.

CASE 1: Recording loading/unloading points for multimodal operations

Where cargo is transported via multimodal platforms (including, for example, RO-RO services, special terminals, and trailer/semitrailer terminals) and a road leg is performed under an ECMT licence, whether at the start of the journey or as a continuation of the journey, and whether performed by the same or a different road vehicle/operator, the loading and unloading locations to be entered in the ECMT DS for that road leg should correspond to the actual physical place where the cargo is loaded onto the road vehicle and the actual physical place where it is unloaded from the road vehicle for that leg.

Accordingly, the ECMT DS entries should reflect the operational reality of the road transport leg and should not be determined solely by the origin/destination information indicated in the CMR consignment note where that information relates to the overall multimodal transport chain. This is in line with the provisions of the ECMT Guide points 4.1 and 4.2.

Example 1

According to the CMR, the goods are transported from country A to country B. The cargo is transported from country A to country by Ro-Ro and then by road from country C to country B under a ECMT licence.

In the ECMT DS, this operation should be recorded as:

LOADING PLACE: country C.

UNLOADING PLACE: country B.

Example 2

According to the CMR, the goods are transported from country A to a country outside the ECMT. However, the cargo is carried out until a terminal in country B before going to the final destination.

In the ECMT DS, this operation should be recorded as:

LOADING PLACE: country A.

UNLOADING place: country B (terminal).

CASE 2: Recording of the weight

The ECMT User Guide 2026 does not specify how many decimals should be recorded in the ECMT DS for the weight. The system allows the recording of three decimals. However, rounding at one decimal should be accepted.

The accepted rounding is detailed below:

- 0.99 ton → 1.0 ton or 0.9 ton
- 5 kg → 0.005 ton
- 23.345 ton → 23.3 ton
- 14.578 ton → 14.5 ton or 14.6 ton

CASE 3: Mistakes in the recording of information

If some information is wrongly entered, there is no possibility to delete it unless some specific cases. If the haulier manager wants to correct some information, they should add a special remark to correct the mistake. Control officers are asked to check the information in the special remark before proceeding with the punishment of infringements.