

CMR consignment note: how to fill it in without mistakes

The key document of international road haulage. Who issues it, what goes into each box, and which mistakes most often lead to disputes and delays at the border.

A4 · 3 pp. **Carriers, forwarders** **KG ⇌ RU**
format for route

1 What a CMR is

A **CMR** (international consignment note) confirms the contract for the international carriage of goods by road. Its form and rules are set by the **Convention on the Contract for the International Carriage of Goods by Road (CMR, Geneva, 1956)**.

The Convention applies when goods are carried for reward and the places of loading and delivery are in two different countries, at least one of which is a party to the Convention. Russia and Kyrgyzstan are both parties, so on the KG ⇌ RU route a CMR is issued for every shipment.

3 originals

The Convention minimum: one for the sender, one for the consignee (travels with the goods) and one for the carrier. In practice 4–5 copies are often printed.

1 year

General limitation period for claims arising from carriage under the CMR (3 years in case of wilful misconduct or equivalent default).

2 Who fills it in and signs

- **The sender** is responsible for the cargo details: description, number of packages, weight, attached documents and instructions (boxes 1–15).
- **The carrier** enters its own details, the vehicle details and reservations about the condition of the goods when taking them over (boxes 16–18, 23, 25–26).
- **The consignee** confirms receipt with a signature and stamp and, if needed, makes reservations (box 24).

3 CMR boxes: what to enter

BOX	WHAT TO ENTER	COMMENT
1	Sender	Name, address, country. Must match the contract and the invoice.
2	Consignee	Full name and address of the consignee in the country of destination.
3	Place of delivery	City, country, exact warehouse address.
4	Place and date of loading	Where and when the carrier actually took over the goods.
5	Documents attached	Invoice, packing list, certificates – with numbers and dates.
6–9	Goods	Marks, number of packages, method of packing, description of goods.
10	Statistical number	HS code, if required.
11–12	Gross weight and volume	Check against the packing list – mismatches often lead to claims.
13	Sender's instructions	Temperature regime, customs and other instructions.
15	Payment terms	Who pays for the carriage: the sender or the consignee.
16–17	Carrier	The carrier and any successive carriers.
18	Carrier's reservations	Remarks on the condition of the goods and packaging at loading.
21–23	Established in, signatures	Place and date, signatures and stamps of the sender and the carrier.
24	Goods received	Consignee's signature and stamp, date, reservations on delivery.
25–26	Vehicle	Registration numbers of the tractor and trailer, make.

4 Common mistakes

☐ Weight and number of packages differ from the packing list

This is the first thing checked at the border and on delivery. Weigh and count at loading.

- ☐ **Box 18 left empty although the packaging is visibly damaged**
Without a reservation the goods are presumed to have been taken over in good condition.
- ☐ **Uncertified corrections**
Every correction must be certified by the signature (and stamp) of the party that made it.
- ☐ **Attached documents not listed**
List the invoice, packing list and certificates in box 5 — with numbers and dates.
- ☐ **Missing signatures and stamps of the sender or consignee**
Without them it is hard to prove that the goods were handed over and received.
- ☐ **Wrong trailer registration number**
Check boxes 25–26 against the registration documents of the tractor and semi-trailer.

5 Carrier's liability

Under the CMR the carrier is liable for total or partial loss of and damage to the goods from the time it takes them over until delivery. Compensation is limited to **8.33 units of account (SDR) per kilogram of gross weight** short, unless the value of the goods or a special interest in delivery is declared in the CMR.

- ! If the cargo is valuable, declare its value in the CMR or insure it — the weight-based limit may not cover the actual loss.

Questions about documents?

AsDi Cargo managers will tell you what to prepare for your cargo. Message us on WhatsApp or call.

+996 552 165 165

This guide is for reference only and is not legal advice. Laws and international agreements change — check the current regulations before each trip and confirm the details with a customs representative or your manager. Version: October 2026.