



# Spotlight Session: Prepare for Spain's digital DCA

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Dr. David Saive, LL.M., Andreas Nettsträter

# Agenda



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## Introduction

What is the Open Logistics Foundation?

2

## The digital DCA

What does this new regulation mean, who does it affect, and how can you ensure compliance?

3

## eCMR as a valid alternative

How can your organisation adopt the OLF-eCMR to fit your needs in Spain?

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## Live Q&A

Get your questions ready!

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## About us

Established in **2021**

Non-profit and common benefit **foundation**

**50+** members and network partners

**Neutral partner** for cooperation

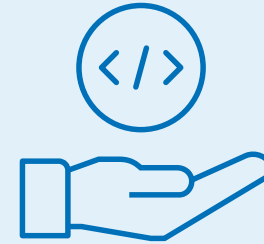
Focusing on **joint implementations**





## Our vision

We foster jointly developed, free open source solutions to shape the industry standards for the logistics of tomorrow.



## Our mission

In our vibrant community, we facilitate the unbiased, collaborative development of open source software services and components for commoditised processes.



# Our focus is 100% logistics

## Collaborative solutions

Logistics challenges require teamwork, especially for end-to-end supply chains

## Open community

Our strength is our open and diverse community

## Member-driven approach

All topics are driven by member needs and worked on jointly

## Coopetition in focus

We focus on commodities, not on market-differentiating features

## Free repository access

All results are published in our repository and free to use for everyone

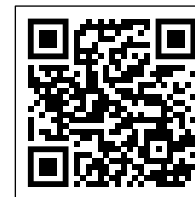


open logistics  
foundation

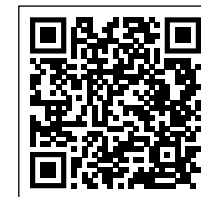
## Today's speakers



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# Update from Spanish legislator

## Proyecto de Ley de Movilidad Sostenible (121/000009)

### Spanish text

Disposición transitoria octava. Digitalización del documento de control administrativo exigible para la realización de transporte público de mercancías por carretera y hoja de ruta exigible para la realización de transporte público de personas por carretera.

1. El Documento de control administrativo exigible para la realización de transporte público de mercancías por carretera, regulado en la Orden FOM/2861/2012, de 13 de diciembre, deberá ser necesariamente digital a los diez meses desde la entrada en vigor de esta ley.

2. La hoja de ruta regulada Orden FOM/1230/2013, de 31 de mayo, por la que se establecen normas de control en relación con los transportes públicos de personas por carretera, será necesariamente digital a los diez meses desde la entrada en vigor de esta ley.

### English translation

**Transitory provision eight. Digitisation of the administrative control document required for public carriage of goods by road and of the route sheet required for public carriage of passengers by road.**

The administrative control document required for public carriage of goods by road, regulated by Order FOM/2861/2012 of 13 December, must be digital no later than ten months after this law enters into force.

The route sheet regulated by Order FOM/1230/2013 of 31 May must be digital no later than ten months after this law enters into force.

Transitory provision eight. Digitisation of the administrative control document required for public carriage of goods by road and of the route sheet required for public carriage of passengers by road.

The administrative control document required for public carriage of goods by road, regulated by Order FOM/2861/2012 of 13 December, must be digital no later than ten months after this law enters into force.

The route sheet regulated by Order FOM/1230/2013 of 31 May must be digital no later than ten months after this law enters into force.

## What does the legislation mean?

- Starting 05 October 2026, Spain will start requiring the use of a **digitalised** DCA for the public transport of goods by road.
- To be compliant when transporting in and out of Spain, companies must present the DCA on an electronic device as long as
  - The URL has been communicated in advance, or
  - An official number has been placed on the DCA
- A digital DCA will be used for traffic controls, but it still lives in the world of documents.
  - It is view-by-request only.
  - There is no data exchange in digital form with authorities.

# Let's compare...

Criteria	Carta de Porte	Documento de Control Administrativo (DCA)	CMR / eCMR
<b>Legal basis</b>	Ley 15/2009	Orden FOM/2861/2012; ROTT; Resol. 22/05/2023	CMR Convention 1956; eCMR Protocol 2008
<b>Nature</b>	Civil / commercial	Administrative	International treaty
<b>Purpose</b>	Contract evidence	Regulatory compliance	Liability + carriage rules
<b>Mandatory</b>	Yes (> 150 € freight)	Yes (unless exempt)	No, unless it is used instead of DCA for CMR transport
<b>Territory</b>	Spain	Spain	International
<b>Contractual effect?</b>	Yes	No	Yes
<b>Administrative control?</b>	No	Yes	No
<b>Digital form</b>	Optional	Mandatory (after LMS entry)	Optional
<b>Certified software</b>	Not required	Not required	Not required
<b>Evidence of condition</b>	Yes	No	Yes
<b>Liability regime</b>	National law	None	Uniform international

**For international transports, eCMR may  
replace DCA if requirements of *Resolución de  
22 de mayo de 2023* are met.**

# To be valid in Spain, a digital CMR must have:

- 1** PDF/A format
- 2** Online accessibility
- 3** QR code access\*
- 4** Prior domain registration, completed by the parties using eCMR\*

OLF-eCMR fits all of these requirements and can therefore replace the DCA functionally, helping your company avoid implementing parallel systems.

\*An additional control number can also be used as an alternative to numbers 3 and 4.

# Two ways to validate

Resolución de 22 de mayo de 2023 offers two methods to validate the digital DCA

Numerical code given to the driver	QR-code & URL registration
PDF/A file format	PDF/A file format stored in a repository
Size: No larger than 4 MB	Size: No larger than 4 MB
Additional control number provided by the authorities	QR-Code on PDF
Transport company or its representative must send the control document via the web application. <a href="https://sede.transportes.gob.es/DocControl/inicio/iniciarDocControl">https://sede.transportes.gob.es/DocControl/inicio/iniciarDocControl</a>	URL of DCA repository (NOT from every single DCA) must be communicated on the system provided by Spanish authorities. <a href="https://sede.transportes.gob.es/areas-actividad/transporte-terrestre/inspeccion-sector-transporte-terrestre/documento-control-digital/comunicacion-dominio-plataformas-documentos-control-electronicos">https://sede.transportes.gob.es/areas-actividad/transporte-terrestre/inspeccion-sector-transporte-terrestre/documento-control-digital/comunicacion-dominio-plataformas-documentos-control-electronicos</a>
	Prerequisite: Electronic certificate accepted by Spanish authorities

# What about electronic signatures?

Carta de Porte	Documento de Control Administrativo (DCA)	CMR / eCMR
<p>1. Si las partes están de acuerdo, podrán emitir la carta de porte por medios electrónicos con arreglo a la legislación vigente.</p> <p>2. En este supuesto, la carta de porte deberá consistir en un registro electrónico de datos que puedan ser transformados en signos de escritura legibles.</p> <p><i>Art. 15, Ley 15/2009, de 11 de noviembre, del contrato de transporte terrestre de mercancías</i></p>	<p>En los casos en los que la normativa aplicable a cada documento de control establezca la necesidad de que conste la firma de una o de todas las partes intervinientes, dichas firmas deberán:</p> <ul style="list-style-type: none"> <li>a) Estar vinculadas únicamente al firmante.</li> <li>b) Permitir identificar al firmante.</li> <li>c) Haber sido creadas utilizando medios que el firmante pueda mantener bajo su exclusivo control.</li> <li>d) Vincularse a los datos a los que se remite de manera que cualquier modificación posterior de los datos pueda ser detectada.</li> </ul> <p><i>Primero, Resolución de 22 de mayo de 2023, de la Dirección General de Transporte Terrestre, por la que se establecen los sistemas y las características que deben reunir los documentos de control administrativo en soporte electrónico exigidos en los transportes por carretera)</i></p>	<p>The reliability of an electronic signature method Is presumed, unless otherwise proved, if the electronic signature:</p> <ul style="list-style-type: none"> <li>(a) Is uniquely linked to the signatory;</li> <li>(b) Is capable of identifying the signatory;</li> <li>(c) Is created using means that the signatory can maintain under his sole control; and</li> <li>(d) Is linked to the data to which it relates in such a manner that any subsequent change of the data is detectable.</li> </ul> <p><i>Art. 3 (1) eCMR-Protocol</i></p>
<p><b>No signature required</b></p>	<p><b>Identical requirements for electronic signatures</b></p>	

# DCA information requirements

More than “just an eCMR”

## Documento de Control, Art. 6 Orden FOM/2861/2012

- a) Name or company name, tax identification number, and address of the contractual shipper.
- b) Name or company name and tax identification number of the actual carrier
- c) Place of origin and destination of the shipment being transported
- d) nature and weight of the goods transported. In cases where, due to the circumstances in which the vehicle is loaded, it is difficult to determine the exact weight of the goods to be transported, another type of measurement shall be used to determine their weight.
- e) Identification of the special traffic permit issued by the competent authority in matters of traffic, circulation, and road safety, when the vehicle is to travel under the cover of one of these permits.
- f) Date of transport of the shipment in question.
- g) Registration number of the vehicle used to carry out the transport. In the case of an articulated vehicle, both the registration number of the tractor vehicle and that of the semi-trailer or trailer towed by it must be recorded. If a change of vehicle occurs after the transport operation has begun, this circumstance must be recorded in the control documentation by the transport company.
- h) Whenever requested by the parties involved, any observations, reservations, or other information they deem useful shall be recorded.

**Add this information to your eCMR data model – then you’ll be good to go!**

## How does it work with eFTI?

- eFTI-Regulation creates structured data exchange between business and authorities
- DCA is independent of eFTI-Regulation. The two are NOT the same.
- It is possible that both regulations will be valid in parallel.



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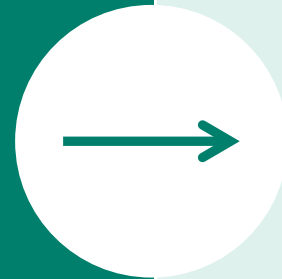
# Digital innovation will not succeed without open source

## Commodities

Which systems are not worth competing on?

- Functionalities that are already not competitively differentiating but are an industry standard
- Necessary and valuable, but not very lucrative.

We can make standardised basic functionalities usable through open source developments.



## Innovations

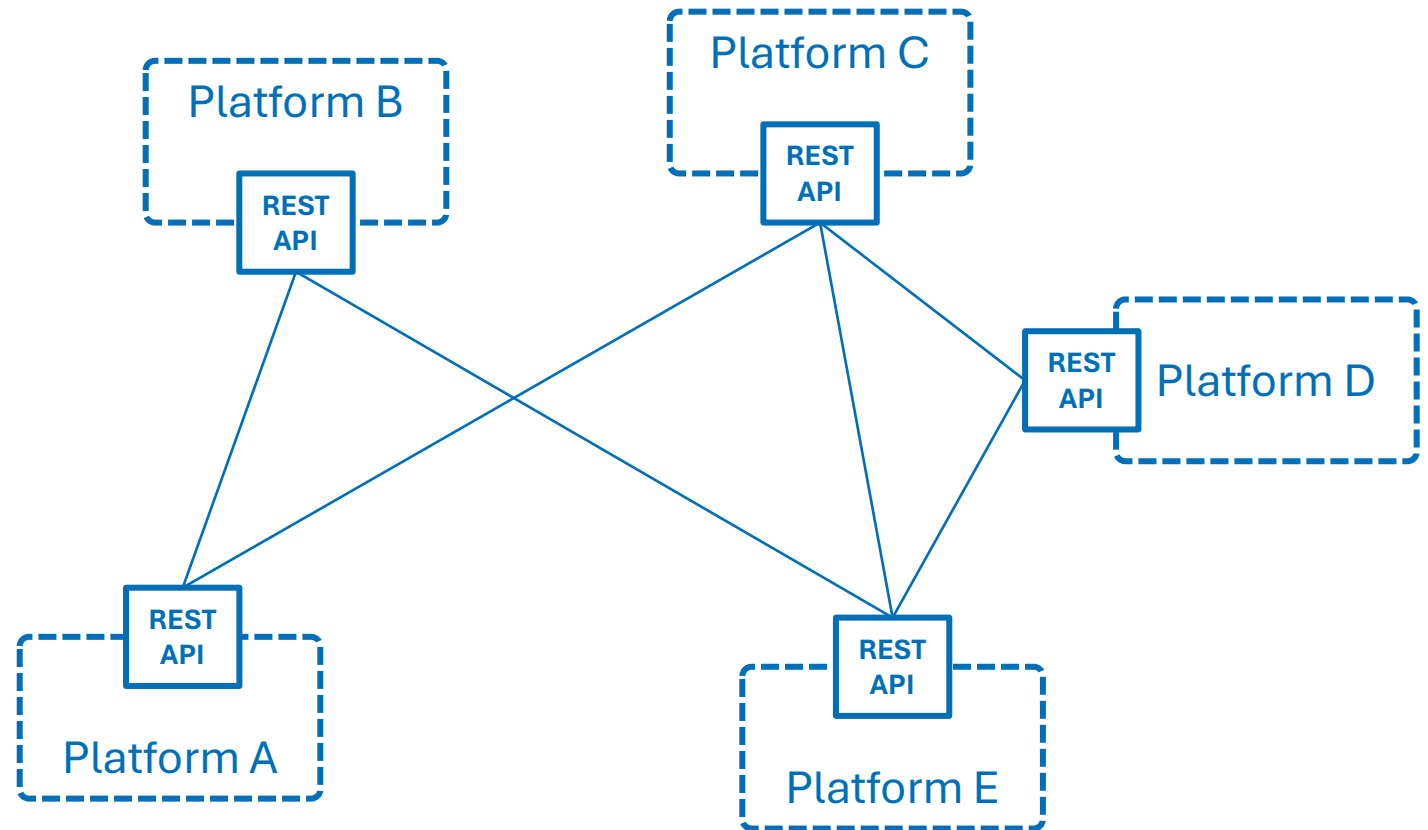
Which developments put pressure on the industry?

- Functionalities that can become established in the industry in a short time
- Novel and disruptive to the market.

We can share development risks and development costs via open innovation.

# Network of federated platforms

- Broad usage of eCMR can only be achieved by maximising compatibility
- Common infrastructure for the compatible exchange of eCMRs is possible regardless of the platform
- eCMR business models should not be characterised by differentiation at data and compatibility levels but should focus on other things such as:
  - Usability
  - Price



# eCMR – components

Includes all components from the Git repository

1. eCMR data model
2. eCMR instance
  - Frontend (optional, can be adjusted to YOUR UI design/company style guide)
  - Backend
    - API (using the eCMR data model) for sharing eCMRs with other instances
    - API (using the eCMR data model) for importing eCMR (e.g., from TMS/ERP ...)
3. Electronic seals
  - Signing eCMRs as legal entities (eIDAS conform)
  - Verifying signed eCMRs

# Learn more about the eCMR project

## Part of WG Electronic Transport Documents

- Collaboratively developed by 27 companies
- Led by Ingo Müller (DACHSER SE) and Jonas Kassan (Rhenus SE & Co. KG)



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## Next up

### Spotlight Session: Inside the OLF-eCMR solution

- 23 April 2026 at 11:00 CET
- Join us for an OLF-eCMR platform walkthrough and a look into how the solution was built, how it has evolved, and how companies can use it today.



**Jens Leveling**  
Fraunhofer IML / Open  
Logistics Foundation



**Danielle Bettermann**  
Open Logistics Foundation





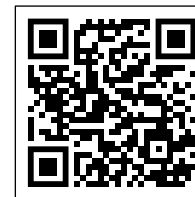
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**Thank you for your  
attention!**

**Feel free to contact us for  
more information**



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