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**COMMITTEE OF EXPERTS ON THE TRANSPORT OF
DANGEROUS GOODS AND ON THE GLOBALLY
HARMONIZED SYSTEM OF CLASSIFICATION
AND LABELLING OF CHEMICALS**

Sub-Committee of Experts on the
Transport of Dangerous Goods

Thirty-fifth session
Geneva, 22–26 June 2009
Item 6 of the provisional agenda

ELECTRONIC DATA INTERCHANGE (EDI) FOR DOCUMENTATION PURPOSES

Development of Data Standards for Electronic Data Transmission of the Dangerous Goods
Transport Document

Transmitted by the International Air Transport Association (IATA)¹

Background

1. At the thirty-fourth session of the Subcommittee changes were adopted for incorporation into the 16th revised edition of the UN Model Regulations that clarified the use of electronic data transmission in lieu of a paper dangerous goods transport document and set out some conditions with respect to the use of electronic data for the information required by Chapter 5.4.

2. In December 2008, IATA established a task force to develop the Shipper's Declaration for Dangerous Goods (dangerous goods transport document) data standards to support the IATA e-freight project. Given the decision of the Sub-Committee to adopt provisions to facilitate the use of electronic data transmission, as well as the belief that any electronic data standard should be truly multi-modal, the task force included members representing shippers, freight forwarders,

¹ In accordance with the programme of work of the Sub-Committee for 2009-2010 approved by the Committee at its fourth session (refer to ST/SG/AC.10/C.3/68, para. 118(e) and ST/SG/AC.10/36, para. 14).

solutions providers, maritime transport (VOHMA) and airlines as well as representatives from UN CEFAC and the UNECE secretariat. While there is no person identified to represent road and rail transport, a number of the representatives have experience with ADR and were able to provide a road transport perspective for the data requirements. In establishing this task force IATA accepted that the use of electronic data transmission for the information required on the dangerous goods transport document will always be subject to the national laws in the applicable State, notwithstanding what may be in the UN Model Regulations or in the international modal regulations.

3. From December 2008 until late March 2009 the task force convened almost weekly by teleconference, and one face-to-face meeting in Geneva in February 2009, to identify and document all of the data elements that will need to be incorporated into the standards for an electronic dangerous goods transport document. The basis for the discussions has been the Model Regulations together with the ICAO Technical Instructions, IATA Dangerous Goods Regulations, IMO IMDG Code and ADR to identify the modal differences/additions.

4. The initial work of the task force to identify and document all of the required data elements was completed in late March 2009 with V 1.0 of the draft functional specification, copy reproduced in informal document INF.5.

5. The next phase in the work is the development of an XML schema that will incorporate all of the possible data elements in a structure that can be used to transmit the information required in a dangerous goods transport document. The naming and structure of this XML schema will be based on the UN Centre for Trade Facilitation and Electronic Business (CEFACT) Core Component Library as well as the UN CEFAC XML naming and design rules standards to ensure that the XML schema complies with the defined international standards.

6. Once developed, the XML schema will be tested against actual completed dangerous goods transport documents to validate that the content and structure of the schema can handle real-world shipments.

7. This testing phase will be followed by a proof of concept phase where actual dangerous goods consignments will be transported from consignor to consignee in parallel with a paper dangerous goods transport document to verify that all parties in the supply chain are able to manage a dangerous goods consignment using electronic data in lieu of the paper document. The target for the proof of concept is for this to commence by the fourth quarter of 2009.

Proposal

8. The Sub-Committee is invited to note the progress of this work and is invited to pass this information to any parties to whom the information may be of interest.
