

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

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Item 5 of the provisional agenda

ELECTRONIC DATA INTERCHANGE (EDI) FOR DOCUMENTATION PURPOSES

Electronic dangerous goods transport data

Transmitted by the International Air Transport Association (IATA)

Background

1. At the thirtieth session of the Sub-Committee IATA submitted informal document INF.51 that proposed that the development of provisions to permit the electronic transmission of the information required in the dangerous goods transport document be added to the workplan for the 2007-2008 biennium.
2. The purpose of this paper is to propose discussions on what steps need to be taken to be able to remove the mandatory requirement for a physical dangerous goods transport document and to instead permit the use of Electronic Data Interchange (EDI) as an alternative to a document.
3. In considering the use of EDI the question that needs to be answered is, what is the basis for requiring a document that contains certain information and how can those requirements be satisfied by EDI. To facilitate discussion, Appendix A to this document shows all of the possible data elements on the dangerous goods transport document, the format of this data, the actual or potential requirement for the data and the user of the data. A review of the "requirement" column in Appendix A identifies that the document, or rather the information contained on the document, serves five purposes:
 - (a) where required, verification by the carrier that the consignment complies with the requirements of the Regulations;
 - (b) completion of the written information to the Pilot-in-Command / driver / Captain;
 - (c) provides pertinent information to emergency responders in the event of spill or leakage;

- (d) provides pertinent information to the competent authority as part of accident / incident investigation;
- (e) provides information to the competent authority as part of a safety oversight audit program.

Discussion

4. To be able to move toward EDI as an alternative to a document the Sub-Committee is invited to consider if there is a need to develop specific provisions applicable to the use of EDI for the data on the dangerous goods transport document.
5. Bearing in mind that the UN has a body, the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT), which is involved in the development of trade facilitation and e-business standards and tools, the Sub-Committee is invited to consider if the Sub-Committee, through the Secretariat should provide input to UN/CEFACT on the data requirements for the dangerous goods transport document.

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Appendix A

DANGEROUS GOODS TRANSPORT DOCUMENT - DATA ELEMENTS

Information	Format	Reference	Mandatory	Requirement (how is the data used, by whom and when)
Page number		5.4.1.2.3	Yes	- checked by accepting operator (air);
(Air) Waybill No.		-		
Name & Address of Consignor	Individual or Company name, street address, town/city, state & country	5.4.1.3	Yes	- checked by accepting operator (air); - incident/accident investigation
Name & Address of Consignee	Individual or Company name, street address, town/city, state & country	5.4.1.3	Yes	- checked by accepting operator (air);
Statement that shipment is within limits for "passenger and cargo" aircraft or "cargo aircraft only" (Air transport only)	"Passenger and cargo aircraft or "Cargo aircraft only" shown on document.	5;4.1.5.8.1(b) ICAO TI ref.	Yes	- checked by accepting operator (air); - used to validate per package limit and PI number during acceptance check (air); - CAO indicated on NOTOC ¹ ; - incident/accident investigation
(Air)Port of Loading (Departure)		-		
(Air)Port of Loading (Destination)		-		
Dangerous Goods Description				
UN Number	4 digit number preceded by "UN" or "ID"	5.4.1.4.1(a)	Yes	- checked by accepting operator (air); - validated against PSN, etc. during acceptance check (air); - shown on NOTOC / written instructions / manifest; - incident/accident investigation
Proper shipping name	alpha-numeric	5.4.1.4.1(b)	Yes	- checked by accepting operator (air); - validated against UN number, etc. during acceptance check (air); - shown on NOTOC / written instructions / manifest; - incident/accident investigation
Class/Division	numeric	5.4.1.4.1(c)	Yes	- checked by accepting operator (air); - validated against UN number, etc. during acceptance check (air); - shown on NOTOC / written instructions; - incident/accident investigation
Subsidiary risk	numeric	5.4.1.4.1(d)	When applicable	- checked by accepting operator (air); - validated against UN number, etc. during acceptance check (air); - shown on NOTOC / written instructions?; - incident/accident investigation

¹ "NOTOC" is the acronym for Notification to Captain, which is the written information that must be provided to the Pilot-in-Command where dangerous goods are carried as cargo on an aircraft.

Information	Format	Reference	Mandatory	Requirement (how is the data used, by whom and when)
Packing Group	Roman I, II or III	5.4.1.4.1(e)	When applicable	- checked by accepting operator (air); - validated against UN number, etc. during acceptance check (air); - shown on NOTOC; - incident/accident investigation
Supplementary Information to PSN				
Technical name	alpha-numeric added following PSN	5.4.1.4.3(a)	When applicable	- checked by accepting operator (air); - shown on NOTOC
Empty Uncleaned	"Empty uncleaned" or "Residue last contained" before or after PSN	5.4.1.4.3(b)	When applicable	
Wastes	"Waste" before or after PSN if not part of PSN	5.4.1.4.3(c)	When applicable	
Elevated temperature substances	"HOT" shall precede PSN	5.4.1.4.3(d)	When applicable	
Information Required in Addition to the Dangerous Goods Description				
Quantity of dangerous goods, number and type of packagings	numeric for number of packages, description of packaging type, numeric for volume or mass followed by unit of measurement	5.4.1.5.1	Yes	- checked by accepting operator (air); - validated against PSN, etc. during acceptance check (air); - shown on NOTOC; - incident/accident investigation
Limited quantity	"Limited quantity" or "LTD QTY" shown	5.4.1.5.2	When applicable	- checked by accepting operator (air); - validated against PSN, etc. during acceptance check (air); - incident/accident investigation
Salvage packagings	"Salvage package" shown as packaging type?	5.4.1.5.3	When applicable	
Substances stabilized by temperature control	"Control temperature: ...°C Emergency temperature: ...°C"	5.4.1.5.4	When applicable	- shown on written information?; - incident/accident information?
Self-reactive substances & organic peroxides	"Control temperature: ...°C Emergency temperature: ...°C"	5.4.1.5.5	When applicable	- shown on written information?; - incident/accident information?
	- "Explosive sub risk label dispensed with";	5.4.1.5.5.1	When applicable	- Self-reactive substances and organic peroxides transported under approval must have a copy of the classification approval including condition of transport attached to document.
	- "self-reactive substance transported under approval" or "organic peroxide transported under approval" shown?;	5.4.1.5.5.2		
- "sample self-reactive substance" or "sample organic peroxide"	5.4.1.5.5.3			
Infectious substances & controlled substances	Name and telephone number of a responsible person	5.4.1.5.6	When applicable	- incident/accident response; - incident/accident investigation

Information	Format	Reference	Mandatory	Requirement (how is the data used, by whom and when)
Radioactive material	- name or symbol of radionuclide; - description of physical and chemical form, "Special form" or "Low dispersible material"; - numeric of activity followed by Bq or for fissile the mass followed by unit of measurement; - category of package; - transport index (for II-Yellow and III-Yellow only); - criticality index for fissile materials, other than as excepted; - identification mark for each competent authority certificate; - number of packages; - "Exclusive use shipment" shown when applicable; - for LSA-II, LSA-III, SCO-I and SCO-II the total activity of the consignment.	5.4.1.5.7.1	Yes, for Class 7	- checked by accepting operator (air); - number or packages, category and transport index shown on NOTOC / written instructions? / manifest?; - incident/accident investigation
Transport of solids in bulk containers	"Bulk container BK(x) approved by competent authority of..."	5.4.1.5.8	When applicable	Checked by accepting carrier?
Certification	Required certification statement	5.4.1.6.1	Yes	Checked by accepting operator / carrier?
Signature	signature of shipper (digital?)	5.4.1.6.1	Yes	Checked by accepting operator / carrier?
Date	Applicable date	5.4.1.6.1	Yes	Checked by accepting operator / carrier?
Additional Documentation				
Container / vehicle packing certificate		5.4.2.1	When applicable	- checked by accepting carrier?; - incident/accident investigation.
P099 approval	Indication on dangerous goods transport document?	P099	When applicable	Copy of the approval showing quantity limitations, packing requirements, etc. attached to document or statement on document.
Alternative packagings approval	Indication on dangerous goods transport document?	4.1.3.7	When applicable	Copy of the approval attached to document or statement on document.