

**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-third session
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Item 6 of the provisional agenda

ELECTRONIC DATA INTERCHANGE (EDI) FOR DOCUMENTATION PURPOSES

Identifying possible issues

Transmitted by the expert from the United Kingdom.

The expert from the United Kingdom regrets that as yet there have been no new papers submitted on this subject for the current session. The use of electronic data in freight transport is increasing and the expert from the United Kingdom believes that the Sub-Committee needs to examine its likely impact on the current regulatory systems and consider what changes or modifications to documentary provisions might be required in the future to facilitate e-freight.

Recently the expert from the United Kingdom held a brain storming session with members of UK industry and other interested parties in order to begin to identify issues and areas that needed consideration.

The results from this session are attached and are submitted now as a possible aid to further thoughts and discussion by the Sub-Committee on this topic. They do not represent any formal UK positions.

ANNEX

E-FREIGHT BRAINSTORMING RESULTS

ISSUES TO ADDRESS

1. What DG information/data is required/acceptable in electronic format?
2. Who is electronic data for?
3. What is 'e-Freight'? Definitions for documents (data); tracking; tracing; etc.
4. Accessing data throughout the transport chain – who; how; why?
5. Standardised formats/data fields.
6. Coping with variable languages.
7. Cost/benefit analysis for all users.
8. 'Wet' signatures - issues of duties; liability; enforcement. 8(a) Legal issues.
9. Access to other users – Customs etc.
10. Existing lack of knowledge by current users on how far downstream data goes.
11. Applicability for all types of consignment (packaged, bulk; multi-nationals; owner/operators).
12. Confidentiality of data.
13. Security of data.
14. Role of freight forwarders/consolidators.

DANGEROUS GOODS DATA

1. What data is required now in paper documents
 - (a) common to all modes
 - (b) specific to one mode

2. Who is the data for?
3. What use is made of the data?
4. What data is needed immediately?
5. What data is needed subsequently?
6. Is the data in the right form?
7. Is data available from elsewhere?

WHY REVIEW DATA REQUIREMENTS?

1. Reduce data elements to facilitate e-freight.
2. Eliminate modal disharmony as far as possible.
3. Focus emergency response.

THE KEY DATA ELEMENTS

1. Consignment identifier
2. UN number
3. Class number
4. Subsidiary risk(s)
5. Packing Group
6. Total quantity of substance
