

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

29 November 2010

Thirty-eighth session

Geneva, 29 November – 7 December 2010

Item 7 of the provisional agenda

Electronic data interchange (EDI) for documentation purposes

Progress on Pilot Project – e-freight for Dangerous Goods

Transmitted by the International Air Transport Association (IATA)

1. The purpose of this INF paper is to bring the Subcommittee up-to-date with the work of the IATA task force on e-freight for dangerous goods and the progress achieved since IATA last provided an update at the thirty-fifth session of the Subcommittee, paper ST/SG/AC.10/C.3/2009/20 refers.
2. In the period since mid-2009 IATA with representatives from the different segments of the supply chain have been working through translating the theoretical replacement of paper to address the various business processes involving the consignor, freight forwarder at origin, ground handling agent at origin representing the airline, the airline, freight forwarder at destination, the consignee and technology solutions providers. The requirements for the road transport portions between the consignor and the airport at origin and the airport of destination and the consignee have also had to be considered.
3. Initially in planning for the proof of concept with trial shipments between Geneva and Montreal it was expected that the information on the dangerous goods transport document would be created as an XML schema and that this could be used by all segments involved. In reality it was identified that, at this time the freight forwarders, ground handling agents and airlines do not have the capacity to accept XML data directly. However, the parties involved in the proof of concept were able to use Cargo Interchange Message Protocol (IMP) messages. These messages conform to an EDI standard.
4. As the XML schema and the Cargo IMP messages conform to defined standards the technology solutions providers involved were able to develop conversion tables to be able to convert the XML data into valid Cargo IMP messages such that the data has been able to move between all parties in a way that the data associated with the shipment can be processed as required. A schematic showing the data flows between the parties associated with the physical movement of the shipment is shown at Appendix A.
5. It was hoped that before this meeting of the Subcommittee that there would have been some live shipments of dangerous goods that would confirm that all processes are able to work with electronic data and that it is possible to dispense with the paper document. Unfortunately, we have not yet been able to complete the shipments, although each part of the process has now been tested and it's expected that live shipments will take place between Geneva and Montreal within the next week.
6. In addition to taking into account the translation of the XML data into EDI formats, the tests with data creation have also identified that the original XML schema will have to be slightly revised to properly address shipments where multiple packages are assembled

into an overpack. There is also some fine tuning required to address consignments for Class 7 packages.

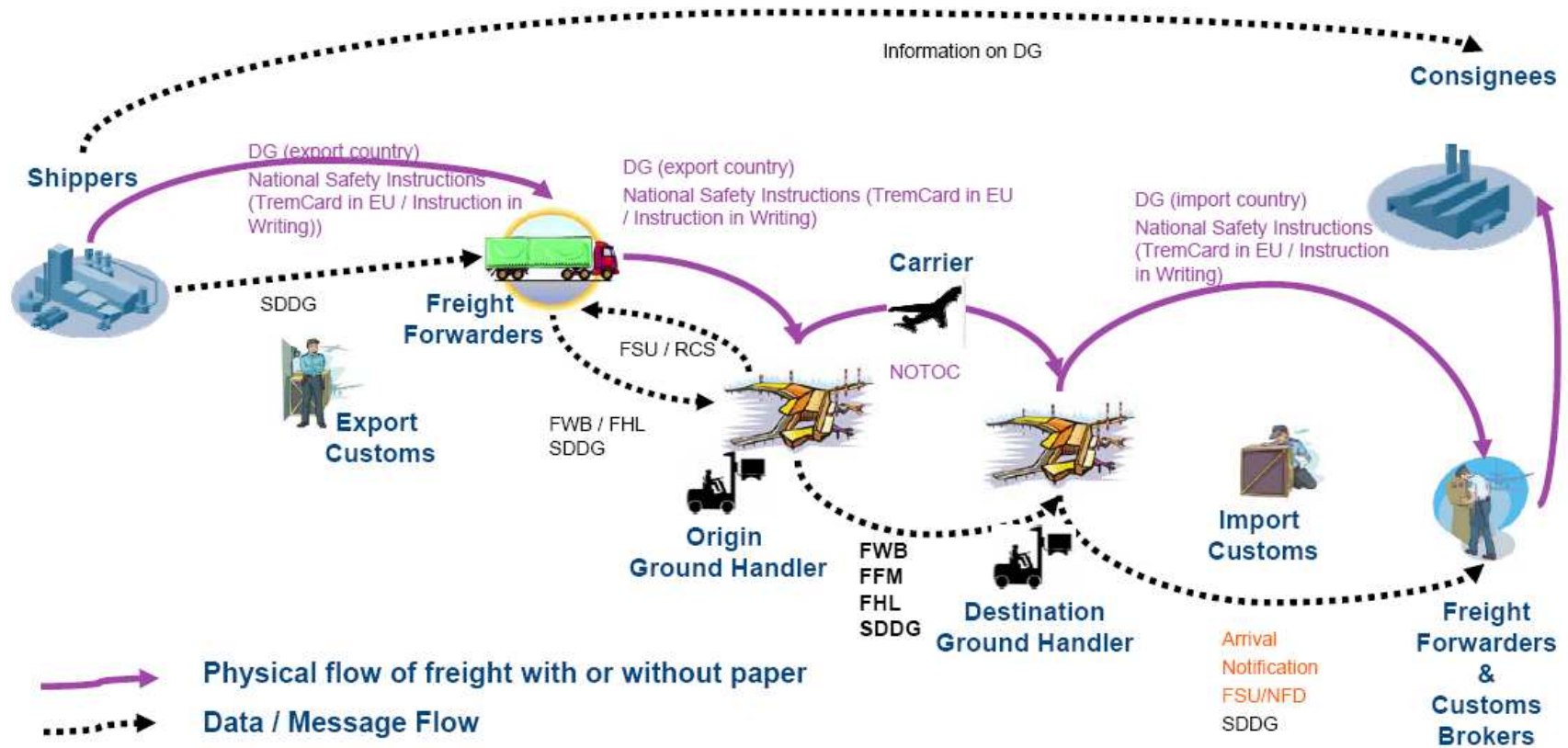
7. These revisions to the XML standard will be taken back to the task force following completion of the proof of concept trials. At this time IATA plans to bring the completed XML schema to the applicable sub-group within UN CEFACT. The objective here is to request CEFACT to consider the XML schema for adoption as a multi-modal standard for electronic transmission of the data required by Chapter 5.4 of the Model Regulations, including the additional data elements required by the other modes of transport.

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.



Electronic SDDG - Business Processes Scenario



* Document not in current scope of IATA e-freight