International Civil Aviation Organization

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WORKING PAPER

DANGEROUS GOODS PANEL (DGP)
WORKING GROUP MEETING (DGP-WG/26)

Centurion, South Africa, 26 to 30 October 2026

Agenda Item 3: Facilitating safe transport of dangerous goods by air (Ref: REC-A-DGS-2029)

AMENDMENT TO PROVISIONS RELATING TO ELECTRONIC TRANSMISSION OF DANGEROUS GOODS INFORMATION

(Presented by B. Firkins)

SUMMARY

The International Air Transport Association (IATA) has submitted a proposal to the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods (UNSCETDG) for consideration at its 69th (see the appendix to this working paper) which seeks to modernize the terminology used in the UN Model Regulations relating to the electronic transmission of dangerous goods information.

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 The UN Model Regulations currently permit dangerous goods information to be communicated using electronic data processing (EDP) and electronic data interchange (EDI) techniques in lieu of paper documentation, subject to conditions ensuring that information remains accessible and can be reproduced when required.

1.2 Since these provisions were introduced, significant advances in digital technologies have transformed the methods used to exchange transport information. Cloud-based platforms, application programming interfaces (APIs), interoperable data-sharing platforms and digital ecosystems are increasingly used throughout the transport chain and may not fit within the traditional concepts of EDP or EDI.

1.3 The aviation industry is actively pursuing digitalization initiatives, including the implementation of the electronic dangerous goods declaration (e-DGD), ONE Record for air waybills and other digital cargo information-sharing solutions. Modernizing terminology within the UN Model Regulations, and in turn the Technical Instructions, would remove impediments to digital transformations while maintaining full alignment with the intent of the existing safety requirements.

1.4 IATA has developed a proposal for consideration by the 69th session of the UN Sub-Committee of Experts on the Transport of Dangerous (UNSCETDG), to modernize references to electronic communication methods by introducing the broader, technology-neutral term "digital data exchange techniques" while maintaining all existing requirements relating to accessibility, availability, integrity and emergency response information. The proposal would amend provisions in Chapters 5.1 and 5.4 of the Model Regulations.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to seek the views of members on the proposal submitted to the 69th session of UNSETDG (reproduced in the appendix to this working paper) and, where available, the support of delegates and advisers participating in the UN Sub-Committee discussions.

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APPENDIX

FORMAL DOCUMENT SUBMITTED FOR CONSIDERATION AT THE 69TH SESSION, THE UNITED NATIONS SUB-COMMITTEE OF EXPERTS ON THE TRANSPORT OF DANGEROUS GOODS (UNSCETDG)

United Nations ST/SG/AC.10/C.3/2026/61

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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

Sixty-ninth session
Geneva, 23 November-1 December 2026
Item 7 (e) of the provisional agenda
Miscellaneous proposals for amendments to the Model Regulations on the Transport of Dangerous Goods: Other miscellaneous proposals

Amendment to the provisions relating to electronic transmission of dangerous goods information

Transmitted by the International Air Transport Association (IATA)*

Introduction

1. The *Model Regulations* currently permit the use of electronic data processing (EDP) and electronic data interchange (EDI) techniques for the communication and transmission of dangerous goods information. These provisions were introduced at a time when EDP and EDI represented the primary forms of electronic information exchange used in transport operations.

2. Since their introduction, transport and logistics operations have evolved significantly and increasingly rely on modern digital data-sharing methods, including cloud-based platforms, application programming interfaces (APIs) and interoperable data-sharing platforms.

3. While the existing provisions have supported the transition away from paper documentation, references limited to “EDP” and “EDI” no longer fully reflect current operational practices or emerging digital transport systems.

4. This document proposes updates to the wording in the *Model Regulations* to adopt broader and technology-neutral terminology while maintaining the existing principles relating to accessibility, reliability, functional equivalence and availability of dangerous goods information during transport and emergency response situations.

I. Discussion

5. The current provisions in chapter 5.4 permit dangerous goods information to be transmitted using EDP or EDI techniques, provided the information remains available during

* A/80/6 (Sect. 20), table 20.7.

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transport and can be reproduced in paper form if required. These principles remain appropriate and continue to provide an important safety foundation for the use of electronic documentation.

6. However, the industry increasingly uses technologies and systems that do not fall strictly within traditional EDP or EDI frameworks. The use of broader terminology such as "digital data exchange techniques" would better reflect current operational practices, support future technological developments, maintain technology neutrality within the *Model Regulations* and promote harmonization with ongoing digitalization initiatives across transport modes.

7. The proposed amendments are not intended to change the functional requirements applicable to dangerous goods information, including requirements relating to accessibility, integrity, availability and emergency response but instead maintain the existing safety principles associated with electronic transmission of dangerous goods information while modernizing the terminology used in the *Model Regulations* to better reflect current and future operational practices.

II. Proposal

8. Amend chapters 5.1 and 5.4 of the *Model Regulations* as shown (new text underlined).

Chapter 5.1

5.1.1.1 Amend the text between brackets as follows: "(by manual, or use of other digital data exchange techniques)",

Chapter 5.4

Introductory note Amend as follows:

*"**NOTE:** These Regulations do not preclude the use of electronic data processing (EDP) and electronic data interchange (EDI) transmission techniques or other digital data exchange techniques, as an alternative to paper documentation. All references to "dangerous goods transport document" in this chapter also include provision of the required information by usage of EDP and EDI transmission techniques or other digital data exchange techniques."*

5.4.1.1.1 Amend the end of the paragraph as follows: "with the agreement of the carrier, by EDP or EDI techniques or other digital data exchange techniques."

5.4.1.1.3 Amend as follows: "When the dangerous goods transport information is given to the carrier by EDP or EDI techniques or other digital data exchange techniques…"

5.4.1.6.2 Amend as follows: "If the dangerous goods documentation is presented to the carrier by means of EDP or EDI transmission techniques or other digital data exchange techniques,…".

5.4.1.6.3 Amend as follows: "When the dangerous goods transport information is given to a carrier by EDP or EDI techniques or other digital data exchange techniques …"

5.4.2.3 Amend as follows: "If the container/vehicle packing certificate is presented to the carrier by means of EDP or EDI transmission techniques or other digital data exchange techniques, …"

5.4.2.4 Amend as follows: "When the container/vehicle packing certificate is given to a carrier by EDP or EDI techniques or other digital data exchange techniques …".