



WORKING PAPER

DANGEROUS GOODS PANEL (DGP)

TWENTY-FIRST MEETING

Montréal, 5 to 16 November 2007

Agenda Item 2: Development of recommendations for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) for incorporation in the 2009-2010 Edition

ACCEPTANCE OF ELECTRONIC DANGEROUS GOODS TRANSPORT DATA

(Presented by D. Brennan)

SUMMARY

To facilitate the use of electronic data transmission in lieu of a paper dangerous goods transport document it is proposed to revise certain parts of Parts 5 and 7.

Action by the DGP is in paragraph 2.

1. INTRODUCTION

1.1 At the Working Group of the Whole Meeting in Memphis a paper was presented (DGP-WG/07-WP/70) that identified the data elements applicable on the dangerous goods transport document, the purpose served by those data elements and the parties that need, or may need, the information contained in those data elements.

1.2 The purpose of this paper is to propose amendments to the relevant parts of the Technical Instructions to permit the use of electronic data interchange (EDI) or electronic data processing (EDP) methods as alternative to a physical dangerous goods transport document.

1.3 In proposing these amendments, no consideration, or specification of the type of technology, infrastructure, or methodology is stated. Rather a capability requirement is included. That is the data being transmitted in lieu of the paper dangerous goods transport document must be able to be produced “without delay” on paper, in the format specified in Part 5;4 of the Technical Instructions.

1.4 The use of EDI, EDP as alternative to paper documentation has also been raised at the meeting of the UN Subcommittee of Experts as a movement from paper to data transmission has multi-

modal implications. It was proposed that the UN Subcommittee should coordinate with the UN Centre for Trade Facilitation and Electronic Business (CEFACT). UN CEFACT is tasked with the development of trade facilitation and e-business standards and tools. The UN Subcommittee, in coordination with UN/CEFACT, should develop and define the data standards and format for the dangerous goods transport document. This development should be undertaken in cooperation with the modal organizations represented by ADR, ICAO and IMO.

2. ACTION BY THE DGP

2.1 The DGP is invited to amend the provisions of Part 5;4 and Part 7;1 as shown below:

Part 5

SHIPPER'S RESPONSIBILITIES

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Chapter 4

DOCUMENTATION

Parts of this Chapter are affected by State Variations AE 1, BN 1, CA 4, CA 20, ES 1, HK 2, MY 6, PK 3, US 1, US 7, US 12, VC 5, VC 7, VU 1, ZA 3; see Table A-1

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Note.— These Instructions do not preclude the use of electronic data processing (EDP) and electronic data interchange (EDI) transmission techniques as an ~~and~~ alternative to paper documentation, unless otherwise indicated.

4.1 DANGEROUS GOODS TRANSPORT ~~DOCUMENTATION~~ INFORMATION

4.1.1 General

4.1.1.1 The person who offers dangerous goods for transport by air must provide to the operator the information applicable to the consignment as set out in this paragraph. The information may be provided by EDP or EDI or on a paper document.

4.1.1.2 Where a paper document is used, the person who offers dangerous goods for transport by air must provide to the operator two copies of the dangerous goods transport document, completed and signed as provided for in this paragraph.

4.1.1.3 Where the dangerous goods transport information is provided by EDP or EDI techniques the data must be able to be produced as a paper document without delay, with the data in the sequence required by this chapter.

Note.— All references to “dangerous goods transport document” in this chapter also include provision of the required information by use of electronic data processing (EDP) and electronic data interchange (EDI) transmission techniques.

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Part 7

OPERATOR'S RESPONSIBILITIES

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Chapter 1

ACCEPTANCE PROCEDURES

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1.1 ACCEPTANCE OF DANGEROUS GOODS BY OPERATORS

1.1.1 An operator must not accept from a shipper a freight container or a unit load device containing dangerous goods other than:

- a) a freight container for radioactive material (see 6;7.1);
- b) a unit load device or other type of pallet containing consumer commodities prepared according to Packing Instruction 910;
- ≠ c) a unit load device or other type of pallet containing dry ice used as a refrigerant for other than dangerous goods prepared according to Packing Instruction 904; or
- d) a unit load device or other type of pallet containing magnetized material.

1.1.2 An operator must not accept for transport aboard aircraft a package or overpack containing dangerous goods or a freight container containing radioactive material or a unit load device or other type of pallet containing the dangerous goods as described in 1.1.1 b) and c) unless:

- a) it is accompanied by two copies of the dangerous goods transport document; or;
- b) the information applicable to the consignment is provided in electronic form; or
- c) where permitted, by the alternative documentation.

1.1.3 Where a document is provided, One copy of the document must accompany the consignment to final destination and one copy must be retained by the operator at a location on the ground where it will be possible to obtain access to it within a reasonable period; the document must be retained at this point until the goods have arrived at final destination, after which time it may be stored elsewhere.

1.1.4 When the information applicable to the consignment is provided in electronic form, the information must be available to the operator at all times during transport to final destination and at a location on the ground where it will be possible to obtain access to it within a reasonable period. The data

must be able to be produced as a paper document without delay. When a paper document is produced, the data must be presented in the sequence required by 5.4.

1.1.5 The operator must also not accept the package, overpack, freight container or a unit load device mentioned above unless the operator has inspected it, found it to be properly marked and labelled and determined that there is no leakage or other indication that its integrity has been compromised. With regard to overpacks and the packages they contain, the operator must take all reasonable steps to establish that:

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1.3 ACCEPTANCE CHECKLIST

To assist in carrying out their responsibilities with respect to the acceptance of dangerous goods, operators must use a checklist. This checklist must include all reasonable steps to establish that:

- a) the package(s), overpack(s) or freight container(s), as applicable, is correctly marked and labelled in accordance with 5.2 and 5.3;
- b) the documentation or, when provided, the electronic data complies with the detailed requirements specified in 5.4; and
- c) the requirements of 1.1.2 have been fulfilled.

Note 1.— Where packages are contained in an overpack or freight container, as permitted by 1.1.1, the checklist should establish the correct marking and labelling of such overpack or other type of pallet or freight container and not the individual packages contained in them. Where packages are contained in a unit load device, as permitted by 1.1.1, the checklist should not require the checking of packages individually for the correct marking and labelling.

Note 2.— A checklist is not required for dangerous goods in excepted quantities and radioactive material in excepted packages.

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