



**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
Forty-first session**

Geneva, 25 June – 4 July 2012

Item 6 of the provisional agenda

Electronic data interchange for documentation purposes**Electronic data identification****Transmitted by the expert from the United Kingdom¹****Introduction**

1. At the fortieth session of the Sub-Committee the expert from the United Kingdom submitted an informal paper INF.13 concerning the possible adoption of a system of primary key identifiers for use alongside the Dangerous Goods List in Chapter 3.2 of the Model Regulations. It was mentioned that, in the context of the European RID/ADR/ADN Joint Meeting, a Working Group has been established to look at the possible application of transport telematics for the safe and secure transport of dangerous goods by road, rail and inland waterways which, inter alia, is considering how best to identify electronically specific information related to the transport of dangerous goods.

2. Whilst the Sub-Committee noted the work done by the RID/ADR/ADN Joint Meeting working group and the initial proposal by the expert from the United Kingdom which sought to facilitate the universal use of telematics in the international transport of dangerous goods, several experts considered that such developments went beyond the scope of regulatory activity. Some experts suggested that the use of telematics is more appropriately addressed by the industries in question, which as part of their work had already developed software to oversee or facilitate the transport of dangerous goods.

3. Other experts pointed out that at the European level there was no question of imposing electronic data interchange on companies already using electronic solutions for their own needs. It was rather a question of benefiting from the advantages of computer

¹ In accordance with the programme of work of the Sub-Committee for 2011-2012 approved by the Committee at its fifth session (refer to ST/SG/AC.10/C.3/76, para. 116 and ST/SG/AC.10/38, para. 16).

technology to ensure better implementation of the regulations and to improve information interchange between the various parties involved, the authorities and emergency services, in a uniform international framework requiring harmonized procedures and data communication systems.

4. It was proposed that the Sub-Committee would be kept informed of progress made at the European level and of suggestions for a more universal application.

5. Unfortunately, there was insufficient time during the subsequent meeting of the RID/ADR/ADN Joint Meeting working group held in January or the RID/ADR/ADN Joint Meeting itself held in March of this year to progress this issue much further. However, it remains the view of the expert of the United Kingdom that there is still potential value in developing a primary key identifier system at global level for multi-modal use. The expert from the United Kingdom would thus welcome a further general debate in the UN Sub-Committee, now that experts will have had more time to consider INF.13 from the last session and have sufficient notice by way of this formal paper, to gauge the level of interest there might be in continuing work on this issue during this and the next biennium.

6. If the response of the Sub-Committee is positive, the United Kingdom would be happy to submit further proposals in cooperation with other interested parties. Alternatively, it may be the view of the Sub-Committee that this is an issue that would be better considered and developed either at a mode specific or regional basis. That in itself would be helpful for the RID/ADR/ADN Joint Meeting working group to know.
