

## **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**

**5 December 2011**

### **Fortieth session**

Geneva, 28 November – 7 December 2011

Item 5 of the provisional agenda

**Electronic data interchange for documentation purposes**

## **Comment on INF 13**

### **Electronic data identification**

#### **Transmitted by the expert from France**

1. As the chairman of the RID/ADR joint meeting telematics Working Group the expert from France got the following mail from a company developing such softwares.
2. It clearly points out the need for primary keys. And it appears that establishing them is something that developers have to do if not otherwise provided, with the risk of disharmony, and communication issues between different systems
3. This document doesn't not aim at reopening the debate on this subject but invite the experts that had some doubts concerning the work proposed by the UK to keep an open-minded attitude concerning future work on the subject.
4. The mail is reproduced here after:

Le 02.12.2011, "> Herman Teering (par Internet)" <h.teering@dgoffice.net> a écrit:

Dear Panel members,

Reading through the report of the ECE/TRANS/WP.15/AC.1/124 meeting I saw the topic in point 89 about the identification of dangerous goods in telematics applications.

Our company is involved in IT solutions for dangerous goods since 1994 and one of the things we immediately discovered is that we needed a unique identifier for each possible entry in our database else it would become a big issue for our customers to select the correct entry related to their product.

As we are operating multi modal (Air, Sea, Road) and include multiple road transportation rules like ADR, ADG, TDG and 49 CFR, the issue is even bigger.

I have attached an extract of our main cross-reference table to give you an overview of the issues we ran into regarding a unique identifier.

For your info, our complete list currently contains 3975 unique ID nrs to cover the listed regulations.

First we needed an unique ID for each possible entry within a listed UN number. This means not only for each PG listed but also other options like for instance the organic peroxides which are listed by name as well.

Secondly the rule must be that an identifier can only be used once as it is assigned for ever to a certain entry. If this entry is removed from ALL regulations, it cannot be used again as it might occur that history files still contain the old index.

Third, the difference within the different regulations / mode of > transport must be taken care of as well or a decision must be taken to use regulation specific ID's as difference still occur.

In the attached list you will find a couple of examples where the differences are visible. Besides the ID's we also added flags in case a substance is not listed in all modes of transport, if it is a Marine Pollutant etc.

Please feel free to use this extract and distribute it to your colleagues for study and review when you are further discussing the topic of identification.

As it is such an important issue for all parties involved we are off course prepared to support your work on this topic and are available for further information, presentations, advice etc.

We look forward to work with you when requested.

Sincerely,

DGM Software Development Group A/S

Herman Teering

Managing Director

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