



**Secretariat**

Distr.  
GENERAL

ST/SG/AC.10/2000/36  
18 September 2000

ORIGINAL : ENGLISH

---

**COMMITTEE OF EXPERTS ON THE TRANSPORT  
OF DANGEROUS GOODS**

(Twenty-first session,  
4-13 December 2000,  
agenda item 2 (b))

**WORK OF THE SUB-COMMITTEE OF EXPERTS  
ON THE TRANSPORT OF DANGEROUS GOODS**

**Draft amendments to the Recommendations on the Transport of Dangerous Goods**

**Documentation for the transport of dangerous goods**

**Transmitted by the International Air Transport Association (IATA)**

**Discussion**

At the July 2000 meeting (18th session) of the Sub-Committee of Experts on the transport of Dangerous Goods a proposal to change the present sequence of information (Proper shipping name, Class, UN number) was discussed. The Sub-Committee agreed to change the basic sequence of information on the transport document so that the UN number appear first and be followed by the proper shipping name.

At a special meeting of the IATA Dangerous Goods Board held in Montreal in August 2000, this issue was discussed and several members expressed concern about the change. The main points made during this meeting are summarised below:

- For shipment identification and for emergency response, the sequence of information relating to dangerous goods is irrelevant as long as the information provided is well transmitted and well understood.
- The change, while inconsequential on the surface, entails a huge economic penalty to the industry which must change its automated systems (IT), training programs and acceptance procedures. As an example and although that change was not publicised, two member airlines have already indicated the change will cost in excess of 6 million USD to implement in their respective system. If these figures are extrapolated to the rest of the industry, we anticipate the change will cost the air industry in excess of 100 millions USD.

GE-00-

- The current sequence of information has been used for a number of years by the air industry without any major problem. There is no need to change a system that has served us well.

To summarise the Air Industry considers that there is no safety benefit associated with the change adopted at the July Sub-Committee meeting to justify such an expense.

### **Recommendation**

IATA recommends that the issue of the sequence of information on the transport document for dangerous goods be reopened by the Committee of Experts on the transport of dangerous goods and that the change agreed by the Sub-Committee **not** be ratified by the Committee of experts.

---