

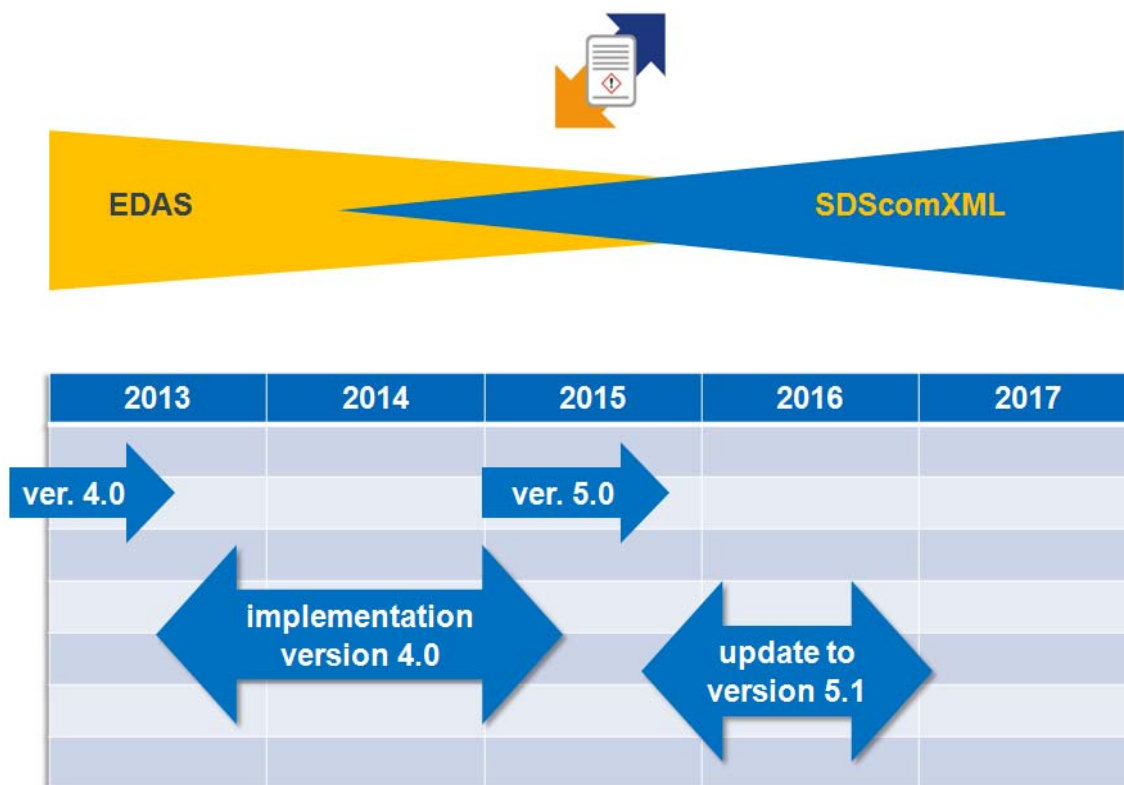
Position Paper: Automotive Industry usage of SDSComXML for the electronic exchange of Safety Data Sheets

REACH and CLP (Classification and Labelling of Chemicals) are two EU directives that have direct influence on the content of the Safety Data Sheet (SDS) requirements. CLP requires, for example, new hazard and precaution sentences, and uses new symbols. All SDS for mixtures have to use the new classification and labelling by June 2015, at the latest.

It is envisaged that there will be an increase in effort and cost along the supply chain. The up and downstream communication and company internal hazardous material management will rise. To minimise the administrative burden and therewith costs, it is essential to switch to a paperless SDS communication between manufacturers, importers and downstream users.

In 2010, the Automotive Associations ACEA, JAMA, KAMA & CLEPA have already adopted the position that the XML-based electronic data exchange EDAS is recommended as long-term alternative for communication of the mainbody SDS along the supply chain, replacing the existing paper-based system (see: Annex L6). Electronic communication means that data are made available in a structured XML format ready for import of the content into the in-house databases.

SDSComXML is the evolution of the former EDAS format ([link](#)) which will be stepwise substituted until 2015.



The main characteristics of the SDSComXML format are:

- SDSComXML is a standard for a system-independent electronic exchange of the content of the safety-data-sheets.
- SDSComXML-schema for basic and complex data types covers the whole content of safety-data-

sheets according to the national chemical regulations which are in Europe based on REACH and CLP.

- SDSComXML is open for national extensions covering requirements from regional legislation.
- SDSComXML is prepared to be used with standard phrase catalogues such as EUPhraC([link](#)).
- SDSComXML is an open source and thus free of charge.
- SDSComXML is part of the European eSDSComXML framework ([link](#)).

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| Free project tools | Phrase proposals and online discussion Browse EUPhraC and suggest changes, then follow change proposal discussions | Supportive documentation Find SDS templates and other documents |
| Open industry standards | EuPhraC phrase library Download final and draft versions of the European Phrases Catalogue | ESComXML and SDSComXML (harmonized with Norwegian PIB-format) |
| Commercial implementations | Phrase translations Ask your software provider or consult BDC's list of known translations (PDF) to obtain translated EUPhraC phrases. | SDS creation tools German BAuA's list of SDS authoring tools (PDF) |

SDSComXML uses the EuPhraC phrase library to exchange information. Both SDSComXML and EuPhraC are developed by cross-industry expert teams in consideration of global requirements. Translations of the phrase library into more than 30 languages, including Japanese, Korean and Chinese are commercially available. The next planned updates will include other non-European SDS requirements.

The combination of SDSComXML with EuPhraC enables recipients to use SDS data in their own IT systems and in their own language without costly manual re-entering of supplier data or translation tasks.

Customers, workers and environmental protection are the chief aims of the automotive industry. To achieve these aims the most effective procedures are favoured.

The automotive industry therefore supports the conception and further development of the de facto standards and implementation of SDSComXML interfaces into environmental, health and safety IT systems. The automotive industry recommends the implementation of the systems into the whole supply chain.

ACEA: the European Automobile Manufacturers Association

ACEA represents the fifteen major European vehicle manufacturers.

The ACEA members are BMW Group, DAF Trucks, Daimler, FIAT S.p.A., Ford of Europe, General Motors Europe, Hyundai Motor Europe, IVECO S.p.A., Jaguar Land Rover, PSA Peugeot Citroën,

Renault Group, Toyota Motor Europe, Volkswagen Group, Volvo Cars, Volvo Group. The automotive sector is key part of the manufacturing industry in the EU. Europe is the world's largest vehicle producer. The auto industry provides high-skilled jobs to 2.3 million Europeans and indirectly supporting another 10 million families.

<http://www.acea.be>

JAMA: the Japanese Automobile Manufacturers Association

JAMA is a non-profit industry association currently comprised of fourteen manufacturers of passenger cars, trucks, buses and motorcycles in Japan: Daihatsu Motor Co. Ltd., Fuji Heavy Industries Ltd., Hino Motors Ltd., Honda Motor Co. Ltd., Isuzu Motors Limited, Kawasaki Heavy Industries Ltd., Mazda Motor Corporation, Mitsubishi Motors Corporation, Mitsubishi Fuso Truck & Bus Corp., Nissan Motor Co. Ltd., Suzuki Motor Corporation, Toyota Motor Corporation, UD Trucks Co. Ltd., Yamaha Motor Co. Ltd.

<http://www.jama-english.jp/>

KAMA: the Korea Automobile Manufacturers Association

KAMA represents the major automakers in Korea. KAMA has been established to foster and develop the Korean auto industry, and thereby contribute to sustainable growth of the national economy. Korea's 5 major automakers (Hyundai, Kia, GM Daewoo, Ssangyong, and RenaultSamsung), with a total of 120,000 employees, have joined the association. KAMA also organizes the Seoul Motor Show, which is the only international motor show in Korea accredited by OICA.

<http://www.kama.or.kr>

CLEPA: the European Association of Automotive Suppliers

104 of the world's most prominent suppliers for car parts, systems and modules, and 25 National trade associations and European sector associations are members of CLEPA, representing more than 3 thousand companies, employing more than 5 million people and covering all products and services within the automotive supply chain. Based in Brussels, CLEPA is recognized as the natural discussion partner by the European Institutions, United Nations and fellow associations (ACEA, JAMA, MEMA, etc).

<http://www.clepa.eu>