Position Paper of the Automotive Industry on the usage of SDSComXML for the electronic exchange of Safety Data Sheets (SDS) (Press release)

REACH and CLP (Classification and Labeling of Chemicals) are two EU Regulations that have direct influence on the content of the Safety Data Sheet (hereinafter SDS) requirements. CLP requires for example, new hazard and precautionary sentences and uses new symbols. All SDSs for mixtures have to use the new classification and labeling since June 2015.

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 minimize 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 $EDAS_x$ is recommended as long-term alternative for communication of the main body SDSs along the supply chain, replacing the existing paper-based system[1]. 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[2] is the evolution of the former $EDAS_x$ format[2] which was already substituted in 2015.

The main characteristics of the SDSComXML format are:

- SDSComXML is a standard for a system-independent electronic exchange of the content of 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[3]
- SDSComXML is an open source and thus free of charge
- SDSComXML is part of the European eSDSComXML framework[4]

SDSComXML uses the EuPhraC phrase library to exchange information.
Both, SDSComXML and EuPhraC, are developed by cross-industry expert teams under consideration of global requirements. Thus, translations of the phrase library into more

---

1 http://www.acea.be/images/uploads/files/20110706_Annex_L6_-_Positionpaper_EDAS_Final.pdf).
2 http://www.sdscomxml.eu
3 http://www.euphrac.eu
4 http://www.eSDSComxml.eu

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 works.

Increasing customers, workers and environment protection are some of the highest aims in the Automotive Industry. To achieve these aims the most effective procedures are preferred.

The Automotive Industry therefore supports the concept and further development of the *de facto* standards and implements SDSComXML interfaces into the Environmental, Health and Safety IT systems in their houses. The Automotive Industry recommends the implementation to the systems in the whole supply chain.

***

ACEA, the European Automobile Manufacturers' Association (ACEA) represents the 15 major Europe-based car, van, truck and bus makers. The ACEA members are BMW Group, DAF Trucks, Daimler, Fiat Chrysler Automobiles, Ford of Europe, Honda Motor Europe, Hyundai Motor Europe, Iveco, Jaguar Land Rover, PSA Group, Renault Group, Toyota Motor Europe, Volkswagen Group, Volvo Cars, and Volvo Group.
www.acea.be

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 is an organization representing 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 has 80 of the world's most prominent suppliers for car parts, systems and modules and 29 National trade associations and European sector associations as members, representing an industry with an annual turnover of 300 billion Euro, more than 3,000 companies, employing more than three million people and covering all products and services within the automotive supply chain.
Based in Brussels, Belgium, CLEPA is recognized as the natural discussion partner by the European Institutions, United Nations and fellow associations (ACEA, JAMA, MEMA, etc).
www.clepa.eu