

IATA 危険物申告書の書式の変更

From: ORLIK Roman <orlikr@iata.org <mailto:orlikr@iata.org>>
Date: August 30, 2018 at 22:47:01 GMT+9
Subject: *Redesign of the IATA Shipper's Declaration for Dangerous Goods (IATA 危険物申告書の書式の変更)

各位

David Brennan 氏の指示により、Brennan 氏に代わって IATA 危険物申告書の新書式に関する情報をお伝えします。
敬具

Roman Orlik

各位

第 60 版の危険物規則書において、"risk" (リスク、恐れ) を "hazard" (危険要素) に置き換える討議がなされた 2018 年 3 月に行なわれた IATA Dangerous Goods Board (DGB - 危険物委員会) での審議に引き続き、DGB は IATA 危険物申告書 (DGD) の書式内容の "subsidiary risk" を "subsidiary hazard" に改訂することに同意した。DGB はまた、発地空港と着地空港の欄に (Optional) (随意記入) の注釈を加え、更に、署名者の肩書、並びに署名地の名称の記載を不要とすることにも同意した。これらの変更は規則書の文面では既に実行に移されていたが、書式そのものからは削除されて居なかった。

これらの点は安全を脅かす変更ではなく、また、数多くのシステム上では改訂が強いられるかも知れないことも鑑み、更に DGD の旧書式が大量にストックされていることを考慮に入れ、旧書式の使用は 2024 年 12 月 31 日まで認めることに同意を見た。

IATA の新しい危険物貨物自動受託システム (IATA DG AutoCheck) の性能試験を含む DGB 会議に引き続いて行なわれた作業で、Optical Character Recognition System (OCR - 映像認識システム) での解析度が、DGD の書式の形態やデータの記載位置にも左右され、DGD に記入されている事項を正しく読み取り、データ化することに問題があることが判明した。

OCR の性能試験で判明したことは、現行の危険物申告書の点線で仕切られている "Name and quantity of dangerous goods" の各枠や、各欄などが OCR では読み取り難いことが分かった。この問題を解決するため、書式の構造を少々変え、DGD テンプレートと DGD の完成見本に掲示してある。点線はすべて実線に変わっていることに留意されたい。

書物や書式の販売に従事する各位を含めた航空貨物業界各位に連絡を取り、新書式に問題なく移行して行けるようお願いものである。危険物輸送の際に提出される申告書が改められ、業界が今日より更に一体化されることを期待する。改訂された申告書のテンプレートを「欄なし」と「欄あり」の 2 種を jpg フォーマットで添付してある。他の eps フォーマットのものが必要であれば申し出てほしい。

本日の情報の意図は、荷送人各位が提出して来る危険物申告書が、新書式を使用して正しく作成され、DG AutoCheck の OCR により正しく読み取られ、危険物貨物輸送に齟齬を起ささないようにするためにほかならない。

敬具

David Brennan
Asst. Director, Cargo Safety & Standards

From: ORLIK Roman <orlikr@iata.org <mailto:orlikr@iata.org>>
Date: August 30, 2018 at 22:47:01 GMT+9
Subject: *Redesign of the IATA Shipper's Declaration for Dangerous Goods*

Dear all,

On behalf of David Brennan, I am forwarding to you his email with information on the IATA Shipper's Declaration.

Best regards,

Roman

Dear all,

Following discussion at the IATA Dangerous Goods Board (DGB) in March 2018 to consider the changes to the 60th edition of the DGR to replace "risk" by "hazard", the DGB agreed to revisions to the design of the IATA Shipper's Declaration for Dangerous Goods (DGD) to replace "subsidiary risk" by "subsidiary hazard". The DGB also agreed to add "(optional)" after the airport of departure and airport of destination and to remove reference to the title of the signatory and the place that the DGD was signed from the template. These changes had already been made in the DGR, but the format of the DGD had not been changed.

Recognising that these are not safety critical changes and that there are many systems that may need to be changed and that there may be significant stocks of DGD forms, the DGB agreed that to allow until 31 December 2024 for shippers to transition to the new format.

Following the DGB meeting, as part of the testing of IATA's new dangerous goods acceptance system, DG AutoCheck, it was identified that the performance of the optical character recognition (OCR) system in being able to accurately read and digitise the data from the DGD was very dependent on the format of the DGD and the placement of the data on the DGD.

The testing of the OCR identified that the design of the IATA DGD, with dotted lines delineating the columns and header row within the "Nature and quantity of dangerous goods" portion of the DGD and the alignment / placement of information in the top portion of the DGD was causing problems for the OCR. To address this, some additional format changes were made to the design of the DGD templates and examples in the DGR.

We have reached out to industry, including organisations like yourselves that also sell blank DGD forms and offer solutions that generate the DGD to request adoption of the new format DGD. This enables industry to become more standardised than today in the way that documentation is presented for dangerous good shipments. Attached are jpg files of the revised DGD in open and column format. High resolution .eps formats of the DGD templates are also available if required.

The objective of this is to try to ensure that the completed DGDs offered by shippers of dangerous goods, and which may then be scanned into DG AutoCheck have the best possible chance of being accurately scanned through the OCR.

Regards,

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www.iata.org/dangerousgoods

SHIPPER'S DECLARATION FOR DANGEROUS GOODS



Shipper		Air Waybill No.	
		Page of Pages	
		Shipper's Reference No. (optional)	
Consignee			
<i>Two completed and signed copies of this Declaration must be handed to the operator.</i>		WARNING	
TRANSPORT DETAILS		Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.	
This shipment is within the limitations prescribed for:		Airport of Departure (optional):	
(delete non-applicable)			
<input type="checkbox"/> PASSENGER AND CARGO AIRCRAFT	<input type="checkbox"/> CARGO AIRCRAFT ONLY		
Airport of Destination (optional):		Shipment type: (delete non-applicable)	
		<input type="checkbox"/> NON-RADIOACTIVE <input type="checkbox"/> RADIOACTIVE	
NATURE AND QUANTITY OF DANGEROUS GOODS			
<i>UN Number or Identification Number, Proper Shipping Name, Class or Division (subsidiary hazard), Packing Group (if required) and all other required information.</i>			
Additional Handling Information			
I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable air transport requirements have been met.		Name of Signatory	
		Date	
		Signature (See warning above)	

SHIPPER'S DECLARATION FOR DANGEROUS GOODS



Shipper	Air Waybill No.
	Page of Pages
	Shipper's Reference No. (optional)

Consignee	
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Two completed and signed copies of this Declaration must be handed to the operator.

TRANSPORT DETAILS

This shipment is within the limitations prescribed for:
(delete non-applicable)

Airport of Departure (optional):

<input type="checkbox"/> PASSENGER AND CARGO AIRCRAFT	<input type="checkbox"/> CARGO AIRCRAFT ONLY
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Airport of Destination (optional):

WARNING

Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.

Shipment type: (delete non-applicable)

<input type="checkbox"/> NON-RADIOACTIVE	<input type="checkbox"/> RADIOACTIVE
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NATURE AND QUANTITY OF DANGEROUS GOODS

Dangerous Goods Identification						
UN or ID No.	Proper Shipping Name	Class or Division (subsidiary hazard)	Packing Group	Quantity and Type of Packing	Packing Inst.	Authorization

Additional Handling Information

I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable air transport requirements have been met.

Name of Signatory

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Signature
(See warning above)