



# Dangerous Goods Declaration - Rejections for Minor Discrepancies

The IATA Dangerous Goods Regulations (DGR) contains examples of the Dangerous Goods Declaration (DGD). In the 60<sup>th</sup> edition (2019) these were amended to reflect a minor change, when the term "subsidiary risk" was replaced with "subsidiary hazard". The change was not regarded as being a significant safety issue; it was to apply terminology in a consistent manner.

Two other changes that were made, were the removal of the placeholders for "Title" and "Place" of signatory. These entries were annotated as being optional for users of the previous forms.

While updating the images which appear in the DGR, a number of other inconsequential changes were made. These include different font sizes, different font styles and changing dashed lines to solid lines.

The IATA Dangerous Goods Regulations and checklists refer to the DGD being in the IATA format. There is a perception that the DGD must be completely identical to those shown in the DGRs.

DGR 9.1.3 Note 4 refers to minor variations and discrepancies, which is particularly relevant to acceptance personnel using an acceptance checklist.

*"Minor discrepancies, ..... are not considered as errors **if they do not compromise safety and should not be considered a reason for rejecting a consignment.**"*

With regards to the "format" of the DGD, and the experience of recent shipment rejections; the following matters are considered to be minor discrepancies which do not compromise safety:

- the inclusion of additional information, such as title of signatory and place of signing;
- the use of dashed lines instead of solid lines;
- the font style or size;
- the usage of the term "risk" instead of "hazard".

Operators may specify, for reasons of operational efficiency, particular requirements relating to formatting or layout of the DGD.

**The process of accepting of dangerous goods is an important function which contributes to aviation safety. The rejection of shipments for trivial reasons may have adverse consequences for business, commerce and safety.**

For further questions or additional guidance, please contact [dangood@iata.org](mailto:dangood@iata.org)