



Dangerous Goods

Hermes Automatic Update Service

Issue 4 - March 2014

Missed an issue?



Rules, Regulations & Responsibilities
[Issue 1](#)

DGR Checking
[Issue 2](#)

The Hermes DGR Module
[Issue 3](#)

Questions?

If you have any questions on the topics discussed here mail us at:

marketing@hermes-cargo.com

How do I know if my product is considered to be Dangerous Goods?



The Regulations place the responsibility for correct classification of dangerous goods on the

Some items may endanger the safety of an aircraft or persons on board it. The air transportation of these dangerous materials can either be forbidden or restricted, so in order to ship dangerous goods, consignors are required to prepare a form certifying that the cargo has been packed, labelled and declared according to the IATA Dangerous Goods Regulations (DGR). Handlers need the skills to accept, handle and process shipments containing dangerous goods and the process can be a time-consuming one when done manually.

In 2006 a Dangerous Goods (DGR) module was built inside the Hermes air cargo handling system with the aim of supplying a complete end to end DGR checking system to help DGR accurately check a Shippers Declaration according to IATA DGR aviation rules.

In its early days Hermes was supplied without dangerous goods data and was therefore only used by a couple of handlers who had the ability and the desire to update and maintain their own DGR data.

In 2010, in a bid to make the DGR data much more easily accessible to our customers, Hermes started work on a project to design and develop an automated update service that would not only install, but also update, the full set of DGR data quickly and easily.

Partnering with the DGM Software Development Group, who are experts in supplying and updating dangerous goods data, we designed a database which can be loaded with the Hermes air cargo management system.

This database contains the latest, most up-to-date dangerous goods information based on the applicable ICAO Technical Instructions which is supplemented with the IATA DGR information.

The Hermes DGR database is maintained constantly by the DGM-SDG experts and updated at least twice a year, or

shipper.

Classification criteria for each class and division of dangerous goods is stipulated in DGR Section 3.

Advice on the correct classification of a substance should be sought from the manufacturer or distributor of the substance.

More information?

For comprehensive information from IATA on the Dangerous Goods Regulations visit their website:

www.iata.org



Hermes & DGR

The integrated Hermes DGR system can assist your users in the correct checking of Dangerous Goods shipper's declarations.

This full check solution includes:

Fully updated and date relevant DGR data used in the check process, ensuring your staff are using the most recent DGR data

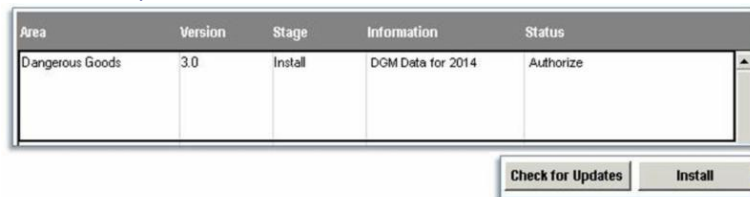
Full handheld package checks

when regulatory changes require an update to be made. The dangerous goods database contains the following:

- DGR Regulations (UN/PSNs) - Includes Appendix C (table C1 & C2)
- State variations
- Operator variations
- Special provisions
- Packing Instructions for each individual substance
- Radionuclides

All of the data is created with an active and deactivation date which ensures the DGR user base are always using the most current set of DGR data. For instance, the new IATA DGR regulations are typically published in the final third of the year. For Hermes users, this means the dataset can be supplied, checked and installed months before the year start and users will use the old data until the first day of the year when the new data will become active.

The addition of the "one button" updates service has seen the DGR customer base grow, as in the past DGR users would get a new DGR manual at the beginning of the year and not receive any updates until the following publication (unless the DGR department checks for new IATA addendum).



Now, this process is much simpler. DGM maintain the data updates according to any published addendum released by the industry. Every update is sent to Hermes where it is installed in our test environment and checked. When the data has passed this check, it is published to the Hermes DGR user group via the web, an e-mail advises the user group that there is a DGR data update and the installation process (one button press) can be launched at any time that is convenient.

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About DGM Software Development Group



DGM Software Development Group (DGM-SDG) has its roots back in 1994 in the Netherlands. The first software developed was

Automated checklists
production

One button NOTOC
production

ADR compliant

Message support for FDD
(in/out), NTM & NOT

This check solution is supported by
our DGR data suppliers DGM-SDG.

Upcoming Air Cargo Events



Air Cargo China
17-19 June 2014, Shanghai

Air Cargo Ground
Handling Conference
17-19 September 2014,
Milan, Italy



TIACA ACF
7-9 October, Seoul

meant for internal use but was quickly noticed by customers who showed interest in purchasing a license. Twenty years later DGM-SDG is based in Denmark and has grown to be the world's leading IT solutions provider for the Dangerous Goods Transportation Industry, offering complete software packages, web services and databases on dangerous goods for all modes of transport.

DGM-SDG is member of the international Dangerous Goods Management group of companies which currently counts 52 offices in 29 countries and employs over 500 dangerous goods experts. The DGM Group is an IATA Strategic Partner, holds an observer seat in the IATA Dangerous Goods Board and is a Top Ten IATA ATS.

DGM-SDG is an active partner in the IATA e-freight project and more specifically in designing and testing the cargo XML standard for dangerous goods. DGM-SDG is also a corporate member of TIACA.

About Hermes Logistics Technologies

inbuilt expertise
Hermes

HERMES is an IT Solution designed specifically for the Air Cargo industry. With over 200 years of combined Air Cargo Handling experience, the HERMES Cargo Team have developed a robust, comprehensive & flexible solution, currently used by Airlines, Hubs, Ground Handlers and Airports whose operations control cargo volumes from 10,000 to in excess of 1,500,000 metric tons per annum.

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