



Cargo Tariff Coordinating Conferences Resolutions Manual

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NOTICE

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CARGO TARIFF COORDINATING CONFERENCES RESOLUTIONS MANUAL

Cargo Resolutions

Resolutions in this Manual reflect agreements adopted by the
Cargo Tariff Coordinating Conferences
as at **5 September 2008**

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INTRODUCTION

1. The purpose of the Cargo Tariff Coordinating Conferences Resolutions Manual is to provide a central reference to the texts of all current resolutions adopted by the Cargo Tariff Coordinating Conferences. The Manual also contains the texts of government reservations which have been placed on resolutions. These reservations are published at the end of the resolution to which they refer.
2. The resolutions are published in numerical order, but if the resolution number is not known it may be found by consulting the alphabetical index.
3. Having located the resolution to which you wish to refer, the following should be noted:

a) Resolution Designator

On the left hand side below the title is a 'Designator' - for example, CTC1(02)008.
The designator identifies:

- the Conference to which the resolution applies – example 'CTC1' denotes Cargo Tariff Conference 1
- the number of the meeting of the Conference at which the resolution was adopted, shown in parenthesis – example '(02)' means the second meeting of Cargo Tariff Conference 1
- the number of the resolution – example 008
- if the resolution was adopted by mail vote, the serial number of the mail vote appears in parenthesis instead of the meeting number – example CTC1(Mail 398)008
- if the resolution has been amended one or more times since it was originally adopted, the designator will continue to show in parenthesis the number of the meeting at which it was adopted but will show a suffix '(amended)' – example CTC1(02)008 (amended).

b) Expiry Date

On the right hand side below the title is an expiry date which indicates how long the resolution will remain in effect.

An 'indefinite' expiry date means that the resolution will not expire unless action is taken specifically to rescind the resolution.

c) Type

On the right hand side, below the expiry date, is the designation of the type of the resolution ('A', 'AA' or 'B'). A full description of these codes is given in Resolution 001. In brief, Type A means that if a part of a resolution is disapproved by a government the entire resolution is rendered void; Type B allows the unaffected parts of the resolution to remain in effect even though a part of the resolution has been disapproved by a government; Type AA is a variation of Type A.

d) Attachments

Attachments to resolutions form an integral part of the resolution. They generally consist of two types of items, namely, tables of specified rates and facsimiles of prescribed forms. The tables of specified rates are often marked 'published separately' and are to be found in the appropriate rates books.

e) Changes to the Resolutions

Additional text within the Resolutions is underlined for ease of reference.

The following Resolutions have been rescinded:

001mm, 116f, 508 (TC1), 508, 508a, 508aa, 512, 518, 518e, 519e and 593

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DEFINITIONS OF TARIFF COORDINATING CONFERENCE SUB-AREAS

TC1 Mexico sub-area

between Canada, USA (excluding Puerto Rico and Virgin Islands US) and Mexico

TC1 Caribbean sub-area (see NOTE)

- a) between USA (excluding Puerto Rico and Virgin Islands US) and Bermuda, Bahamas, The Caribbean Islands, French Guiana, Guyana, Suriname
- b) between Canada, Mexico and Bermuda, Bahamas, The Caribbean Islands, French Guiana, Guyana, Puerto Rico, Suriname, Virgin Islands US
- c)
 - i) within the area composed of Bermuda, Bahamas, The Caribbean Islands, Puerto Rico, Virgin Islands US
 - ii) between Bermuda, Bahamas, The Caribbean Islands, Puerto Rico, Virgin Islands US and French Guiana, Guyana, Suriname

TC1 Longhaul sub-area (see NOTE)

- a) between Canada, Mexico, USA and Central America, South America
- b) between Bermuda, Bahamas, The Caribbean Islands, French Guiana, Guyana, Suriname and Central America, South America
- c) between Central America and South America
- d) within Central America

TC1 Within South America sub-area

within the area composed of

| | | |
|-----------|---------------|-----------|
| Argentina | Ecuador | Peru |
| Bolivia | French Guiana | Suriname |
| Brazil | Guyana | Uruguay |
| Chile | Panama | Venezuela |
| Colombia | Paraguay | |

NOTE

For the purpose of definition of the **Caribbean** and **Longhaul** sub-areas, 'The Caribbean Islands', 'Central America' and 'South America' are defined as follows

The Caribbean Islands

| | | |
|---------------------|--------------------|----------------------------------|
| Anguilla | Dominican Republic | Netherlands Antilles |
| Antigua and Barbuda | Grenada | Saint Kitts and Nevis |
| Aruba | Guadeloupe | Saint Lucia |
| Barbados | Haiti | Saint Vincent and the Grenadines |
| Cayman Islands | Jamaica | Trinidad and Tobago |
| Cuba | Martinique | Turks and Caicos Islands |
| Dominica | Montserrat | Virgin Islands British |

Central America

| | | |
|------------|-------------|-----------|
| Belize | El Salvador | Honduras |
| Costa Rica | Guatemala | Nicaragua |

South America

| | | |
|-----------|----------|-----------|
| Argentina | Colombia | Peru |
| Bolivia | Ecuador | Uruguay |
| Brazil | Panama | Venezuela |
| Chile | Paraguay | |

DEFINITIONS OF TARIFF COORDINATING CONFERENCE SUB-AREAS (continued)

TC2 Within Europe sub-area

within the area composed of

| | | |
|------------------------|-------------------|--------------------|
| Albania | Georgia | Netherlands |
| Algeria | Germany | Norway |
| Andorra | Gibraltar | Poland |
| Armenia | Greece | Portugal |
| Austria | Hungary | Romania |
| Azerbaijan | Iceland | Russia (in Europe) |
| Belarus | Ireland | San Marino |
| Belgium | Italy | Serbia |
| Bosnia and Herzegovina | Latvia | Slovakia |
| Bulgaria | Liechtenstein | Slovenia |
| Croatia | Lithuania | Spain |
| Cyprus | Luxembourg | Sweden |
| Czech Republic | Macedonia (FYROM) | Switzerland |
| Denmark | Malta | Tunisia |
| Estonia | Moldova | Turkey |
| Finland | Monaco | Ukraine |
| France | Montenegro | UK |
| | Morocco | |

TC2 Within Middle East sub-area

within the area composed of

| | | |
|---------|---------|----------------------|
| Bahrain | Jordan | Saudi Arabia |
| Egypt | Kuwait | Sudan |
| Iran | Lebanon | Syria |
| Iraq | Oman | United Arab Emirates |
| Israel | Qatar | Yemen |

TC2 Within Africa sub-area

within the area composed of

| | | |
|--------------------------|---------------|-----------------------|
| Angola | Gabon | Niger |
| Benin | Gambia | Nigeria |
| Botswana | Ghana | Reunion |
| Burkina Faso | Guinea | Rwanda |
| Burundi | Guinea-Bissau | Sao Tome and Principe |
| Cameroon | Kenya | Senegal |
| Cape Verde | Lesotho | Seychelles |
| Central African Republic | Liberia | Sierra Leone |
| Chad | Libya | Somalia |
| Comoros | Madagascar | South Africa |
| Congo (Brazzaville) | Malawi | Swaziland |
| Congo (Kinshasa) | Mali | Tanzania |
| Côte d'Ivoire | Mauritania | Togo |
| Djibouti | Mauritius | Uganda |
| Equatorial Guinea | Mayotte | Zambia |
| Eritrea | Mozambique | Zimbabwe |
| Ethiopia | Namibia | |

TC2 Europe-Middle East sub-area

between the TC2 Within Europe sub-area and the TC2 Within Middle East sub-area

TC2 Europe-Africa sub-area

between the TC2 Within Europe sub-area and the TC2 Within Africa sub-area

TC2 Middle East-Africa sub-area

between the TC2 Within Middle East sub-area and the TC2 Within Africa sub-area

DEFINITIONS OF TARIFF COORDINATING CONFERENCE SUB-AREAS (continued)

TC3 Within South Asian Subcontinent sub-area

within the area composed of

| | | |
|-------------|----------|-----------|
| Afghanistan | India | Pakistan |
| Bangladesh | Maldives | Sri Lanka |
| Bhutan | Nepal | |

TC3 Within South East Asia sub-area

within the area composed of

| | | |
|--|--------------------------|------------------|
| Brunei Darussalam | Kyrgyzstan | Palau |
| Cambodia | Laos | Philippines |
| China (excluding Hong Kong SAR and Macao SAR) | Macao SAR | Russia (in Asia) |
| Chinese Taipei | Malaysia | Singapore |
| Guam | Marshall Islands | Tajikistan |
| Hong Kong SAR | Micronesia | Thailand |
| Indonesia | Mongolia | Turkmenistan |
| Kazakhstan | Myanmar | Uzbekistan |
| | Northern Mariana Islands | Viet Nam |

TC3 Within South West Pacific sub-area

within the area composed of

| | | |
|------------------|------------------|---------------------------|
| American Samoa | Nauru | Solomon Islands |
| Australia | New Caledonia | Tonga |
| Cook Islands | New Zealand | Tuvalu |
| Fiji | Niue | Vanuatu |
| French Polynesia | Papua New Guinea | Wallis and Futuna Islands |
| Kiribati | Samoa | |

TC3 South East Asia-South Asian Subcontinent sub-area

between the TC3 South East Asia sub-area and the TC3 South Asian Subcontinent sub-area

TC3 South Asian Subcontinent-South West Pacific sub-area

between the TC3 South Asian Subcontinent sub-area and the TC3 South West Pacific sub-area

TC3 South East Asia-South West Pacific sub-area

between the TC3 South East Asia sub-area and the TC3 South West Pacific sub-area

TC3 Japan/Korea sub-area

within the area composed of Japan and Korea

TC3 Japan/Korea-South Asian Subcontinent sub-area

between the TC3 Japan/Korea sub-area and the TC3 South Asian Subcontinent sub-area

TC3 Japan/Korea-South East Asia sub-area

between the TC3 Japan/Korea sub-area and the TC3 South East Asia sub-area

TC3 Japan/Korea-South West Pacific sub-area

between the TC3 Japan/Korea and the TC3 South West Pacific sub-area

DEFINITIONS OF TARIFF COORDINATING CONFERENCE SUB-AREAS (continued)

TC12 North Atlantic-Europe sub-area

between Canada, Mexico (passenger only), USA and the TC2 Within Europe sub-area

TC12 North Atlantic-Middle East sub-area

between Canada, Mexico (passenger only), USA and the TC2 Within Middle East sub-area

TC12 North Atlantic-Africa sub-area

between Canada, Mexico (passenger only), USA and the TC2 Within Africa sub-area

TC12 Mid Atlantic-Europe sub-area

between the TC1 countries listed below and the TC2 Within Europe sub-area

| | | |
|---------------------|---------------------|----------------------------------|
| Anguilla | Dominican Republic | Montserrat |
| Antigua and Barbuda | Ecuador | Netherlands Antilles |
| Aruba | El Salvador | Nicaragua |
| Bahamas | French Guiana | Panama |
| Barbados | Grenada | Peru |
| Belize | Guadeloupe | Saint Kitts and Nevis |
| Bermuda | Guatemala | Saint Lucia |
| Bolivia | Guyana | Saint Vincent and the Grenadines |
| Cayman Islands | Haiti | Suriname |
| Colombia | Honduras | Trinidad and Tobago |
| Costa Rica | Jamaica | Turks and Caicos Islands |
| Cuba | Martinique | Venezuela |
| Dominica | Mexico (cargo only) | Virgin Islands British |

TC12 Mid Atlantic-Middle East sub-area

between the TC1 area defined in the Mid Atlantic–Europe sub-area and the TC2 Within Middle East sub-area

TC12 Mid Atlantic-Africa sub-area

between the TC1 area defined in the Mid Atlantic–Europe sub-area and the TC2 Within Africa sub-area

TC12 South Atlantic-Europe sub-area

between Argentina, Brazil, Chile, Paraguay, Uruguay and the TC2 Within Europe sub-area

TC12 South Atlantic-Middle East sub-area

between Argentina, Brazil, Chile, Paraguay, Uruguay and the TC2 Within Middle East sub-area

TC12 South Atlantic-Africa sub-area

between Argentina, Brazil, Chile, Paraguay, Uruguay and the TC2 Within Africa sub-area

DEFINITIONS OF TARIFF COORDINATING CONFERENCE SUB-AREAS (continued)

TC123 (via TC2) North Atlantic-South Asian Subcontinent sub-area

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TC123 (via TC2) North Atlantic-South East Asia sub-area

between Canada, Mexico (passenger only), USA and the TC3 South East Asia sub-area

TC123 (via TC2) North Atlantic-South West Pacific sub-area

between Canada, Mexico (passenger only), USA and the TC3 South West Pacific sub-area

TC123 (via TC2) North Atlantic-Japan/Korea sub-area

between Canada, Mexico (passenger only), USA and the TC3 Japan/Korea sub-area

TC123 (via TC2) Mid Atlantic-South Asian Subcontinent sub-area

between the TC1 area defined in the TC12 Mid Atlantic-Europe sub-area and the TC3 South Asian Subcontinent sub-area

TC123 (via TC2) Mid Atlantic-South East Asia sub-area

between the TC1 area defined in the TC12 Mid Atlantic-Europe sub-area and the TC3 South East Asia sub-area

TC123 (via TC2) Mid Atlantic-South West Pacific sub-area

between the TC1 area defined in the TC12 Mid Atlantic-Europe sub-area and the TC3 South West Pacific sub-area

TC123 (via TC2) Mid Atlantic-Japan/Korea sub-area

between the TC1 area defined in the TC12 Mid Atlantic-Europe sub-area and the TC3 Japan/Korea sub-area

TC123 (via TC2) South Atlantic-South Asian Subcontinent sub-area

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TC123 (via TC2) South Atlantic-South East Asia sub-area

between the area composed of Argentina, Brazil, Chile, Paraguay, Uruguay and the TC3 South East Asia sub-area

TC123 (via TC2) South Atlantic-South West Pacific sub-area

between the area composed of Argentina, Brazil, Chile, Paraguay, Uruguay and the TC3 South West Pacific sub-area

TC123 (via TC2) South Atlantic-Japan/Korea sub-area

between the area composed of Argentina, Brazil, Chile, Paraguay, Uruguay and the TC3 Japan/Korea sub-area

DEFINITIONS OF TARIFF COORDINATING CONFERENCE SUB-AREAS (continued)

TC23/TC123 (via TC1) Europe-South Asian Subcontinent sub-area

between the TC2 Within Europe sub-area and the TC3 South Asian Subcontinent sub-area

TC23/TC123 (via TC1) Europe-South East Asia sub-area

between the TC2 Within Europe sub-area and the TC3 South East Asia sub-area

TC23/TC123 (via TC1) Europe-South West Pacific sub-area

between the TC2 Within Europe sub-area and the TC3 South West Pacific sub-area

TC23/TC123 (via TC1) Europe-Japan/Korea sub-area

between the TC2 Within Europe sub-area and the TC3 Japan/Korea sub-area

TC23/TC123 (via TC1) Middle East-South Asian Subcontinent sub-area

between the TC2 Within Middle East sub-area and the TC3 South Asian Subcontinent sub-area

TC23/TC123 (via TC1) Middle East-South East Asia sub-area

between the TC2 Within Middle East sub-area and the TC3 South East Asia sub-area

TC23/TC123 (via TC1) Middle East-South West Pacific sub-area

between the TC2 Within Middle East sub-area and the TC3 South West Pacific sub-area

TC23/TC123 (via TC1) Middle East-Japan/Korea sub-area

between the TC2 Within Middle East sub-area and the TC3 Japan/Korea sub-area

TC23/TC123 (via TC1) Africa-South Asian Subcontinent sub-area

between the TC2 Within Africa sub-area and the TC3 South Asian Subcontinent sub-area

TC23/TC123 (via TC1) Africa-South East Asia sub-area

between the TC2 Within Africa sub-area and the TC3 South East Asia sub-area

TC23/TC123 (via TC1) Africa-South West Pacific sub-area

between the TC2 Within Africa sub-area and the TC3 South West Pacific sub-area

TC23/TC123 (via TC1) Africa-Japan/Korea sub-area

between the TC2 Within Africa sub-area and the TC3 Japan/Korea sub-area

TC31 North and Central Pacific-South Asian Subcontinent sub-area

between the TC3 South Asian Subcontinent sub-area and all countries in TC1

TC31 North and Central Pacific-South East Asia sub-area

between the TC3 South East Asia sub-area and all countries in TC1

TC31 North and Central Pacific-Japan/Korea sub-area

between the TC3 Japan/Korea sub-area and all countries in TC1

TC31 South Pacific sub-area

between the TC3 South West Pacific sub-area and all countries in TC1

**PERMANENT EFFECTIVENESS RESOLUTION
- CARGO -**

| | | |
|---------------|-----------|--------------------|
| CTC1(02)001 | (amended) | Expiry: Indefinite |
| CTC2(02)001 | (amended) | |
| CTC3(02)001 | (amended) | Type A |
| CTC12(02)001 | (amended) | |
| CTC23(02)001 | (amended) | |
| CTC31(02)001 | (amended) | |
| CTC123(02)001 | (amended) | |

RESOLVED that,

- 1) the filing period and effectiveness and expiry dates of Resolutions adopted in accordance with the Provisions for the Conduct of the IATA Traffic Conferences shall be those specified on each such Resolution

FILING AND APPROVAL

- 2) each TC Member shall notify the Secretary as to whether the filing or approval of Resolutions is required by the government authorities of its country and shall accomplish any necessary filing with the appropriate government authorities prior to the commencement of the filing period; provided that TC Members not party to a limited agreement, but whose country is in the limited agreement, may notify the Secretariat that they will not file such agreement with their authorities. The Secretariat will then advise all carriers that the national carrier is not filing the agreement and it will be the responsibility of the carriers party to that agreement to make the filing
- 3) each TC Member shall see that the Secretary is promptly notified of any extension of the filing period, approval or disapproval by such TC Member's government authorities, and the Secretary shall forthwith inform all TC Members thereof

EFFECTIVENESS

- 4) immediately following the filing period or any government extension thereof, the Secretary shall inform all TC Members specifying the effective date
- 5) each Resolution not disapproved by the appropriate government authorities shall remain in effect until the earliest of the following
 - a) 180 days after a TC Member, at any regularly scheduled meeting of a Tariff Conference authorised to act upon the type of Resolution a proposal for rescission having been duly placed on the agenda, rescinds its approval; provided that a Resolution may be rescinded in whole but not in part
 - b) until it shall be effectively modified or rescinded by the Tariff Conference
 - c) until a government disapproves or a government approval has been withdrawn

- d) until 30 days after the Secretary receives notices from any TC Member given in accordance with Paragraph 9) herein, stating its intention that a Resolution shall cease to be effective
- e) until the expiry date
- 6) where a government specifically disapproves a Resolution or a portion thereof, Paragraph 8) shall be applicable
- 7) where a government does not specifically disapprove a Resolution but imposes a condition or change or requirement or authorisation affecting the provisions, conditions, effectiveness or applicability of any Resolution(s) as agreed by the Tariff Conferences, Paragraph 9) shall be applicable
- 8) with respect to each Resolution shown as
 - a) Type 'A', disapproval by a government authority of a Resolution or a portion thereof shall be considered disapproval of the entire Resolution
 - b) Type 'A', disapproval by a government authority of a Resolution which amends a currently effective indefinite Resolution shall be considered disapproval of the amending Resolution
 - c) Type 'A', disapproval by a government authority of a Resolution which amends and revalidates a currently effective Resolution shall be considered as disapproval only of the amendment(s) and the Resolution which it was intended to amend shall be considered as revalidated unless the government specifically withdraws its approval of the currently effective Resolution
 - d) Type 'A', disapproval by a government authority of a portion of an amending Resolution and approval of the balance of the Resolution with a condition or change or requirement or authorisation affecting the provisions, conditions, effectiveness or applicability of such Resolution as agreed by the Tariff Conferences shall be resolved by the TC Member(s) under Paragraph 9) of this Resolution
 - e) Type 'AA', disapproval by a government authority of a Resolution or a portion thereof shall be considered disapproval of the entire Resolution provided that any 001 pre-existent Resolution which is to be replaced by a Type 'AA' Resolution, shall be automatically revalidated until such Type 'AA' Resolution becomes effective, or 180 days after the next meeting of the Tariff Conference, whichever is earlier
 - f) Type 'B', disapproval by any government authority of a portion shall be considered as rendering only that portion of the Resolution void
 - g) Type 'B', but including one or more paragraphs marked Type 'A', disapproval of all or any portion of such Type 'A' paragraphs shall be considered as rendering the entire Resolution void

9) where either

a government (other than by a government requirement or authorisation as described in Subparagraphs 2)b), 3)a) or 3)b) of Resolution 200g or by a government requirement that TC Members file notices or submit copies of filings) either at the time of approval of any Resolution(s), or subsequently, imposes a condition or change or requirement or authorisation affecting the provisions, conditions, effectiveness or applicability of any Resolution(s), as agreed by the Tariff Conference(s)

or

a government disapproves any cargo rate(s), charge(s) or condition(s) attached to such cargo rate(s) or charge(s) shown as Type B

the following shall apply

- a) the Secretary shall notify all TC Members of the action of such government
 - b) any TC Member may, within 30 days from the date of such notification, submit a written notice to the Secretary stating its intention that such Resolution(s) shall not come into effect (or shall cease to be effective)
 - c) if the Secretary receives such notice of intention within such 30 day period, such Resolution(s) shall not come into effect, or if already in effect, shall cease to be effective 30 days after receipt of such notice of intention by the Secretary; provided that any pre-existent Resolution which is to be replaced by a Type 'AA' Resolution shall be automatically revalidated until such Type 'AA' Resolution becomes effective or 180 days after the next meeting of the Tariff Conference, whichever is earlier
 - d) if the Secretary does not receive such notice of intention within such 30 day period, the action of such government shall thereafter be deemed legally binding in accordance with its terms
- 10) where a government alters the level of a cargo rate(s) or charge(s) set forth in a specified cargo rate(s) or charge(s) Resolution, such alteration shall be deemed a disapproval by that government of the cargo rate(s) and charge(s) concerned. This shall not be construed, however, as precluding a TC Member from exercising its rights provided for in Paragraph 9) hereof
- 11) a) the term 'government(s)' as used in the preceding Paragraphs shall be deemed to be the government(s) referred to in Paragraph 2) hereof
- b) where due to action of any other government a TC Member is prevented from putting into effect the terms of any Resolution, such TC Member shall notify the Secretary. The effect of such action shall be subject to the provisions of Paragraphs 8), 9) and 10) hereof, and shall be restricted to the country of the government concerned and shall not

be subject to any Special Effectiveness (Tie-In) Resolution, unless a TC Member notifies the Secretary within 30 days from the date of circulation of the notification by the Secretary that such action by the government concerned shall apply to the Resolution without restriction

ANNOUNCEMENT, ADVERTISING AND SALES

- 12) no TC Member shall announce to the public or divulge to Agents any changes resulting from a Tariff Conference Resolution (other than from a Resolution agreed by mail vote) until 72 hours after the termination of the Tariff Conference meeting unless another such time interval is established by the Tariff Conference Chairman; provided that this shall not preclude any TC Member from amplifying (other than by paid advertisement) the Tariff Conference press release at any time thereafter; provided further that any such announcement or divulgement shall be qualified by the words 'subject to government approval', until the date on which the Secretary circulates notice to all TC Members that all necessary government approvals have been received
- 13) on and after commencement of the filing period, TC Members may provide paid advertisements to the public provided that any such advertisement shall be qualified by the words 'subject to government approval', until the date on which the Secretary circulates notice to all TC Members that all necessary government approvals have been received
- 14) on and from a date to be fixed by the Tariff Conferences after commencement of the filing period and until voidance or effectiveness of the Resolutions, TC Members may only undertake sales of transportation to be commenced on or after the intended effective date of such Resolutions at the cargo rates and charges resulting from such Resolutions; provided that such sales shall be qualified, until all necessary government approvals have been received, by the words 'subject to government approval'
- 15) no TC Member shall divulge information about, or take action on, receipt of all necessary government approvals prior to circulation by the Secretary to TC Members of formal notice thereof
- 16) upon the coming into effect hereof, every unexpired Resolution shall be governed by the terms of this Resolution and the effectiveness Resolutions originally adopted shall forthwith expire; provided that the expiry date and type specified in the original effectiveness shall be retained in respect of such unexpired Resolutions

GOVERNMENT RESERVATIONS**ALGERIA**

All government orders issued in a foreign country, authorising one or more foreign air carriers operating from that country to Algeria to modify IATA regulations relating to tariffs and conditions for the transportation of cargo, must be submitted to the Civil Aviation Authority of Algeria for prior approval when transportation to, from, and/or via Algeria is involved. (12.6.85)

AUSTRALIA

Approval by the Australian Government of IATA Resolutions does not relieve airlines from their obligations under relevant Bilateral Air Transport Agreements and the Australian National Regulations from submitting their tariff of charges for the carriage of cargo on their services to the Director General of Civil Aviation for approval

AUSTRIA

1. The attention of the Austrian aeronautical authorities has been drawn to the fact that other Governments are issuing directives to certain air carriers requesting them to apply rates and conditions different from those agreed within IATA. In order to avoid that by such actions the interests of Austrian Airlines may be unduly affected, Austrian Airlines are hereby authorised to apply all rates and conditions introduced by directives of other Governments
2.
 - a. Any foreign Government Order to a foreign air carrier authorising a deviation from IATA Resolutions regarding rates or conditions, shall be filed with the Austrian aeronautical authority, when it involves transportation from/to or via Austria
 - b. These Government Orders shall not come into effect without the approval of the Austrian aeronautical authority
 - c. Government Orders concerning individual transportation of persons or property are excluded from this reservation
 - d. In accordance with our directive Z1. 39.252/42-1/7-1971 of 21 July 1971, any rates or conditions filed by other carriers and approved by this Ministry may also be applied by Austrian Airlines
 - e. This order is effective immediately and shall apply until further notice. (28.6.72)

CANADA

The Canadian Transportation Agency will accept tariff filings reflecting the provisions of IATA Resolutions insofar as they apply to traffic to or from Canada without prejudice to any change that might be deemed necessary or desirable by the said Agency upon investigation or complaint at any time

GOVERNMENT RESERVATIONS (cont'd)**CANADA (cont'd)**

Rates, charges and conditions or practices relating thereto established pursuant to orders, conditions or reservations of a foreign Government shall not be applicable in respect of traffic to or from Canada until prior authority has been granted in writing by, and appropriate tariffs have been filed with, the Canadian Transportation Agency

Subject to obtaining the prior authority of the Agency, Air Carriers licensed by the Agency may establish rates, charges and conditions or practices for traffic to or from Canada to be competitive with rates, charges and conditions or practices established pursuant to an Order from a foreign Government

It is noted that certain Resolutions make use of the terms 'Bahamas Islands', 'Caribbean' or 'Caribbean Area' or 'Islands in the Caribbean', sometimes including or excluding Bermuda and/or Bahamas and/or Venezuela, etc. These terms may be properly applied in connection with tariff publications only if fully defined in such tariff publications

CHINA

Hong Kong - change of status from 1 July 1997

1. According to the Basic Law of the Hong Kong Special Administrative Region of the People's Republic of China (Hong Kong SAR), the policy of one country, two systems has been adopted, which means that two currencies, namely Yuan Renminbi (CNY) and Hong Kong dollar (HKD) will be retained for the mainland of China and Hong Kong SAR, respectively, after 1 July 1997.
2. **Traffic Rights**
With regard to the application of 3rd/4th or other freedom traffic rights, concerning traffic involving Hong Kong SAR, the mainland of China and foreign countries, the present IATA practice in this region shall remain unchanged until the Government of China advises its new position.
3. **Filing Requirements**
The tariff approval process will remain unchanged until further notice.
4. **Tariff Rules and Regulations**
The current tariff rules and regulations for the mainland of China and Hong Kong SAR are retained
 - i. fare construction rules (Resolution 011 and 017 series)
 - ii. various charges (Resolution 210)
 - iii. baggage rules (Resolution 300/301)
 - iv. various discounts (Resolutions 092/087aa)
 - v. special fares Resolutions for various areas

GOVERNMENT RESERVATIONS (cont'd)*CHINA (cont'd)**Hong Kong - change of status from 1 July 1997 (cont'd)*

5. *Currency*
 - a. *as the legal tender of China, CNY is in circulation in the mainland of China. As the local currency for Hong Kong SAR, HKD is in circulation in Hong Kong SAR. The information and rules for CNY and HKD in Resolution 024d/033d and Resolution 024e/033e are maintained.*
 - b.
 - i. *travel commencing in the mainland of China while tickets sold in Hong Kong SAR is considered as a SOTO or a SOTI transaction*
 - ii. *travel commencing in Hong Kong SAR while tickets sold in the mainland of China is considered as a SOTO or a SOTI transaction*
6. *Travel between the mainland of China and Hong Kong SAR is considered as "special administrative domestic operation" and fares between Hong Kong SAR and the mainland of China are considered as "special administrative domestic fares". IATA fare construction rules are still applicable to fares between Hong Kong SAR and the mainland of China.*
7. *IATA Resolutions 807, 810c, 810z regarding sales agents in the mainland of China are not applicable in Hong Kong SAR.*

Macao - change of status from 20 December 1999

1. *According to the Basic Law of the Macao Special Administrative Region of the People's Republic of China (Macao SAR), the policy of one country, two systems has been adopted, which means that two currencies, namely Yuan Renminbi (CNY) and Macao pataca (MOP) will be retained for the mainland of China and Macao SAR, respectively, after 20 December 1999.*
2. *Traffic Rights*
With regard to the application of 3rd/4th or other freedom traffic rights, concerning traffic involving Macao SAR, the mainland of China and foreign countries, the present IATA practice in this region shall remain unchanged until the Government of China advises its new position.
3. *Filing Requirements*
The tariff approval process will remain unchanged until further notice.

GOVERNMENT RESERVATIONS (cont'd)*CHINA (cont'd)**Macao - change of status from 20 December 1999 (cont'd)*

4. *Tariff Rules and Regulations*
The current tariff rules and regulations for the mainland of China and Macao SAR are retained
 - i. *fare construction rules (Resolution 011 and 017 series)*
 - ii. *various charges (Resolution 210)*
 - iii. *baggage rules (Resolution 300/301)*
 - iv. *various discounts (Resolutions 092/087aa)*
 - v. *special fares Resolutions for various areas*
5. *Currency*
 - a. *as the legal tender of China, CNY is in circulation in the mainland of China. As the local currency for Macao SAR, MOP is in circulation in Macao SAR. The information and rules for CNY and MOP in Resolution 024d/033d and Resolution 024e/033e are maintained.*
 - b.
 - i. *travel commencing in the mainland of China while tickets sold in Macao SAR is considered as a SOTO or a SOTI transaction*
 - ii. *travel commencing in Macao SAR while tickets sold in the mainland of China is considered as a SOTO or a SOTI transaction*
6. *Travel between the mainland of China and Macao SAR is considered as "special administrative domestic operation" and fares between Macao SAR and the mainland of China are considered as "special administrative domestic fares". IATA fare construction rules are still applicable to fares between Macao SAR and the mainland of China.*
7. *IATA Resolutions 807, 810c, 810z regarding sales agents in the mainland of China are not applicable in Macao SAR.*

CUBA

For sales of transportation originating in Cuba, the effectiveness of rates shall apply 15 days after the date of effectiveness notified by IATA. (9.6.80)

GOVERNMENT RESERVATIONS (cont'd)**CZECH REPUBLIC**

Ministry of Transport - Civil Aviation Administration will require tariff filings reflecting provisions of IATA Resolutions insofar as they apply to traffic to/from or via Czech Republic without prejudice to any change that might be deemed necessary or desirable by the said Administration upon investigation or complaint at any time

Rates, charges and conditions or practices relating thereto established pursuant to orders, conditions or reservations of a foreign government shall not be applicable to traffic to/from or via Czech Republic until appropriate tariffs have been filed with and prior approval has been granted in writing by the Ministry of Transport - Civil Aviation Administration

Czech Airlines is not entitled to accept orders from any foreign Government unless prior written approval shall have been granted by the Civil Aviation Administration

Subject to obtaining prior authority in writing from Ministry of Transport - Civil Aviation Administration, Czech Airlines may establish rates, charges and conditions or practices for traffic to/from or via Czech Republic to be competitive with rates and conditions or practices established pursuant to order, condition or reservation issued by a foreign government. (11.5.93)

EGYPT (Arab Republic of Egypt)

Should any IATA Resolutions be made more liberal by means of any reservations, conditions or orders imposed or issued by any government in favour of an airline, then such reservations, conditions and orders shall also apply on Egyptair

If other rates and/or conditions less than those agreed upon at any IATA Traffic Conference are filed and introduced by any Member to any of the Middle East commonrated points as a result of a Government Order or reservation presently in existence or shall be issued in future, these lower rates and/or conditions related thereto shall automatically apply to all Arab commonrated points

ETHIOPIA

Should any IATA Resolutions be made more liberal by means of any reservations, conditions or orders imposed or issued by any Government in favour of an airline, then such reservations, conditions and orders shall also optionally apply in favour of Ethiopian Airlines, S.C. (22.1.74)

GOVERNMENT RESERVATIONS (cont'd)**FRANCE**

1. *Having noticed that many Governments in approving Resolutions are placing conditions or reservations which substantially change the intent of the Resolutions, it is to be understood that the French Government shall not automatically be bound by such conditions or reservations especially those which are issued by Governments not directly concerned with the type of traffic involved*
2.
 - a. *Tariffs and conditions established by the French Government shall be applied by a foreign airline to and from France only after receipt of written authorisation addressed to that airline by the Direction Générale de l'Aviation Civile*
 - b. *Tariffs, conditions and practices applicable to transportation to/from France, on a direct or indirect route, established by a foreign government, must receive approval from the French Government, and shall be applied by a foreign airline only after receipt of written authorisation from the Direction Générale de l'Aviation Civile, and provided the same tariffs, conditions and practices are applied by the national carriers*
 - c. *The application of such Government Orders by a foreign airline in absence of authorisation shall be in violation of French law*
 - d. *The reservation mentioned in Paragraphs a. and b. will not apply to individual flights or shipments. However, the national carriers will not be permitted to accept orders from a foreign government without prior approval by the Direction Générale de l'Aviation Civile. (15.9.86)*

GERMANY

1.
 - a. *After rewording of IATA Resolution 200g Lufthansa shall still be entitled to grant free or reduced rate transportation pursuant to orders of the Government of Germany or any government of a country which is served by Lufthansa. Such government orders must be in writing and bear the signature of a government official authorised to issue such orders ('authorised' in the meaning of this reservation is only the Director General of Civil Aviation and the Deputy Director General of Civil Aviation)*
 - b. *Lufthansa is not entitled to accept orders of any foreign government without approval by the German Ministry of Transport*

GOVERNMENT RESERVATIONS (cont'd)*GERMANY (cont'd)*

2. a. *In case of air transportation from/to Germany rates and governing conditions issued by a foreign government to airlines of their country shall not be applied either directly or by combination without prior approval by the German Ministry of Transport*
- b. *The reservation as outlined in 2.a. above is not applicable to a specified individual journey or shipment*
3. *Where rates or governing conditions are established pursuant to the order, directive, authorisation, or reservation of a foreign government for application by one or more air carriers, Lufthansa is authorised to apply the same rates or conditions. (10.8.73, 3.4.81)*

GREECE

We consider IATA Resolution 200g as having a binding effect for air transportation from, to and through Greece

Each and every Order issued to Olympic Airways or other airlines which operate to, from and through Greece shall have a binding effect and shall be applied as issued, provided it is accepted by their respective Governments

Any agreement reached between Airlines within IATA referring to conditions/practices/charges/rates etc. related to air cargo transportation to/from or via Greece shall be filed with the Civil Aviation Authority for prior approval and will be applicable only if approved by the Greek Authorities. (16.10.90)

Carriers operating scheduled services to/from Greece must obtain the approval of Greek Authorities before application of any rate/condition/practice deviating from those approved by Greek CAA and affecting Greece. (16.10.90)

HUNGARY

The Hungarian Ministry of Transport has placed the following general reservation on Resolutions concerning fares and rates

Any foreign Government order to a foreign carrier authorising a deviation from IATA Resolutions regarding fares, rates and conditions of transport shall not be valid for transportation from, to or via Hungary without prior approval by the Ministry of Transport

Government orders concerning a specified individual journey or shipment are excluded from this reservation

GOVERNMENT RESERVATIONS (cont'd)*HUNGARY (cont'd)*

MALEV Hungarian Airlines is not entitled to accept orders of any foreign government without approval by the Hungarian Ministry of Transport

Any fares, rates or conditions filed by other carriers and approved by the Hungarian Ministry of Transport may also be applied by MALEV Hungarian Airlines. (20.11.87)

INDIA

1. a. *Should any International Air Transport Association Resolution be made more liberal by means of any reservations, conditions or orders imposed or issued by any Government in favour of an airline, then such reservations, conditions and orders shall apply in favour of Air-India unless otherwise directed by the Government of India*
- b. *Any Government directive authorising a deviation from IATA Resolutions shall be filed by the carrier concerned with the Government of India through Air-India when transportation is to/from or via India. Such Government directives shall not be implemented unless the prior approval of the Government of India has been obtained thereto, provided, however, that prior approval of the Government of India need not be obtained to free or reduced transportation granted pursuant to a directive issued for a specified individual journey*
- c. *Any rate, practice or concession approved by the Government of India on the basis of a directive referred to in (b) above may also be applied by Air-India and Indian Airlines*
- d. *The above provisions apply to all future Government directives as well as to those now in effect. (25.8.72)*
2. *IATA Cargo Resolutions, otherwise applicable to traffic within the area of TC3, shall not apply to transportation wholly between points in India on the one hand and points in Bangladesh on the other. (10.9.73)*
3. *Rates, charges and conditions in respect of cargo transportation from India shall come into effect from either the declared effectiveness date by IATA or on the 16th day after the date of notice of effectiveness given by IATA, whichever is later. (23.4.79)*

GOVERNMENT RESERVATIONS (cont'd)*INDONESIA*

Should any IATA Resolution be made more liberal by means of any reservation, condition or order imposed or issued by any Government, in favour of an airline, then such reservation, condition or order shall also apply in favour of P.N. Garuda Indonesian Airways, unless otherwise directed by the Government of Indonesia

IRAQ

1. a. *Iraqi Airways is authorised to match in the area where it operates, particularly*
 - i. *within the Middle East*
 - ii. *to/from the Middle East*
 - iii. *between points other than the Middle East area,*
all rates and conditions that have already been introduced or which will be introduced in the future, by any carrier
- b. *All rates and conditions applied or which will be applied to/from Arab commonrated points will be extended to Baghdad at add-ons of USD16.30 for one way and USD32.60 for return journey*
- c. *Iraqi Airways may apply any accounts procedure, when necessary, to cover the way to match rates and charges and/or conditions, by any carrier*
2. *The Iraqi Government, having studied all Resolutions adopted by IATA continues its reservation on Resolution 001, on condition that in the absence of Resolution 200g neither Iraqi Airways is prohibited from granting free or reduced rate transportation pursuant to a requirement of its Government or of the Government of a country into which it operates, nor shall any foreign carrier operating to/from Iraq be prohibited from granting free or reduced rate transportation pursuant to a requirement of the Iraqi Government*
3. *The Resolutions considered are those adopted by IATA and no account has been taken of any conditions or reservations made by other Governments in approving the Resolutions. Accordingly Iraqi Government reserves the right to withdraw or condition further its approval of the Resolutions if it appears that the decisions of other Governments have substantially changed the meaning of the Resolutions*

GOVERNMENT RESERVATIONS (cont'd)*IRAQ (cont'd)*

4. *Any Government directive authorising a deviation from IATA Resolution shall be filed with the Government of Iraq, through Iraqi Airways, when transportation is to/from or via Iraq. Such Government directives shall not be implemented unless the prior approval of the Government of Iraq has been obtained thereto, provided that this is not applicable to a specified individual journey. Furthermore, Iraqi Airways is not entitled to accept orders from any foreign Government without the approval of the Iraqi Government*
5. *Above reservations shall apply to all future Government directives as well as to those now in effect. (16.9.75)*
6. *Due to the short notice period for applying new changes in cargo rates and regulations and in order to facilitate sales and travel procedures, all cargo documents which were issued 15 days before the date of effectiveness will continue being effective without any change during 15 days after the date of effectiveness; also, all documents issued 10 days after the date of effectiveness of changes to cargo rates, expenses and regulations, may be accepted without collecting the difference or applying the amendments. (18.10.77)*

ISRAEL

Any Government Order for reduced transportation issued by the Israel Government to El Al Israel Airlines and/or to other carriers operating to and from Israel, which requires filing with IATA (except Government business), will be deemed to be a Government Order to any one and to all carriers permitted to operate to and from Israel, enabling them to match the reduced rates and conditions contained in such an Order

Any Government Directive or Order shall not be valid for transportation from/to or via Israel without the prior approval of the Director, Department of Civil Aviation

El Al Israel Airlines is entitled to match or establish competitive rates, conditions and provisions resulting from any Government action, such as reservations or conditions placed on IATA Resolutions, or orders, directives, requirements, authorisations, etc. issued in favour of any airline or airlines. (13.12.72)

GOVERNMENT RESERVATIONS (cont'd)

ITALY

1. a. Any Government directives, procedures or conditions applicable to transportation from/to/via Italy, authorising a deviation from IATA Resolutions or replacing them in case of lack of an IATA agreement, shall be submitted for study to the Ministry of Transport and Civil Aviation - Director General of Civil Aviation, and will only come into effect after this Ministry has given its approval
- b. Rates, practices and conditions established by the Italian Government, or established by a foreign Government and approved by the Italian Government, may be applied by a foreign airline from/to/via Italy upon its written request fully justified and only after receipt of written authorisation addressed to that airline by the Ministry of Transport and Civil Aviation
- c. All foreign airlines applying such orders before the date of issuance of this reservation must send a list of them to the Ministry of Transport and Civil Aviation - Director General of Civil Aviation within 30 days from this notice. As from 1 January 1978, only those airlines having received written authorisation from this Ministry may continue to apply these orders, according to the terms contained in the relevant approval. In the absence of such authorisation, the application of Government orders for transportation from/to/via Italy after 1 January 1978, will be in violation to this reservation
- d. Government Orders concerning individual transportation of persons or properties are excluded from this reservation
- e. Any rate, practice or condition approved by this Ministry may be applied by the Italian flag carrier. (7.10.77)
2. IATA Resolutions covering rates, charges and procedures applicable to cargo transportation from Italy may come into effect on the date established by IATA, provided that it is not earlier than 15 days after the date of announcement of effectiveness made by IATA. This directive shall apply in all instances except otherwise specifically established by the Italian Government approving IATA agreements. (18.10.77)
3. a. Any Tariff Coordinating Agreement reached in IATA and covering transportation to/from and through Italy needs to be formally approved by Italian Authorities. (14.10.88)
- b. The Ministry of Transport will exercise its authority to approve or disapprove any IATA Tariff Coordinating Agreement for traffic via Italy only when, in its judgement, important elements of substantial interest for the Italian market are involved. (9.3.89)

GOVERNMENT RESERVATIONS (cont'd)

JAPAN

Japan Air Lines Company Ltd. is entitled to establish competitive rates, where special rates are established pursuant to the order of a foreign government. (14.9.71)

JORDAN

If any IATA Resolutions were made or may be made in the future more liberal in favour of a Member by means of any reservations, conditions or orders imposed or issued by any Government, then Royal Jordanian shall have the right to make use of such reservations, conditions and orders

If any IATA Resolutions were made or may be made in the future more liberal in favour of a Member by means of any reservations, conditions or orders imposed or issued by any Government for transportation from and/or to any of the Middle East Commonrated Points, then such reservations, conditions or orders may be applied by Royal Jordanian for transportation from and/or to that point or any other Middle East Commonrated Point

In the absence of IATA Resolution 200g, Royal Jordanian shall continue to provide free or reduced rate transportation, pursuant to directives from this Government or from the Governments of countries into which it operates

KUWAIT

For some time past, it has come to the attention of the Government of Kuwait that certain Governments are adopting a policy of issuing directives to some airlines to lower the IATA specified rates and charges over certain sectors or to absolve them from adhering to the provisions of certain IATA Resolutions. Since this policy of other Governments tends to make rules more liberal to one party than to another, Kuwait Airways is hereby directed to benefit from the effect of the directives referred to above, whenever same affects the interests of Kuwait Airways. (6.8.75)

Some air carriers operating into Kuwait are applying reduced rate transportation as per government directives from their governments without filing such rates with the Civil Aviation Directorate of Kuwait. As this practice is considered a violation of the governing regulations that require obtaining the approval from the government of the country to/from which such rates are applied, the following instructions are to be observed

- a. Strict adherence to rates applied by IATA, such rate being filed by Kuwait Airways Corp. with the Civil Aviation Directorate of Kuwait

GOVERNMENT RESERVATIONS (cont'd)**KUWAIT (cont'd)**

- b. *Any other rates to be introduced or those based on government directives for transportation to/from Kuwait should be filed with the Civil Aviation Directorate of Kuwait, either directly or through Kuwait Airways Corp. for approval prior to application of such rates*

Non-adherence to the above instructions will result in appropriate measures being taken against the violating air carrier. (26.6.79)

MALAWI

Nothing in any IATA Resolutions shall prohibit Air Malawi Limited from granting free or reduced fare or rate transportation pursuant to a requirement of the Government of the Republic of Malawi or of any Government of a country into which it operates

The foregoing requirement equally applies to any carrier operating services to/from the Republic of Malawi

Should any International Air Transport Association Resolution be made more liberal by means of any reservation, condition or order imposed or issued by any Government, in favour of an airline, then such reservation, condition or order shall also apply in favour of Air Malawi Limited, unless otherwise directed by the Government of the Republic of Malawi. Furthermore, all such requirements affecting the air services to/from the Republic of Malawi (except those concerning a special individual journey or shipment) shall be submitted by Members to Air Malawi Limited for filing with the Government of the Republic of Malawi for prior specific approval, and will be applicable only if approved and in accordance with any terms contained in such approval

NEW ZEALAND

It must be clearly understood that approval by the New Zealand Government of IATA Resolutions does not exempt operators from their individual obligations to file proposed rates, charges and rates of, and bases of calculating commission (which last term shall include any rewards, rebates, discounts, gifts, prizes or any other inducements) and to apply for approval under the terms of a licence issued under the provisions of an Air Transport Agreement and any New Zealand Acts and Regulations in force

GOVERNMENT RESERVATIONS (cont'd)**PAKISTAN**

Should any International Air Transport Association Resolution be made more liberal by means of any reservations, conditions or orders imposed or issued by any Government in favour of an airline, then such reservations, conditions and orders shall also apply in favour of Pakistan International Airlines

Any Government directive authorising a deviation from IATA Resolutions shall be filed by the carrier concerned with the Director General Civil Aviation of Pakistan through the Pakistan International Airlines when transportation is to/from or via Pakistan. Such government directives shall not be implemented unless the prior approval of the Director General Civil Aviation of Pakistan has been obtained thereto. (7.10.75)

POLAND

No Government Order shall be valid for transportation to/from or via Poland without the prior approval of the Civil Aviation Authorities of Poland. Government Orders concerning a specified individual journey or shipment are excluded from this reservation

LOT Polish Airlines are authorised to apply competitive fares, rates, conditions and provisions resulting from any Government action, such as reservation or condition placed on IATA Resolution, or order, requirement, authorisation, etc. issued in favour of one or more air carriers if such an action affects air traffic to/from or via Poland. (22.6.93)

SAUDI ARABIA

Should any International Air Transport Association Resolution be made more liberal by means of any reservations, conditions or orders imposed or issued by any Government in favour of an airline, then such reservations, conditions and orders shall, upon request by Saudi Arabian Airlines, also apply in favour of Saudi Arabian Airlines

GOVERNMENT RESERVATIONS (cont'd)**SAUDI ARABIA c(cont'd)**

Any Government directive authorising a deviation from IATA Resolutions shall be filed by the carrier concerned with the Civil Aviation Authority of the Kingdom of Saudi Arabia through the Saudi Arabian Airlines Corporation when transportation is to/from or via Saudi Arabia. Such Government directive shall not be implemented unless prior approval of the Saudi Government has been obtained thereto. Government orders concerning a specified individual journey or shipment are excluded from this reservation

Saudi Arabian Airlines are not entitled to accept orders from any Foreign Government unless prior approval has been obtained from the Saudi Civil Aviation Authority

The above provisions shall apply to all future authorisations or directives issued by any Government as well as to those already issued and are currently in effect. (6.11.78)

SWITZERLAND

Any foreign Government order to a foreign carrier authorising a deviation from IATA Resolutions regarding rates and conditions of transport shall not be valid for transportation from, to or via Switzerland without prior approval by the Federal Air Office. Furthermore, Swiss International Airlines are not entitled to accept orders from any foreign Government without the approval of the Federal Air Office. Government orders concerning a specified individual journey or shipment are excluded from this reservation

The Swiss Federal Air Office will in future place a reservation on individual Resolutions to the extent that rates, charges and conditions of transport for cargo from Switzerland are to come into effect on the date established by IATA but not earlier than 15 days after IATA has given notice of an effectiveness date. This procedure will apply to normal and regular commercial amendments/changes to the IATA Resolutions. Exceptions may be made in cases of ad hoc changes caused by unforeseen and unexpected cost developments. (25.5.76)

In order to retain full competitiveness, Swiss International Airlines are herewith entitled to postpone the implementation of any IATA Cargo agreement declared effective by IATA until such time when neighbouring countries will apply those IATA agreements. (18.12.79)

GOVERNMENT RESERVATIONS (cont'd)**TURKEY**

Any foreign government order to a foreign air carrier authorising a deviation from IATA Resolutions regarding rates and conditions, shall be filed by the carrier concerned with the Turkish Government through Turk Hava Yollari A.O. when it involves transportation to/from or via Turkey except those concerning a specified individual journey. These government orders mentioned above shall not come into effect unless the prior specific approval of the Turkish Government has been obtained thereto and will be applicable only if approved and in accordance with any terms contained in such approval

Any rates or conditions filed by other carriers and approved by the Turkish Government may also be applied by Turk Hava Yollari A.O. (6.4.73)

UNITED STATES**Order 68-7-55**

1. Approval of any Resolution shall not be deemed approval of the application to such Resolution of any other Resolution except to the extent permitted by any approval of such other Resolution
2. Approval of any effectiveness Resolution is limited to the extent that it provides effective dates for other approved Resolutions
3. Approval of any Resolution shall be subject to the condition that US air carrier Members of IATA file with the Board, at the time of circulation of Members, copies of all notices rescinding or amending any of the provisions or modifying the period of effectiveness of any Resolution under the provisions of any Resolution or portion thereof which permits such rescission, amendment or modification
4. Approval of any amending or revalidating Resolution shall not affect the applicability of any condition previously appended to the approval of the Resolution being amended or revalidated
5. Nothing in an order approving a Resolution shall be construed as waiving any provision of the Board's Economic Regulations relating to the construction, publication and filing of tariffs, unless expressly so provided
6. No IATA Resolutions shall apply or be binding upon a US air carrier Member of IATA with respect to foreign air transportation which involves only a segment of such United States air carrier between a place in any State of the United States, or the District of Columbia, and a place in any other State of the United States, or the District of Columbia; or between places in the same territory or possession of the United States, or the District of Columbia

GOVERNMENT RESERVATIONS (cont'd)

UNITED STATES (cont'd)

Order 71-4-103

Where special fares or rates are established pursuant to the order of a foreign Government, involving air transportation the cost of which is not paid for by that Government, US carriers are authorised to establish competitive fares for on-line services and for connecting services provided with other carriers

Order 83-1-116

Notwithstanding the provisions of any other IATA Resolutions, all rates in foreign air transportation as defined by the Act may be combined with any other rates provided that the shipper meets all conditions affixed to use of the rates

Order 90-7-26

No IATA Resolution shall establish or apply conditions for engaging in price leadership that differ among carriers or their services in any market

ZAMBIA

Should any International Air Transport Association's Resolution be made more liberal by means of any reservation, condition or order modified or issued by any Government in favour of an airline or carrier, such reservation, condition or order shall also, upon filing and approval thereof by the interested Government(s), apply in favour of the national carrier of the Republic of Zambia unless otherwise directed by the Government of the Republic of Zambia. (13.7.77)

The Zambian Government reservation on Resolution 200g is also applicable to Resolution 001

GENERAL ENABLING RESOLUTION

| | | |
|----------------------|-----------|--------------------|
| CTC1(Mail 618)001a | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)001a | (amended) | |
| CTC3(Mail 618)001a | (amended) | Type B |
| CTC12(Mail 618)001a | (amended) | |
| CTC23(Mail 618)001a | (amended) | |
| CTC31(Mail 618)001a | (amended) | |
| CTC123(Mail 618)001a | (amended) | |

RESOLVED that,

- 1) if a TC Member considers that its commercial position is adversely affected such TC Member may advise the Secretary of the circumstances requiring it to take one of the following actions
 - a) request a Special Conference of the area concerned be convened
 - b) give notice of rescission of the applicable Resolution(s) and as a result
 - i) the Resolution(s) shall cease to be effective/not come into effect one month after receipt of the notice
 - ii) any TC Member may request a Special Conference of the area concerned be convened
 - 2) the Secretary shall circulate such action to TC Members accordingly
 - 3) if a meeting is called and there is no unanimous agreement, applicable Resolution(s) shall cease to be effective/not come into effect one month after the close of the meeting, or at a date prescribed by the meeting
 - 4) notwithstanding Resolution 001, this Resolution shall not come into or remain in effect unless an IATA rates agreement for an area/sub-area comes into and remains in effect
 - 5) this Resolution shall not apply between countries in the ECAA or to/from Australia
-

SPECIAL APPLICABILITY RESOLUTION
ALLIANCE COUNTRIES

| | | |
|----------------------|-----------|---------------------------|
| | | Expiry: 30 September 2010 |
| CTC1(Mail 618)001aa | (amended) | Type B |
| CTC3(Mail 618)001aa | (amended) | |
| CTC12(Mail 618)001aa | (amended) | |
| CTC31(Mail 618)001aa | (amended) | |

RESOLVED that, Resolutions 501aa, 508a, 530, 550, 590 for application between Alliance Countries are not binding on the following carriers

Air France (Compagnie Nationale Air France)
 Air New Zealand Ltd.
 Alitalia - Linee Aeree Italiane S.p.A.
 American Airlines Inc.
 Austrian Airlines
 Czech Airlines (Czech Airlines, Joint Stock Company)
 Delta Airlines Inc.
 Finnair
 Icelandair (Icelandair (Flugleidir H.F.))
 Korean Air
 Lan Chile S.A.
 Lufthansa Cargo AG
 Malaysia Airlines
 Royal Jordanian
 Scandinavian Airlines System (SAS)
 SWISS
 United Airlines

004a

**RESTRICTION OF APPLICABILITY
OF RESOLUTIONS**

CTC1(26)004a
CTC2(37)004a
CTC3(28)004a
CTC12(Mail 244)004a
CTC23(Mail 244)004a

Expiry: Indefinite
Type B

RESOLVED that,

- 1) CTC1 Resolutions shall not apply to transportation wholly between Canada and USA
 - 2) CTC2 Resolutions shall not apply to transportation wholly within Scandinavia
 - 3) CTC3 Resolutions shall not apply to transportation wholly between India and Nepal
-

004ff

**TC2
SPECIAL APPLICABILITY RESOLUTION
BETWEEN COUNTRIES IN THE ECAA**

CTC2(41)004ff (amended)
Expiry: Indefinite
Type A

RESOLVED that, Resolutions of these Tariff Conferences that are applicable to transportation between countries in the ECAA are for the facilitation of interlineable consignments. Nothing in these Resolutions should be construed as obliging any TC Member to apply their provisions to non-interlineable consignments or to incorporate their terms into any arrangement they may have with other airlines

GOVERNMENT APPROVALS - CARGO

CTC1(02)006
 CTC2(02)006
 CTC3(02)006
 CTC12(02)006
 CTC23(03)006
 CTC31(02)006
 CTC123(03)006

Expiry: Indefinite
 Type B

RESOLVED that,

- 1) it shall be the responsibility of each TC Member to ascertain by title and number which Resolutions must be acted upon by its government authorities and to ensure that the Secretary is promptly notified of any action or intention to act of such government authorities with respect to such Resolutions
- 2) if, prior to termination of the filing period, or any extension thereof, the Secretary has not received from the appropriate TC Member notification as to particular Resolutions as provided above, it shall be considered that the government authority does not object to promulgation by the Secretary of announcement and effective dates as provided in the effectiveness Resolutions relating thereto

GOVERNMENT RESERVATIONS**UNITED STATES**

Order 12305 dated 31 March 1958

Air carrier members of IATA are not thereby relieved from observing any Board action whenever taken, intended action or notification of extension of the filing time properly transmitted to such members or their designated agents by the Board within the appropriate time period, or the conditions of Order E-9305, as amended by Order E-10992; (which orders extend approval of Agreement providing for establishment and conduct of regional Traffic Conferences of IATA)

SPECIAL ADMINISTRATIVE RESOLUTION

CTC1(44)006aa
 CTC2(54)006aa
 CTC3(44)006aa
 CTC12(65)006aa
 CTC23(54)006aa
 CTC31(48)006aa
 CTC123(58)006aa

Expiry: Indefinite
 Type B

WHEREAS it is necessary that the IATA data base be speedily updated to provide accurate tariff levels for throughput to industry systems

IT IS RESOLVED that,

- 1) in the event of notification of Government action to change cargo rates, add-ons and/or related charges, IATA may update the IATA conference agreed data base to reflect such changes. A copy of a Government document to this effect must support the notification
 - 2) upon receipt of such notification, the IATA data base will be amended accordingly on an industry basis and the information will be circulated to all TC Members
-

RESOLUTION PREFIXES - CARGO

CTC1(02)007 Expiry: Indefinite
 CTC2(02)007
 CTC3(02)007 Type A
 CTC12(02)007
 CTC23(03)007
 CTC31(02)007
 CTC123(03)007

RESOLVED that, when in the body of a Tariff Conference Resolution another Resolution is referred to by its code number only (the number to the right of the parentheses), the Resolution referred to shall be the currently effective Resolution (as amended) bearing the same code number and applicable to the same Tariff Conference as the Resolution which refers to it; provided that when the Resolution referred to is not a Tariff Conference Resolution, the Resolution shall be the currently effective Resolution (as amended)

**ADJUSTMENT OF EFFECTIVENESS DATES
- CARGO -**

CTC1(02)008 Expiry: Indefinite
 CTC2(02)008
 CTC3(02)008 Type B
 CTC12(02)008
 CTC23(03)008
 CTC31(02)008
 CTC123(03)008

RESOLVED that, where government delay in acting on a Resolution or other government action or inaction affecting that Resolution necessitates a later effective date than that intended by the Tariff Conference, the Secretary, after receipt of all necessary government approvals, may prescribe an appropriate effective date; provided that this shall in no event be later than 30 days after the date of receipt by the Secretary of all necessary government approvals; provided further that where a Resolution intended to become effective in 2 or more Tariff Conferences on the same date is approved in time for such effectiveness for one Tariff Conference but not for another, the date in the former case may be delayed so as to coincide with the actual effective date of the latter, but in no case shall such delayed effectiveness be greater than 30 days

**EXTENSION OF EXPIRY DATE
- CARGO -**

CTC1(02)008a Expiry: Indefinite
 CTC2(02)008a
 CTC3(02)008a Type B
 CTC12(02)008a
 CTC23(03)008a
 CTC31(02)008a
 CTC123(03)008a

RESOLVED that,

- 1) where a Resolution of an individual or composite meeting which has a given expiry date is intended to be replaced by a substantially similar Resolution and where because of government delay or otherwise a time gap will exist between such expiry date and the intended date of effectiveness of the replacing Resolution, the Secretary may extend the period of effectiveness of the original Resolution in order to avoid such time gap
- 2) nothing herein shall authorise extension of the effectiveness of a Resolution more than 60 days after the date upon which it would otherwise have expired

GLOSSARY OF TERMS

| | | |
|---------------|-----------|--------------------|
| CTC1(26)012 | (amended) | Expiry: Indefinite |
| CTC2(37)012 | (amended) | |
| CTC3(28)012 | (amended) | Type B |
| CTC12(47)012 | (amended) | |
| CTC23(37)012 | (amended) | |
| CTC31(30)012 | (amended) | |
| CTC123(40)012 | (amended) | |

RESOLVED that, unless otherwise specified the following definitions shall apply to the Resolutions of the Cargo Tariff Coordinating Conferences. All amounts established in accordance with an IATA TC Resolution are exclusive of taxes

| TERM | DEFINITION |
|-----------------------------------|---|
| Alliance Countries | <p>between USA/US Territories and Austria, Belgium, Chile, Czech Republic, Faroe Islands, Finland, France, French Guiana, French Polynesia, Germany, Greenland, Guadeloupe, Iceland, Italy, Jordan, Korea (Rep. of), Malaysia, Martinique, Mayotte, Monaco, Netherlands, New Caledonia, New Zealand, Panama, Peru, Reunion, Scandinavia, Saint Pierre and Miquelon</p> <p>in the event further "Alliance Agreements" are concluded the Secretary is authorised to update this list for the country(ies) concerned. The Secretary shall circulate such changes and effective dates to all TC Members</p> |
| Bankers Buying Rate (BBR) | the rate at which, for the purpose of the transfer of funds through banking channels (i.e. other than transactions in bank notes, travellers cheques and similar banking instruments), a bank will purchase a given amount of foreign currency in exchange for one unit (or units) of the national currency of the country in which the exchange transaction takes place |
| Bankers Selling Rate (BSR) | the rate at which, for the purpose of the transfer of funds through banking channels (i.e. other than transactions in bank notes, travellers cheques and similar banking instruments), a bank will sell a given amount of foreign currency in exchange for one unit (or units) of the national currency of the country in which the exchange transaction takes place |
| Caribbean Islands | Anguilla, Antigua and Barbuda, Aruba, Barbados, Cayman Islands, Cuba, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Martinique, Montserrat, Netherlands Antilles, St. Kitts-Nevis, Saint Lucia, St. Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Virgin Islands (British) |
| Central Africa | Malawi, Zambia, Zimbabwe |
| Central America | Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua |
| Charges Collect | the charges entered on the Air Waybill for collection from the consignee |
| Class Rate | a rate established for specific classes of cargo as a surcharge or discount on the GCR |
| Composite Meeting | a meeting of 2 or more Cargo Tariff Coordinating Conferences |
| Constructed Rate | an unspecified through rate established by the use of add-ons |

| TERM | DEFINITION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|---------|--------|---------|---------------|---------|-----------|----------|------------|--------|-------|----------------|------------|---------|--------|---------|-------------|----------------|--------|---------------------------------------|--------|--------|--------------------------------------|---------------|---------|---------|---------|--------|----------|-----------|----------|------------|--------------------------------------|---------|--------|---------|-------------|---------|---------------------------|-------|-------------------------------|
| Construction | the establishment of a cargo rate through the use of add-ons | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Continental USA | the 48 contiguous States and the District of Columbia | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Country of Commencement of Transportation | the country from which transportation on the first international sector takes place | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Country of Payment | the country where payment is made by the purchaser to the TC Member or its Agent; payment by cheque, credit card or other banking instruments shall be deemed to have been made at the place where such instrument is accepted by the TC Member or its Agent | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Diplomatic Bag | a sealed envelope or bag moving between a government and its accredited representative abroad, supported by a 'Bordereau' which has been officially endorsed to indicate that the envelope or bag contains only official correspondence, for which special security measures are required | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Eastern Africa | Burundi, Djibouti, Eritrea, Ethiopia, Kenya, Rwanda, Somalia, Tanzania, Uganda | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ECAA | <p>European Common Aviation Area and related States/Territories:</p> <table border="0"> <tr><td>Andorra</td><td>Latvia</td></tr> <tr><td>Austria</td><td>Liechtenstein</td></tr> <tr><td>Belgium</td><td>Lithuania</td></tr> <tr><td>Bulgaria</td><td>Luxembourg</td></tr> <tr><td>Cyprus</td><td>Malta</td></tr> <tr><td>Czech Republic</td><td>Martinique</td></tr> <tr><td>Denmark</td><td>Monaco</td></tr> <tr><td>Estonia</td><td>Netherlands</td></tr> <tr><td>Faeroe Islands</td><td>Norway</td></tr> <tr><td>Finland (including the Aland Islands)</td><td>Poland</td></tr> <tr><td>France</td><td>Portugal (including Azores, Madeira)</td></tr> <tr><td>French Guiana</td><td>Romania</td></tr> <tr><td>Germany</td><td>Reunion</td></tr> <tr><td>Greece</td><td>Slovakia</td></tr> <tr><td>Greenland</td><td>Slovenia</td></tr> <tr><td>Guadeloupe</td><td>Spain (including the Canary Islands)</td></tr> <tr><td>Hungary</td><td>Sweden</td></tr> <tr><td>Iceland</td><td>Switzerland</td></tr> <tr><td>Ireland</td><td>United Kingdom (including</td></tr> <tr><td>Italy</td><td>Isle of Man, Channel Islands)</td></tr> </table> <p>in the event other nations join the European Common Aviation Area the Secretary is authorised to update this list. The Secretary shall circulate such changes and effective dates to all TC Members</p> | Andorra | Latvia | Austria | Liechtenstein | Belgium | Lithuania | Bulgaria | Luxembourg | Cyprus | Malta | Czech Republic | Martinique | Denmark | Monaco | Estonia | Netherlands | Faeroe Islands | Norway | Finland (including the Aland Islands) | Poland | France | Portugal (including Azores, Madeira) | French Guiana | Romania | Germany | Reunion | Greece | Slovakia | Greenland | Slovenia | Guadeloupe | Spain (including the Canary Islands) | Hungary | Sweden | Iceland | Switzerland | Ireland | United Kingdom (including | Italy | Isle of Man, Channel Islands) |
| Andorra | Latvia | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Austria | Liechtenstein | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Belgium | Lithuania | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bulgaria | Luxembourg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cyprus | Malta | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Czech Republic | Martinique | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Denmark | Monaco | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Estonia | Netherlands | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Faeroe Islands | Norway | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Finland (including the Aland Islands) | Poland | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| France | Portugal (including Azores, Madeira) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| French Guiana | Romania | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Germany | Reunion | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Greece | Slovakia | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Greenland | Slovenia | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Guadeloupe | Spain (including the Canary Islands) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hungary | Sweden | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Iceland | Switzerland | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ireland | United Kingdom (including | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Italy | Isle of Man, Channel Islands) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Flagged Rate (Carrier Specific Rate) | an IATA cargo rate and/or charge identified by a carrier's designator and, unless otherwise stated, applicable for online transportation on the named carrier | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| TERM | DEFINITION |
|---------------------------------|---|
| GCR | see General Cargo Rate (GCR) |
| General Cargo Rate (GCR) | a cargo rate established for the carriage of general cargo between 2 points |
| IATA Cargo Rate | a cargo rate established in accordance with a Tariff Coordinating Conference Resolution |
| Indian Ocean Islands | Comoros Madagascar Mauritius Mayotte Reunion Seychelles |
| Last Carrier | the participating carrier on whose service the last section of carriage under the Air Waybill is performed |
| Limited Agreement | an agreement reached by 2 or more TC Members; binding on those Members who are party to it and upon those Members not present at the Conference who operate Third/Fourth or Fifth Freedom Services between the countries between which the agreement is to apply |
| Mixed Consignment | a consignment of different commodities, articles or goods, whether packed or tied together or contained in separate packages; provided that a consignment consisting wholly of different articles or goods qualifying for the same cargo rate and conditions need not be considered to be a mixed consignment |
| Non-IATA Cargo Rate | a cargo rate not established in accordance with a Tariff Coordinating Conference Resolution |
| Non-IATA Carrier | any carrier who is not a Member of IATA |
| Non-TC Member | a Member of IATA who has elected not to participate in Tariff Coordinating Conferences |
| N rate | the 1kg GCR |
| Related Charges | a local currency amount in an IATA Resolution which is not a minimum charge, GCR, SCR, ULD charge/rate, add-on; e.g. dangerous goods handling fee, charges collect fee, charges for disbursements, charges for preparation of air waybill, charges in relation to value |
| Scandinavia | Denmark, Norway, Sweden |
| SCR | see Specific Commodity Rate (SCR) |
| Secretary | the Secretary of the Tariff Conferences |

| TERM | DEFINITION |
|--------------------------------------|---|
| Sectional Rate | the cargo rate established and used by a scheduled air carrier(s) for a section of a through rate |
| Southern Africa | Botswana Lesotho Mozambique Namibia South Africa Swaziland |
| Special Conference | any Conference other than a regular Conference in accordance with the Provisions for the Conduct of the IATA Traffic Conferences |
| Specific Commodity Rate (SCR) | a cargo rate established for a specific commodity(ies) between 2 points and identified by an item number |
| Specified Destination Point | the point of destination to which the rate is specified |
| Specified Originating Point | the originating point from which the rate is specified |
| Specified Rate | a cargo rate specified in an IATA Tariff Conference Resolution |
| TC Member | a Member of IATA who has elected to participate in Tariff Coordinating Conferences for application between countries in the ECAA this term shall include carriers participating under Addendum No. 3 to the Provisions for the Conduct of the IATA Traffic Conferences |
| Through Rate | the total cargo rate from point of departure to point of destination |
| ULD | see Unit Load Device (ULD) |
| Unaccompanied Baggage | passenger baggage including only personal wearing apparel and personal articles (including portable musical instruments, portable typewriters and portable sports equipment but excluding machinery, machine or spare parts, money, securities, jewellery, watches, plate and plated ware, furs, films, cameras, tickets, documents, liquors, perfumes and articles of household furnishings, merchandise and salesman samples) |
| Unit Load Device (ULD) | any type of container, container with integral pallet, aircraft container or aircraft pallet, whether or not owned by a TC Member |
| US Territories | the overseas Territories of the United States of America, including but not limited to: American Samoa, Baker Is, Guam, Howland Is, Jarvis Is, Johnston Atoll, Kingman Reef, Midway Is, Northern Mariana Is, Saipan, Swains Is, Palmyra Is, Wake Is. |
| USA | the 50 States, District of Columbia, Puerto Rico and US Virgin Is |

| TERM | DEFINITION | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|--|--------|-------|-------|--------|--------------|---------------|----------|---------|------------|------|--------------------------|------------|------|-------|---------------------|---------|------------------|---------------------|---------------|---------|-------------------|--------------|-------|------|--------|--|
| Valuable Cargo | <p>a consignment which contains one or more of the following articles</p> <p>a) any article having a declared value for carriage of USD1000 (or equivalent) or more, per gross kg; except in the United Kingdom GBP450, or more, per gross kg</p> <p>b) gold bullion (including refined and unrefined gold in ingot form), dore bullion, gold specie and gold only in the form of grain, sheet, foil, powder, sponge, wire, rod, tube, circles, mouldings and castings, platinum, platinum metals (palladium, iridium, ruthenium, osmium and rhodium) and platinum alloys in the form of grain, sponge, bar, ingot, sheet, rod, wire, gauze, tube and strip (but excluding those radioactive isotopes of the above metals and alloys which are subject to dangerous goods labelling requirements)</p> <p>c) legal banknotes, traveller's cheques, securities, shares, share coupons and stamps (excluding mint stamps from the United Kingdom) and ready for use bank cards and/or credit cards</p> <p>d) diamonds (including diamonds for industrial use), rubies, emeralds, sapphires, opals and real pearls (including cultured pearls)</p> <p>e) jewellery consisting of diamonds, rubies, emeralds, sapphires, opals and real pearls (including cultured pearls)</p> <p>f) jewellery and watches made of silver and/or gold and/or platinum</p> <p>g) articles made of gold and/or platinum, other than gold and/or platinum plated</p> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Western Africa | <table border="0"> <tr> <td>Angola</td> <td>Ghana</td> </tr> <tr> <td>Benin</td> <td>Guinea</td> </tr> <tr> <td>Burkina Faso</td> <td>Guinea-Bissau</td> </tr> <tr> <td>Cameroon</td> <td>Liberia</td> </tr> <tr> <td>Cape Verde</td> <td>Mali</td> </tr> <tr> <td>Central African Republic</td> <td>Mauritania</td> </tr> <tr> <td>Chad</td> <td>Niger</td> </tr> <tr> <td>Congo (Brazzaville)</td> <td>Nigeria</td> </tr> <tr> <td>Congo (Kinshasa)</td> <td>Sao Tome & Principe</td> </tr> <tr> <td>Côte d'Ivoire</td> <td>Senegal</td> </tr> <tr> <td>Equatorial Guinea</td> <td>Sierra Leone</td> </tr> <tr> <td>Gabon</td> <td>Togo</td> </tr> <tr> <td>Gambia</td> <td></td> </tr> </table> | Angola | Ghana | Benin | Guinea | Burkina Faso | Guinea-Bissau | Cameroon | Liberia | Cape Verde | Mali | Central African Republic | Mauritania | Chad | Niger | Congo (Brazzaville) | Nigeria | Congo (Kinshasa) | Sao Tome & Principe | Côte d'Ivoire | Senegal | Equatorial Guinea | Sierra Leone | Gabon | Togo | Gambia | |
| Angola | Ghana | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Benin | Guinea | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Burkina Faso | Guinea-Bissau | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cameroon | Liberia | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cape Verde | Mali | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Central African Republic | Mauritania | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chad | Niger | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Congo (Brazzaville) | Nigeria | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Congo (Kinshasa) | Sao Tome & Principe | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Côte d'Ivoire | Senegal | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Equatorial Guinea | Sierra Leone | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gabon | Togo | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gambia | | | | | | | | | | | | | | | | | | | | | | | | | | | |

**COUNTRIES, CURRENCIES, CODES
ADMINISTRATIVE RESOLUTION**

| | | |
|----------------|-----------|--------------------|
| CTC1(26)012a | (amended) | Expiry: Indefinite |
| CTC2(37)012a | (amended) | |
| CTC3(28)012a | (amended) | Type B |
| CTC12(47)012a | (amended) | |
| CTC23(37)012a | (amended) | |
| CTC31(30)012a | (amended) | |
| CTC123(40)012a | (amended) | |

RESOLVED that,

- 1) the Secretary is authorised to make any corrections to Resolutions that may be required in respect of changes to
 - a) the name of a country
 - b) the name of a currency
 - c) the alpha and numeric currency codes
 - d) the acceptance of a currency
 - 2) the Secretary shall circulate any such corrections to TC Members and these shall be reflected in the Revenue Accounting Manual
-

COMBINATION RULES FOR CARGO RATES

| | | |
|----------------------|-----------|--------------------|
| CTC1(Mail 618)014b | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)014b | (amended) | |
| CTC3(Mail 618)014b | (amended) | Type A |
| CTC12(Mail 618)014b | (amended) | |
| CTC23(Mail 618)014b | (amended) | |
| CTC31(Mail 618)014b | (amended) | |
| CTC123(Mail 618)014b | (amended) | |

RESOLVED that,

1) BASIC PRINCIPAL

- a) when no published rate is available between two points, a through rate may be established by a TC Member as the lowest combination of sectional rates
- b) where both an IATA cargo rate and a non-IATA cargo rate are available, the IATA cargo rate shall be used
- c) rates so established shall be applicable over any route from point of origin to point of destination

2) COMBINATION OF CARGO RATES

USA/Canada transborder rates shall not be used for combination purposes to/from Canada, other than between points in Canada on the one hand and points in the Caribbean and points in TC3 on the other

3) PRECEDENCE OF RATES

- a) SCRs take precedence over class rates and GCRs
- b) class rates take precedence over GCRs
- c) when the GCR applicable to the consignment is lower than the SCR, such lower rate can be applied except where the SCR has been established for items covered by a class rate
- d) for items covered under Resolutions 596 and 598, where the GCR applicable to the consignment is lower than the class rate, such lower rate can be applied

4) AREA OF APPLICATION

- a) this Resolution shall not apply between countries in the ECAA or to/from Australia

GOVERNMENT RESERVATIONS**CANADA**

The rate(s) in effect in any air carrier's tariff filed with the Canadian Transportation Agency shall be the rate(s) which shall apply on traffic between points in Canada and points in other countries. Acceptance of tariffs reflecting Resolution 014b shall be subject to the tariff filing requirements of the Canadian Transportation Agency and nothing shall be construed as limiting in any way the power of the Canadian Transportation Agency to permit or require tariff revisions on 30 days notice, or less as approved, in accordance with its tariff filing requirements

Where combination of specific commodity rates with other rates is not to be permitted, that fact must be clearly indicated in the tariff in which such specific commodity rates are published and filed with the Canadian Transportation Agency. (1.7.74)

INDIA

1. *Government of India does not disapprove Resolution 014b on the condition that the general cargo rates for transportation between TC3 and TC1 via TC2 need not be higher than the general cargo rates established by any IATA Member for transportation between TC3 and TC1 via the Pacific. (1.7.74)*
2. *In respect of transportation to/from India, nothing in Resolution 014b or any other Resolution, shall prohibit combination of international rates and charges with domestic rates and charges established by Indian Airlines. Where such combinations produce lower through rate(s) or charge(s), such lower combination(s) shall take precedence over corresponding specified or constructed rate(s) or charge(s). (16.5.78)*

GOVERNMENT RESERVATIONS (cont'd)

NEW ZEALAND

Nothing in Resolutions 014b and 590 shall prohibit carriers serving New Zealand combining International Specific Commodity Rates from New Zealand with Incentive Rates established by the New Zealand National Airways Corporation and published from time to time in their tariff; further that such Incentive Rates shall be considered to be domestic rates for the purpose of these Resolutions. (16.10.74)

SOUTH AFRICA

The Government of the Republic of South Africa conditions its approval of IATA Resolution 014b to the extent that nothing in said Resolution shall prohibit SAA combining its specially established domestic specific commodity rates in order to construct through rates; further that such specially established domestic specific commodity rates shall be considered to be domestic rates for the purpose of this Resolution. (18.6.74)

UNITED STATES

Order 85-9-23

1. *no provision of this Resolution or any other Resolution shall restrict the pricing freedom of any air carrier or foreign air carrier in establishing rates for new routes*
 2. *no provision of this Resolution or any other Resolution shall prohibit any air carrier or foreign air carrier from selling a combination of local sector rates that undercuts the published through rate, or from using such lower combination of local sector rates for purposes of rate construction; and*
 3. *no provision of this Resolution nor any other Resolution shall prohibit any air carrier or foreign air carrier from using a non-IATA rate for construction purposes*
-

ADD-ONS

CTC1(Mail 618)015aa (amended) Expiry: Indefinite
 CTC2(Mail 618)015aa (amended)
 CTC3(Mail 618)015aa (amended) Type B
 CTC12(Mail 618)015aa (amended)
 CTC23(Mail 618)015aa (amended)
 CTC31(Mail 618)015aa (amended)
 CTC123(Mail 618)015aa (amended)

RESOLVED that,

- 1) a) the add-ons in the Attachments shall be used for constructing rates, subject to the following provisions
 - b) add-ons shall not be used to establish rates for weight-breaks that do not apply to/from the construction point
 - c) specified rates take precedence over rates constructed by use of add-ons

2) **GCRs**

GCRs shall be established by the use of the add-ons contained in the Attachments, under the designator 'GCRs', as applicable

3) **SCRs**

SCRs shall be established by the use of add-ons shown in the Attachments, under the designator 'SCRs', as applicable, provided that such construction is permitted under the terms of the SCR

4) **AREA OF APPLICATION**

this Resolution shall not apply between countries in the ECAA or to/from Australia

Attachment(s) published separately

GOVERNMENT RESERVATIONS

UNITED STATES

Order 86-9-88

1. *All through rates to/from points in the United States constructed by use of the proportional rates contained in this Resolution shall be published as single factor rates in tariffs filed with the Department in all cases where the filing carrier is exercising authority granted by certificate, permit or exemption under sections 401, 402 or 416, respectively, of the Federal Aviation Act of 1958, to perform direct service, whether such service is in fact operated on a non-stop or single flight number basis*
2. *Any carrier may establish through rates based on a combination of local rates over US gateways, served by either IATA or non-IATA carriers, whether or not that carrier provides service at the particular gateways involved*

016aa

**COMMISSION FOR IATA CARGO AGENTS
(EXCEPT ECAA, USA/US TERRITORIES, AUSTRALIA)**

| | | |
|-----------------------|-----------|--------------------|
| CTC1(Mail 618)016aa | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)016aa | (amended) | |
| CTC3(Mail 618)016aa | (amended) | Type A |
| CTC12(Mail 618)016aa | (amended) | |
| CTC23(Mail 618)016aa | (amended) | |
| CTC31(Mail 618)016aa | (amended) | |
| CTC123(Mail 618)016aa | (amended) | |

RESOLVED that,

- 1) the rate of commission payable by a TC Member to an IATA Cargo Agent pursuant to Resolutions 801 and 801a(II) on international air cargo transportation shall be 5% of the carrier's charge for international air cargo transportation applicable to the consignment delivered by the IATA Cargo Agent to the TC Member; provided that the rate of commission on international air cargo charter transportation shall not exceed 5% of the agreed charter price but excluding taxes, demurrage and special handling charges
- 2) this Resolution shall not apply
 - a) in ECAA
 - b) in USA/US Territories
 - c) in Australia

GOVERNMENT RESERVATIONS

SWITZERLAND

In Switzerland the rate of commission on international air cargo transportation shall be 6%. (20.12.85)

016bb

**COMMISSION FOR CARGO GENERAL
SALES AGENTS
(TC1, TC3)
(EXCEPT ECAA, USA/US TERRITORIES, AUSTRALIA)**

| | | |
|-----------------------|-----------|--------------------|
| CTC1(Mail 618)016bb | (amended) | Expiry: Indefinite |
| CTC3(Mail 618)016bb | (amended) | |
| CTC12(Mail 618)016bb | (amended) | Type A |
| CTC23(Mail 618)016bb | (amended) | |
| CTC31(Mail 618)016bb | (amended) | |
| CTC123(Mail 618)016bb | (amended) | |

RESOLVED that,

- 1) the rate of overriding commission payable by a TC Member to its Cargo General Sales Agent pursuant to Resolution 871 shall not exceed 2 1/2%
- 2) this Resolution shall not apply
 - a) in ECAA
 - b) in USA/US Territories
 - c) in Australia

016cc

**COMMISSION FOR CARGO GENERAL
SALES AGENTS
(EXCEPT ECAA, USA/US TERRITORIES, AUSTRALIA)**

| | | |
|-----------------------|-----------|--------------------|
| CTC2(Mail 618)016cc | (amended) | Expiry: Indefinite |
| CTC12(Mail 618)016cc | (amended) | |
| CTC23(Mail 618)016cc | (amended) | Type A |
| CTC123(Mail 618)016cc | (amended) | |

RESOLVED that,

- 1) the rate of overriding commission payable by a TC Member to its Cargo General Sales Agent pursuant to Resolution 871 shall not exceed 2 1/2%
- 2) this Resolution shall not apply
 - a) in ECAA
 - b) in USA/US Territories
 - c) in Australia

**ESTABLISHING CARGO RATES
CHARGES AND AMOUNTS**

CTC1(45)033a
 CTC2(20)033a (amended)
 CTC3(17)033a (amended)
 CTC12(33)033a (amended)
 CTC23(20)033a (amended)
 CTC31(19)033a (amended)
 CTC123(22)033a (amended)

Expiry: Indefinite
 Type A

RESOLVED that,

- 1) all cargo rates shall be established as cargo rates per kg in the currency of the country of commencement of transportation or, where agreed by the Tariff Coordinating Conferences, in US Dollars or in euro
- 2) all cargo charges shall be established in the currency of the country of commencement of transportation or, where agreed by the Tariff Coordinating Conferences, in US Dollars or in euro
- 3) all other specified amounts shall be established in US Dollars or in euro or, where agreed by the Tariff Coordinating Conferences, in the currency of the country in which such amount applies
- 4) in accordance with Paragraphs 1) and 2), the countries for which cargo rates and charges are established in US Dollars are shown in Attachment 'A' and in Attachment 'B' for those established in euro

Countries for which cargo rates and charges are established in US Dollars:

| | |
|--------------------|-------------------------------------|
| Afghanistan | Kyrgyzstan |
| Angola | Laos |
| Anguilla | Lebanon |
| Antigua & Barbuda | Madagascar |
| Argentina | Malawi |
| Armenia | Maldives |
| Azerbaijan | Mexico |
| Bangladesh | Mongolia |
| Barbados | Montserrat |
| Belarus | Nepal |
| Belize | Nicaragua |
| Bolivia | Nigeria |
| Brazil | Palestinian Territory, Occupied |
| Burundi | Panama |
| Cambodia | Paraguay |
| Cayman Islands | Peru |
| Chile | Philippines |
| Colombia | Russia |
| Congo (Kinshasa) | Rwanda |
| Costa Rica | St. Kitts and Nevis |
| Cuba | St. Lucia |
| Dominica | St. Vincent and the Grenadines |
| Dominican Republic | Sao Tome and Principe |
| Ecuador | Sierra Leone |
| El Salvador | Somalia |
| Eritrea | Suriname |
| Estonia | Tajikistan |
| Ethiopia | Tanzania |
| Gambia | Timor Leste |
| Georgia | Trinidad and Tobago |
| Ghana | Turkmenistan |
| Grenada | Uganda |
| Guatemala | Ukraine |
| Guinea | United States and US Territories |
| Guyana | Uruguay |
| Haiti | Uzbekistan |
| Honduras | Venezuela |
| Iceland | Viet Nam |
| Indonesia | Zambia |
| Iraq | Zimbabwe |
| Israel | |
| Jamaica | |
| Kazakhstan | |
| Kenya | |

KILOGRAM APPLICATION AND PUBLICATION

Countries for which cargo rates and charges are established in euro:

| | |
|---|-------------------------|
| Albania | Luxembourg |
| Austria | Macedonia (FYROM) |
| Belgium | Malta |
| Bosnia and Herzegovina | Martinique |
| Bulgaria | Mayotte |
| Cape Verde | Moldova |
| Croatia | Monaco |
| Cyprus | Montenegro |
| Finland | Netherlands |
| France | Portugal |
| French Guiana | Reunion |
| Germany | Romania |
| Greece | St. Pierre and Miquelon |
| Guadeloupe (including St. Barthelemy and Northern St. Martin) | Serbia |
| Ireland | Slovenia |
| Italy | Spain |
| | Turkey |

Rounding for these countries in euros shall be the same as reflected in Resolution 033d Attachment 'A' for the countries whose national currency is the euro

| | |
|--------------------------|--------------------|
| CTC1(17)033b (amended) | Expiry: Indefinite |
| CTC2(20)033b (amended) | |
| CTC3(17)033b (amended) | Type B |
| CTC12(33)033b (amended) | |
| CTC23(20)033b (amended) | |
| CTC31(19)033b (amended) | |
| CTC123(22)033b (amended) | |

RESOLVED that,

- 1) cargo weight charges shall be calculated by multiplying the applicable rate by the chargeable weight
 - 2) in applying cargo rates, fractions of a half kg shall be charged for as the next higher half kg
-

ESTABLISHMENT OF THROUGH CARGO RATES AND CHARGES

CTC1(17)033c (amended)
 CTC2(20)033c (amended)
 CTC3(17)033c (amended)
 CTC12(33)033c (amended)
 CTC23(20)033c (amended)
 CTC31(19)033c (amended)
 CTC123(22)033c (amended)

Expiry: Indefinite
 Type A

RESOLVED that, when it is necessary to add together rates and/or add-ons and/or charges expressed in different currencies the following shall apply

- 1) the currency to be used shall be the currency as established in accordance with Resolution 033a
- 2) a) rates or charges published in US Dollars shall be converted using the rates of exchange shown in Attachment 'A'; such conversions shall be carried out to one decimal place beyond the number of decimal places shown in Attachment 'A' to Resolution 033d, ignoring any further decimal places
- b) when converting from one local currency to another local currency (neither being US Dollars) the local currency amount to be converted shall be multiplied by the rate of exchange shown in Attachment 'A' for the currency **into which** it is to be converted and the total divided by the rate of exchange for the currency **in which** the rate is specified; such conversions shall be carried out to one decimal place beyond the number of decimal places shown in Attachment 'A' to Resolution 033d, ignoring any further decimal places

EXAMPLES

Formula is:
$$\frac{\text{Local Currency (1)} \times \text{Exchange Rate (2)}}{\text{Exchange Rate (1)}} = \text{Local Currency (2)}$$

Local Currency (1) = local currency rate to be converted
 Local Currency (2) = local currency into which conversion is required
 Exchange Rate (2) = exchange rate of Local Currency (2)
 Exchange Rate (1) = exchange rate of Local Currency (1)

Example A

Egypt to Genoa, Italy

Given that

- Proportional amount MIL to GOA is: EUR 0.08
- Rates in Attachment 'A' are: $1 \text{ USD} = \text{EGP } 5.556776$
 $1 \text{ USD} = \text{EUR } 0.85136$
- Formula is: $0.08 \times 5.556776 \div 0.85136 = \text{EGP } 0.522$

Example B

Grand Cayman to Yellowknife NWT (YZF)

Given that

- Proportional amount YEA to YZF is: CAD 1.05
- Rates in Attachment 'A' are: $1 \text{ USD} = \text{KYD } 0.83643$
 $1 \text{ USD} = \text{CAD } 1.23302$
- Formula is: $1.05 \times 0.83643 \div 1.23302 = \text{KYD } 0.712$

033c (cont'd)

ESTABLISHMENT OF THROUGH CARGO RATES AND CHARGES

- 3) add the components resulting from the above, and round off the result to the nearer whole unit shown in Attachment 'A' to Resolution 033d
- 4) Attachment 'A' shall be revised 3 times a year using the 'Clearing House Monthly 5 Day Rate' as shown below

| Clearing House Rate Issued | For Implementation from |
|----------------------------|-------------------------|
| March | 01 June |
| July | 01 October |
| November | 01 February |

Each issue of Attachment 'A' will be circulated to all TC Members by the Secretary

Attachment(s) published separately

CURRENCY NAMES, CODES, ROUNDING OFF UNITS AND ACCEPTABILITY OF CURRENCIES

CTC1(17)033d (amended)
 CTC2(20)033d (amended)
 CTC3(17)033d (amended)
 CTC12(33)033d (amended)
 CTC23(20)033d (amended)
 CTC31(19)033d (amended)
 CTC123(22)033d (amended)

Expiry: Indefinite

Type B

RESOLVED that,

- 1) for currency codes when names of currencies are abbreviated in transportation documents, the abbreviations shown in Attachment 'A' shall be used
- 2) changes to and conversion of cargo rates, charges and other specified amounts shall be calculated to one decimal place beyond the number of decimal places shown in Attachment 'A', ignoring any further decimal place, and rounded-off as shown below:

| When rounding-off unit is | results of calculations are between/and | rounded-off rate will be |
|---------------------------|---|--------------------------|
| 0.001 | 104.9995 – 105.0004 | 105.000 |
| | 105.0005 – 105.0014 | 105.001 |
| 0.005 | 105.0025 – 105.0074 | 105.005 |
| | 105.0075 – 105.0124 | 105.010 |
| 0.01 | 104.995 – 105.004 | 105.00 |
| | 105.005 – 105.014 | 105.01 |
| 0.05 | 105.025 – 105.074 | 105.05 |
| | 105.075 – 105.124 | 105.10 |
| 0.10 | 105.050 – 105.149 | 105.10 |
| | 105.150 – 105.249 | 105.20 |
| 0.50 | 105.250 – 105.749 | 105.50 |
| | 105.750 – 106.249 | 106.00 |
| 1 | 104.5 – 105.4 | 105 |
| | 105.5 – 106.4 | 106 |
| 5 | 102.5 – 107.4 | 105 |
| | 107.5 – 112.4 | 110 |
| 10 | 105.0 – 114.9 | 110 |
| | 115.0 – 124.9 | 120 |

| Country Name | Currency Code | | Currency Name | Accept-ability | Rounding Units | | Notes |
|---|---------------|-----|-----------------------|----------------|------------------------|-----------------|-------|
| | Alpha | Num | | | Except Minimum Charges | Minimum Charges | |
| Afghanistan | AFN | 971 | Afghani | + | 1 | 1 | |
| Albania | ALL | 008 | Lek | + | 0.10 | 1 | |
| Algeria | DZD | 012 | Algerian Dinar | + | 0.05 | 1 | |
| American Samoa | USD | 840 | US Dollar | | 0.01 | 1 | |
| Angola | AOA | 973 | Kwanza | + | 0.50 | 1 | |
| Anguilla | XCD | 951 | East Caribbean Dollar | | 0.01 | 1 | |
| Antigua & Barbuda | XCD | 951 | East Caribbean Dollar | | 0.01 | 1 | |
| Argentina | ARS | 032 | Peso | + | 0.01 | 1 | |
| Armenia | AMD | 051 | Armenian Dram | + | — | — | |
| Aruba | AWG | 533 | Aruban Guilder | | 0.01 | 0.05 | |
| Australia | AUD | 036 | Australian Dollar | | 0.05 | 1 | 4 |
| Austria | EUR | 978 | euro | | 0.01 | 0.01 | |
| Azerbaijan | AZN | 944 | Azerbaijani Manat | + | 0.1 | 1 | |
| Bahamas | BSD | 044 | Bahamian Dollar | | 0.01 | 1 | |
| Bahrain | BHD | 048 | Bahraini Dinar | | 0.005 | 1 | |
| Bangladesh | BDT | 050 | Taka | + | 0.05 | 1 | |
| Barbados | BBD | 052 | Barbados Dollar | + | 0.01 | 1 | |
| Belarus | BYR | 974 | Belarussian Ruble | + | — | — | |
| Belgium | EUR | 978 | euro | | 0.01 | 0.01 | |
| Belize | BZD | 084 | Belize Dollar | + | 0.01 | 1 | |
| Benin | XOF | 952 | CFA Franc | | 5 | 100 | |
| Bermuda | BMD | 060 | Bermudian Dollar | | 0.01 | 1 | |
| Bhutan | BTN | 064 | Ngultrum | | 0.05 | 1 | |
| Bolivia | BOB | 068 | Boliviano | + | 0.10 | 1 | |
| Bosnia and Herzegovina | BAM | 977 | Convertible Mark | + | 0.10 | 10 | |
| Botswana | BWP | 072 | Pula | | 0.01 | 1 | |
| Brazil | BRL | 986 | Brazilian Real | + | 0.01 | 0.01 | 5 |
| Brunei Darussalam | BND | 096 | Brunei Dollar | | 0.01 | 1 | |
| Bulgaria | BGN | 975 | Lev | + | 0.01 | 0.01 | |
| Burkina Faso | XOF | 952 | CFA Franc | | 5 | 100 | |
| Burundi | BIF | 108 | Burundi Franc | + | 0.50 | 1 | |
| Cambodia | KHR | 116 | Riel | + | 0.10 | 1 | |
| Cameroon | XAF | 950 | CFA Franc | | 5 | 100 | |
| Canada | CAD | 124 | Canadian Dollar | | 0.01 | 5 | |
| Cape Verde | CVE | 132 | Cape Verde Escudo | + | 5 | 5 | |
| Cayman Islands | KYD | 136 | Cayman Islands Dollar | | 0.1 | 1 | |
| Central African Republic | XAF | 950 | CFA Franc | | 5 | 100 | |
| Chad | XAF | 950 | CFA Franc | | 5 | 100 | |
| Chile | CLP | 152 | Chilean Peso | + | 1 | 1 | |
| China (excluding Hong Kong SAR and Macao SAR) | CNY | 156 | Yuan Renminbi | + | 0.01 | 1 | |
| Chinese Taipei | TWD | 901 | New Taiwan Dollar | | 1 | 1 | |
| Colombia | COP | 170 | Colombian Peso | + | 10 | 10 | |
| Comoros | KMF | 174 | Comoro Franc | | 5 | 100 | |
| Congo (Brazzaville) | XAF | 950 | CFA Franc | | 5 | 100 | |
| Congo (Kinshasa) | CDF | 976 | Franc Congolais | + | 0.001 | 1 | |
| Cook Islands | NZD | 554 | New Zealand Dollar | | 0.01 | 1 | |
| Costa Rica | CRC | 188 | Costa Rican Colon | | 0.05 | 1 | |
| Côte d'Ivoire | XOF | 952 | CFA Franc | | 5 | 100 | |
| Croatia | HRK | 191 | Kuna | + | 0.10 | 10 | |
| Cuba | CUP | 192 | Cuban Peso | + | 0.01 | 1 | |
| Cyprus | EUR | 978 | euro | | 0.01 | 0.01 | |
| Czech Republic | CZK | 203 | Czech Koruna | + | 0.50 | 1 | |

| Country Name | Currency Code | | Currency Name | Accept-ability | Rounding Units | | Notes |
|---|---------------|-----|------------------------|----------------|------------------------|-----------------|-------|
| | Alpha | Num | | | Except Minimum Charges | Minimum Charges | |
| Denmark | DKK | 208 | Danish Krone | | 0.10 | 10 | |
| Djibouti | DJF | 262 | Djibouti Franc | | 5 | 500 | |
| Dominica | XCD | 951 | East Caribbean Dollar | | 0.01 | 1 | |
| Dominican Republic | DOP | 214 | Dominican Peso | | 0.01 | 1 | |
| Ecuador | USD | 840 | US Dollar | | 0.01 | 1 | |
| Egypt | EGP | 818 | Egyptian Pound | + | 0.10 | 0.10 | |
| El Salvador | SVC | 222 | El Salvador Colon | + | 0.01 | 1 | |
| Equatorial Guinea | XAF | 950 | CFA Franc | | 5 | 100 | |
| Eritrea | ERN | 232 | Nakfa | + | 0.05 | 1 | |
| Estonia | EEK | 233 | Kroon | + | 0.01 | 1 | |
| Ethiopia | ETB | 230 | Ethiopian Birr | + | 0.05 | 1 | |
| Faeroe Islands | DKK | 208 | Danish Krone | | 0.10 | 10 | |
| Falkland Islands | FKP | 238 | Falkland Islands Pound | | 0.01 | 1 | |
| Fiji | FJD | 242 | Fiji Dollar | | 0.01 | 1 | 4 |
| Finland | EUR | 978 | euro | | 0.01 | 0.01 | |
| France | EUR | 978 | euro | | 0.01 | 0.01 | |
| French Guiana | EUR | 978 | euro | | 0.01 | 0.01 | |
| French Polynesia | XPF | 953 | CFP Franc | | 0.10 | 100 | |
| Gabon | XAF | 950 | CFA Franc | | 5 | 100 | |
| Gambia | GMD | 270 | Dalasi | + | 0.01 | 1 | |
| Georgia | GEL | 981 | Lari | + | 0.01 | 0.01 | |
| Germany | EUR | 978 | euro | | 0.01 | 0.01 | |
| Ghana | GHC | 288 | Cedi | + | 0.01 | 1 | |
| Gibraltar | GIP | 292 | Gibraltar Pound | | 0.01 | 1 | |
| Greece | EUR | 978 | euro | | 0.01 | 0.01 | |
| Greenland | DKK | 208 | Danish Krone | | 0.10 | 10 | |
| Grenada | XCD | 951 | East Caribbean Dollar | | 0.01 | 1 | |
| Guadeloupe (including St. Barthelemy and Northern St. Martin) | EUR | 978 | euro | | 0.01 | 0.01 | |
| Guam | USD | 840 | US Dollar | | 0.01 | 1 | |
| Guatemala | GTQ | 320 | Quetzal | | 0.01 | 1 | |
| Guinea | GNF | 324 | Guinea Franc | + | 100 | 1 | |
| Guinea-Bissau | XOF | 952 | CFA Franc | | 5 | 100 | |
| Guyana | GYD | 328 | Guyana Dollar | + | 0.01 | 1 | |
| Haiti | HTG | 332 | Gourde | | 0.05 | 1 | |
| Honduras | HNL | 340 | Lempira | | 0.01 | 1 | |
| Hong Kong SAR, China | HKD | 344 | Hong Kong Dollar | | 0.01 | 1 | |
| Hungary | HUF | 348 | Forint | + | 5 | 10 | |
| Iceland | ISK | 352 | Iceland Krone | | 0.10 | 1 | |
| India (incl. Andaman Isl.) | INR | 356 | Indian Rupee | + | 0.05 | 1 | |
| Indonesia | IDR | 360 | Rupiah | | 5 | 1 | |
| Iran (Islamic Republic of) | IRR | 364 | Iranian Rial | + | 10 | 100 | |
| Iraq | IQD | 368 | Iraqi Dinar | + | 0.005 | 0.10 | |
| Ireland | EUR | 978 | euro | | 0.01 | 0.01 | |
| Israel | ILS | 376 | New Israeli Sheqel | | 1 | 1 | 1 |
| Italy | EUR | 978 | euro | | 0.01 | 0.01 | |
| Jamaica | JMD | 388 | Jamaican Dollar | + | 0.01 | 1 | |
| Japan | JPY | 392 | Yen | | 1 | 100 | |
| Jordan | JOD | 400 | Jordanian Dinar | | 0.005 | 0.10 | |

| Country Name | Currency Code | | Currency Name | Accept-ability | Rounding Units | | Notes |
|--|---------------|-----|-------------------------------|----------------|------------------------|-----------------|-------|
| | Alpha | Num | | | Except Minimum Charges | Minimum Charges | |
| Kazakhstan | KZT | 398 | Tenge | + | 0.01 | 0.01 | |
| Kenya | KES | 404 | Kenyan Shilling | + | 0.50 | 5 | |
| Kiribati | AUD | 036 | Australian Dollar | | 0.05 | 1 | 4 |
| Korea, Dem. Rep. of | KPW | 408 | North Korean Won | + | 0.01 | 0.01 | |
| Korea, Republic of | KRW | 410 | Won | | 10 | 100 | 6 |
| Kuwait | KWD | 414 | Kuwait Dinar | | 0.005 | 0.1 | |
| Kyrgyzstan | KGS | 417 | Som | + | 0.01 | 0.01 | |
| Laos | LAK | 418 | Kip | + | 0.10 | 1 | |
| Latvia | LVL | 428 | Latvian Lats | | 0.01 | 0.01 | |
| Lebanon | LBP | 422 | Lebanese Pound | | 100 | 1000 | 3 |
| Lesotho | LSL | 426 | Loti | | 0.01 | 1 | |
| Liberia | LRD | 430 | Liberian Dollar | + | 0.01 | 1 | |
| Libya | LYD | 434 | Libyan Dinar | + | 0.005 | 1 | |
| Lithuania | LTL | 440 | Lithuanian Litas | | 0.01 | 0.01 | |
| Luxembourg | EUR | 978 | euro | | 0.01 | 0.01 | |
| Macao SAR | MOP | 446 | Pataca | | 0.01 | 1 | |
| Macedonia, Former Yugoslav Republic of | MKD | 807 | Denar | + | 0.10 | 10 | |
| Madagascar | MGA | 969 | Ariary | | 100 | 100 | |
| Malawi | MWK | 454 | Kwacha | | 0.01 | 1 | |
| Malaysia | MYR | 458 | Malaysian Ringgit | | 0.01 | 1 | |
| Maldives | MVR | 462 | Rufiyaa | | 0.05 | 1 | |
| Mali | XOF | 952 | CFA Franc | | 5 | 100 | |
| Malta | EUR | 978 | Euro | | 0.01 | 0.01 | |
| Marshall Islands | USD | 840 | US Dollar | | 0.01 | 1 | |
| Martinique | EUR | 978 | Euro | | 0.01 | 0.01 | |
| Mauritania | MRO | 478 | Ouguiya | + | 1 | 20 | |
| Mauritius | MUR | 480 | Mauritius Rupee | + | 0.05 | 10 | |
| Mayotte | EUR | 978 | euro | | 0.01 | 0.01 | |
| Mexico | MXN | 484 | Nuevo Peso | | 0.01 | 0.01 | |
| Micronesia | USD | 840 | US Dollar | | 0.01 | 1 | |
| Moldova | MDL | 498 | Moldovan Leu | + | 0.01 | 0.01 | |
| Monaco | EUR | 978 | euro | | 0.01 | 0.01 | |
| Mongolia | MNT | 496 | Tugrik | + | 0.01 | 1 | |
| Montenegro | EUR | 978 | euro | | 0.01 | 0.01 | |
| Montserrat | XCD | 951 | East Caribbean Dollar | | 0.01 | 1 | |
| Morocco | MAD | 504 | Moroccan Dirham | + | 0.05 | 1 | |
| Mozambique | MZN | 943 | Metical | + | 1 | 10 | |
| Myanmar | MMK | 104 | Kyat | + | 0.05 | 1 | |
| Namibia | NAD | 516 | Namibian Dollar | | 0.01 | 1 | |
| Nauru | AUD | 036 | Australian Dollar | | 0.05 | 1 | 4 |
| Nepal | NPR | 524 | Nepalese Rupee | + | 0.05 | 1 | |
| Netherlands | EUR | 978 | euro | | 0.01 | 0.01 | |
| Netherlands Antilles | ANG | 532 | Netherlands Antillian Guilder | | 0.01 | 0.05 | |
| New Caledonia (including Loyalty Islands) | XPF | 953 | CFP Franc | | 0.10 | 100 | |
| New Zealand | NZD | 554 | New Zealand Dollar | | 0.01 | 1 | |
| Nicaragua | NIO | 558 | Cordoba Oro | + | 0.01 | 1 | |
| Niger | XOF | 952 | CFA Franc | | 5 | 100 | |
| Nigeria | NGN | 566 | Naira | + | 0.01 | 1 | 2 |
| Niue | NZD | 554 | New Zealand Dollar | | 0.01 | 1 | |
| Norfolk Island | AUD | 036 | Australian Dollar | | 0.05 | 1 | 4 |
| Northern Mariana Islands (including Mariana Islands except Guam) | USD | 840 | US Dollar | | 0.01 | 1 | |
| Norway | NOK | 578 | Norwegian Krone | | 0.10 | 10 | |

| Country Name | Currency Code | | Currency Name | Accept-ability | Rounding Units | | Notes |
|-------------------------------------|---------------|-----|----------------------------|----------------|------------------------|-----------------|-------|
| | Alpha | Num | | | Except Minimum Charges | Minimum Charges | |
| Oman | OMR | 512 | Rial Omani | | 0.005 | 1 | |
| Pakistan | PKR | 586 | Pakistan Rupee | + | 1 | 1 | |
| Palau | USD | 840 | US Dollar | | 0.01 | 1 | |
| Palestinian Territory, Occupied | USD | 840 | US Dollar | | 0.01 | 1 | |
| Panama | PAB | 590 | Balboa | | 0.05 | 1 | |
| Papua New Guinea | PGK | 598 | Kina | | 0.05 | 1 | |
| Paraguay | PYG | 600 | Guarani | | 10 | 100 | |
| Peru | PEN | 604 | Nuevo Sol | + | 0.10 | 1 | |
| Philippines | PHP | 608 | Philippine Peso | + | 1 | 1 | |
| Poland | PLN | 985 | Zloty | + | 0.01 | 0.10 | |
| Portugal | EUR | 978 | euro | | 0.01 | 0.01 | |
| Puerto Rico | USD | 840 | US Dollar | | 0.01 | 1 | |
| Qatar | QAR | 634 | Qatari Rial | | 0.05 | 1 | |
| Reunion | EUR | 978 | euro | | 0.01 | 0.01 | |
| Romania | RON | 946 | New Romanian Leu | + | 0.05 | 1 | |
| Russia | RUB | 643 | Russian Ruble | + | 0.05 | 1 | |
| Rwanda | RWF | 646 | Rwanda Franc | + | 0.50 | 1 | |
| Saint Kitts and Nevis | XCD | 951 | East Caribbean Dollar | | 0.01 | 1 | |
| Saint Lucia | XCD | 951 | East Caribbean Dollar | | 0.01 | 1 | |
| Saint Pierre and Miquelon | EUR | 978 | euro | | 0.01 | 0.01 | |
| Saint Vincent and the Grenadines | XCD | 951 | East Caribbean Dollar | | 0.01 | 1 | |
| Samoa | WST | 882 | Tala | | 0.01 | 5 | |
| Sao Tome and Principe | STD | 678 | Dobra | + | 0.10 | 1 | |
| Saudi Arabia | SAR | 682 | Saudi Riyal | | 0.05 | 1 | |
| Senegal | XOF | 952 | CFA Franc | | 5 | 100 | |
| Serbia | RSD | 941 | Serbian Dinar | + | 0.10 | 10 | |
| Seychelles | SCR | 690 | Seychelles Rupee | | 0.05 | 10 | |
| Sierra Leone | SLL | 694 | Leone | + | 0.01 | 1 | |
| Singapore | SGD | 702 | Singapore Dollar | | 0.01 | 1 | |
| Slovakia | SKK | 703 | Slovak Koruna | + | 0.10 | 1 | |
| Slovenia | EUR | 978 | euro | | 0.01 | 01 | |
| Solomon Islands | SBD | 090 | Solomon Islands Dollar | | 0.01 | 1 | |
| Somalia | SOS | 706 | Somali Shilling | + | 0.10 | 1 | |
| South Africa | ZAR | 710 | Rand | | 0.01 | 1 | |
| Spain | EUR | 978 | euro | | 0.01 | 0.01 | |
| Sri Lanka | LKR | 144 | Sri Lanka Rupee | + | 1 | 50 | |
| Sudan | SDG | 938 | Sudanese Pound | + | 0.05 | 1 | |
| Suriname | SRD | 968 | Surinam Dollar | + | 0.01 | 1 | |
| Swaziland | SZL | 748 | Lilangeni | | 0.01 | 1 | |
| Sweden | SEK | 752 | Swedish Krona | | 0.10 | 10 | |
| Switzerland | CHF | 756 | Swiss Franc | | 0.05 | 5 | |
| Syria | SYP | 760 | Syrian Pound | + | 1 | 1 | |
| Tajikistan | TJS | 972 | Somoni | + | — | — | |
| Tanzania | TZS | 834 | Tanzanian Shilling | + | 5 | 5 | |
| Thailand | THB | 764 | Baht | | 1 | 1 | |
| Timor Leste | USD | 840 | US Dollar | | 0.01 | 1 | |
| Togo | XOF | 952 | CFA Franc | | 5 | 100 | |
| Tonga | TOP | 776 | Pa'anga | + | 0.01 | 1 | |
| Trinidad and Tobago | TTD | 780 | Trinidad and Tobago Dollar | + | 0.01 | 1 | |

| Country Name | Currency Code | | | Accept-ability | Except Minimum Charges | Minimum Charges | Notes |
|--|---------------|-----|--------------------|----------------|------------------------|-----------------|-------|
| | Alpha | Num | Currency Name | | | | |
| Tunisia | TND | 788 | Tunisian Dinar | + | 0.01 | 0.05 | |
| Turkey | TRY | 949 | New Turkish Lira | + | 0.01 | 1 | |
| Turkmenistan | TMM | 795 | Turkmenistan Manat | + | 0.01 | 0.01 | |
| Turks and Caicos Islands | USD | 840 | US Dollar | | 0.01 | 1 | |
| Tuvalu | AUD | 036 | Australian Dollar | | 0.05 | 1 | 4 |
| Uganda | UGX | 800 | Uganda Shilling | + | 0.10 | 1 | |
| Ukraine | UAH | 980 | Hryvnia | + | 0.01 | 0.01 | |
| United Arab Emirates | AED | 784 | UAE Dirham | | 0.05 | 1 | |
| United Kingdom | GBP | 826 | Pound Sterling | | 0.01 | 1 | |
| United States of America | USD | 840 | US Dollar | | 0.01 | 1 | |
| United States Minor Outlying Islands (including Johnston Atoll, Midway Islands, Wake Island) | USD | 840 | US Dollar | | 0.01 | 1 | |
| Uruguay | UYU | 858 | Peso Uruguayo | + | 1 | 1 | |
| Uzbekistan | UZS | 860 | Uzbekistan Sum | + | 0.01 | 0.01 | |
| Vanuatu | VUV | 548 | Vatu | | 5 | 100 | |
| Venezuela | VEF | 937 | Bolivar Fuerte | | 0.01 | 0.01 | |
| Viet Nam | VND | 704 | Dong | + | 1 | 1 | |
| Virgin Islands, (British) | USD | 840 | US Dollar | | 0.01 | 1 | |
| Virgin Islands, (US) | USD | 840 | US Dollar | | 0.01 | 1 | |
| Wallis and Futuna Islands | XPF | 953 | CFP Franc | | 0.10 | 100 | |
| Yemen | YER | 886 | Yemeni Rial | | 0.05 | 1 | |
| Zambia | ZMK | 894 | Kwacha | + | 0.01 | 1 | |
| Zimbabwe | ZWD | 716 | Zimbabwe Dollar | + | 0.05 | 1 | |

Notes

- General – for all dollar currencies, TC Members may use as the third character of the currency code the symbol '\$' instead of the letter 'D'
- for all pound currencies TC Members may use as the third character of the currency code the symbol '£' instead of the letter 'L'
- the rounding off unit for bulk unitisation charges and containerised SCRs shall be as follows
- except for transportation from Australia/Fiji, where the amount to be charged is expressed as an amount for the carriage of the ULD at the minimum chargeable weight and the rounding unit shown in Attachment 'A' is less than 1, rounding shall be carried out to 1.00, provided that where the rounding unit is greater than 1, such rounding unit shall be applied as required
 - where the amount to be charged is expressed as an amount per kg, rounding shall be in accordance with Attachment 'A'

+ Acceptance of currencies marked with a '+' sign shall be limited as provided in Resolution 033e

Notes (cont'd)

- 1 a) payment in New Israeli Sheqels will be made at the selling rates for bank transfers for the US Dollar quoted by a commercial bank in Israel on the day of issuance of the Air Waybill
 - b) sales reports by Agents or billing will be made solely in US Dollars. Remittances in New Israeli Sheqels will be made at the selling rate for bank transfers for the US Dollar quoted by a commercial bank in Israel on the day of remittance
 - 2 for Nigerian Naira, TC Members may use as the third character of the currency code the symbol 'N' instead of the letter 'N'
 - 3 Rounding off in local currency shall be accomplished by dropping all decimals and the resultant whole amount shall be rounded up to the next higher rounding unit
 - 4 specific or constructed bulk unitisation charges and containerised SCRs in AUD/FJD shall be rounded off to the nearest AUD/FJD 10.00 except that where the amount to be charged is expressed as an amount per kg this shall be rounded off to the nearest AUD 0.05/FJD 0.01
 - 5 no rounding is involved; all decimals beyond 2 shall be ignored
 - 6 specific or constructed bulk unitisation charges and containerised SCRs in KRW shall be rounded off to the nearest KRW 100 except that where the amount to be charged is expressed as an amount per kg, this shall be rounded off to the nearest KRW 10
-

**RULES FOR PAYMENT OF CARGO RATES, CHARGES AND OTHER AMOUNTS
(EXCEPT TO/FROM AUSTRALIA)**

CTC1(Mail 618)033e (amended)
 CTC2(Mail 618)033e (amended)
 CTC3(Mail 618)033e (amended)
 CTC12(Mail 618)033e (amended)
 CTC23(Mail 618)033e (amended)
 CTC31(Mail 618)033e (amended)
 CTC123(Mail 618)033e (amended)

Expiry: Indefinite

Type A

RESOLVED that,

SECTION A: GENERAL RULES

nothing in this Resolution shall be construed as prohibiting TC Members from engaging in normal banking and exchange transactions independent of the sale of transportation; provided that such transactions shall not be used directly or indirectly as a means of charging less than the published or selling cargo rates and charges established in accordance with any TC Resolution

SECTION B: PAYMENT IN THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION

payment of cargo rates, charges and other amounts in the country of commencement of transportation shall be made as follows

- a) in the currency of the country of commencement of transportation; or
- b) in any currency not marked with a '+' sign in Resolution 033d, provided that the equivalent of the currency tariff in the country of commencement of transportation is collected at the bankers buying rate of exchange
- c) the rate of exchange to be applied shall be the applicable rate of exchange in effect on the date of execution of the Air Waybill

SECTION C: PAYMENT OUTSIDE THE COUNTRY OF COMMENCEMENT OF TRANSPORTATION

payment of cargo rates, charges and other amounts outside the country of commencement of transportation shall be made as follows

- a) the amounts to be paid shall be determined by converting the total charges to be collected into the currency of the country of payment at the applicable bankers selling rate of exchange
- b) payment shall be made either in the currency of the country of payment, or in any currency not marked with a '+' sign in Resolution 033d, provided that the equivalent of the amount established in accordance with Subparagraph a) is collected at the bankers buying rate of exchange
- c) notwithstanding Resolution 049a, the rate(s) of exchange to be applied for charges collect shall be the applicable rate(s) of exchange in effect on the date on which notification of the arrival of the consignment is dispatched to the consignee; unless otherwise agreed by Local Panels

SECTION D: DETERMINATION OF RATES OF EXCHANGE FOR PAYMENTS ACCORDING TO SECTIONS B AND C

for certain countries, specific sources for rates of exchange have been established; these are listed in Attachment 'A'. If no source is specified in Attachment 'A' or such source does not provide a rate of exchange, then the bankers rate shall be used. If no bankers rate is available, the rates of exchange shown in the latest issue of the 'Clearing House Monthly 5 Day Rate' circulated each month by IATA shall be used

SECTION E: LOCAL PANEL ACTION

1) Local Panels may agree, subject to the provisions of Paragraph 2) or 3)

- a) to place a restriction or qualification on the acceptance of a particular currency or currencies
- b) revisions to rates and charges (except between countries in the ECAA)

2) Except Scandinavia

the agreement of the Local Panel shall be achieved by whichever of the following is most appropriate

- a) by unanimous written agreement of all TC Members that serve the country concerned or that have an office or Cargo General Sales Agent therein, and such agreement may be in the form of exchange of letters or cables; or
- b) by the convening of a meeting of all the TC Members that serve the country concerned or that have an office or Cargo General Sales Agent therein. This meeting shall operate according to the following procedures
 - i) any TC Member that serves the country concerned or that has an office or Cargo General Sales Agent therein may call such a meeting and shall transmit all necessary data to the Secretary for notification to all TC Members by cable
 - ii) a quorum for such meeting shall consist of one-half of the TC Members that serve the country concerned or that have an office or Cargo General Sales Agent therein. All national TC Member(s), if any, must be represented in order to constitute a quorum. A TC Member may be represented by its Cargo General Sales Agent
 - iii) agreement of 75% of TC Members present, including the national carrier(s) of the country of origin, shall be required; and all TC Members, whether present or not, shall be bound
 - iv) any changes made under this Paragraph shall not alter the existing rates and charges structure
 - v) rates and charges changed under this procedure will be filed with all interested governments in accordance with regimes and requirements of Air Service Agreements
- c) all agreements reached shall be notified to the Secretary for circulation to all TC Members prior to implementation

3) Scandinavia

one joint panel shall be established for the 3 countries, membership of which shall consist of all the TC Members that serve or that have an office or Cargo General Sales Agent in one or more of the 3 countries. The agreement of the Local Panel shall be achieved by whichever of the following is most appropriate

- a) by unanimous written agreement of all TC Members that serve the 3 countries or that have an office or Cargo General Sales Agent therein, and such agreement may be in the form of exchange of letters or cables; or
- b) by the convening of a meeting of all the TC Members that serve the 3 countries or that have an office or Cargo General Sales Agent therein. This meeting shall operate according to the following procedures
 - i) any TC Member that serves or that has an office or Cargo General Sales Agent in one or more of the 3 countries may call such a meeting and shall transmit all necessary data to the Secretary for notification to all TC Members by cable
 - ii) a quorum for such meeting shall consist of one third of the TC Members that serve the 3 countries, or that have an office or Cargo General Sales Agent therein. The national TC Member must be represented in order to constitute a quorum. A TC Member may be represented by its Cargo General Sales Agent
 - iii) decisions of the local panel shall be taken by a simple majority vote, which must include the national TC Member in the majority group of carriers; provided that for decisions relating to traffic between Scandinavia and USA, the Third and Fourth Freedom TC Members of such countries must be included in the majority group of carriers
- c) all agreements reached shall be notified to the Secretary for circulation to all TC Members prior to implementation

SECTION F: SOURCES

the Secretary is authorised to update Attachment 'A' by additions and/or changes upon notification by any TC Member. Such changes shall be circulated to all TC Members

GOVERNMENT RESERVATIONS

UNITED STATES

Order 84-5-108

Any revisions to cargo rates or charges agreed under the provisions of Resolution 033e shall be filed with the Board under Section 412 of the Act and approved by the Board before being placed in effect

SOURCES FOR RATES OF EXCHANGE

| COUNTRY | SOURCE |
|------------------------------------|--|
| Angola | The bankers rate means the rate published each Tuesday by the National Bank of Angola. This rate will be applicable from Wednesday of each week up to and including Tuesday of the following week |
| Argentina | Cargo rates must be converted into Argentine pesos at the selling rate quoted by Banco de la Nacion (http://www.bna.com.ar/), which applies to air transportation at the close of business on the date preceding the date of the sale |
| Armenia | Cargo rates and related charges shall be converted to Armenian Dram using the applicable commercial bankers rate of exchange in effect on the date of the transaction |
| Austria | The bankers rate means the rate established by the European Central Bank (ECB) and published each Tuesday at: http://www.ecb.int/ . This rate will be applicable from Wednesday of each week up to and including Tuesday of the following week |
| Azerbaijan | Cargo rates and related charges shall be converted to Azerbaijanian Manat using the applicable commercial bankers rate of exchange in effect on the date of the transaction |
| Belarus | Cargo rates and related charges shall be converted to Belarussian Rubles using the applicable commercial bankers rate of exchange in effect on the date of the transaction |
| Belgium | The bankers rate means the rate established by the European Central Bank (ECB) and published each Tuesday at: http://www.ecb.int/ . This rate will be applicable from Wednesday of each week up to and including Tuesday of the following week |
| Brazil | See Resolution 033h |
| Bulgaria | TC Members shall convert cargo rates and related charges to Bulgarian Lev by using the bankers selling rate published by the National Bank of Bulgaria (http://www.bnb.bg/) on the date of the transaction |
| Canada | The bankers rate means the unit rate published in the Toronto Globe and Mail Friday edition each week (http://www.theglobeandmail.com/), as the Foreign Exchange mid market rate in Canadian Funds. For currencies not quoted in such publication, the bankers rate shall mean the bank buying rate quoted by the Royal Bank of Canada (http://www.rbc.com/), Main Office in Winnipeg, as of the close of business on Thursday of each week. These rates will be applicable from Monday of the following week up to and including the following Sunday |
| Croatia | TC Members shall convert cargo rates and related charges to Croatian Kuna (HRK) at the official bankers selling rate of exchange to euro quoted by Privredna Banka Zagreb (Croatia) (http://www.pbz.hr/) each Tuesday. This rate shall be applicable from Wednesday of the same week up to and including Tuesday of the following week. In case that Tuesday is a national holiday, exchange rate of the previous week will continue to stay in effect until and including the next official business day thereafter the exchange rate shown in the first available edition shall apply until Tuesday of the following week |
| Eastern Caribbean Countries | (Anguilla, Antigua and Barbuda, Dominica, Grenada, Montserrat, St. Kitts and Nevis, St. Lucia, St. Vincent and the Grenadines) Cargo rates and related charges shall be converted to East Caribbean Dollar (XCD) using the applicable bankers selling rate of exchange in effect on the date of the transaction |
| Estonia | Cargo rates and related charges shall be converted to Kroon using the applicable commercial bankers rate of exchange in effect on the date of the transaction |
| Finland | The bankers rate means the rate established by the European Central Bank (ECB) and published each Tuesday at: http://www.ecb.int/ . This rate will be applicable from Wednesday of each week up to and including Tuesday of the following week |

| COUNTRY | SOURCE |
|--------------------------------------|---|
| France and French Territories | The bankers rate means the rate established by the European Central Bank (ECB) and published each Tuesday at: http://www.ecb.int/ . This rate will be applicable from Wednesday of each week up to and including Tuesday of the following week |
| Georgia | Cargo rates and related charges shall be converted to Lari using the applicable commercial bankers rate of exchange in effect on the date of the transaction |
| Germany | The bankers rate means the rate established by the European Central Bank (ECB) and published each Tuesday at: http://www.ecb.int/ . This rate will be applicable from Wednesday of each week up to and including Tuesday of the following week |
| Greece | The bankers rate means the rate established by the European Central Bank (ECB) and published each Tuesday at: http://www.ecb.int/ . This rate will be applicable from Wednesday of each week up to and including Tuesday of the following week |
| Hong Kong SAR, China | The Bankers Rate is the selling and telegraphic transfer rate quoted in the Tuesday edition of the South China Morning Post (http://www.scmp.com/). These exchange rates shall be applicable from Wednesday of the same week up to and including Tuesday of the following week. If a public holiday falls on Monday when exchange rates are not quoted in the Tuesday issue of the South China Morning Post, the rates in force shall remain in effect until such time that a new set of exchange rates is published for the first working day immediately after the public holiday, in which case these exchange rates shall be applicable from the day after the first working day of the week up to and including Tuesday of the following week |
| Hungary | The bankers rate means the rate established and quoted daily by the Citibank Budapest RT (http://www.citibank.hu/hungary/homepage/index_e.htm) |
| Iceland | The bankers selling rate is the rate published every Monday by the Central Bank of Iceland (http://www.sedlabanki.is/) plus 0.5% |
| Ireland | The bankers rate means the rate established by the European Central Bank (ECB) and published each Tuesday at: http://www.ecb.int/ . This rate will be applicable from Wednesday of each week up to and including Tuesday of the following week |
| Israel | For Charges Collect shipments to Israel conversion is only allowed at the local bankers rate of exchange for transfer of the respective foreign currency |
| Italy | The bankers rate means the rate established by the European Central Bank (ECB) and published each Tuesday at: http://www.ecb.int/ . This rate will be applicable from Wednesday of each week up to and including Tuesday of the following week |
| Japan | The bankers selling rate means the telegraphic transfer selling rate at the opening of business on each Monday quoted from the Bank of Tokyo-Mitsubishi UFJ (http://www.bk.mufg.jp/english/). This rate will be applicable from Wednesday of the same week up to and including Tuesday of the following week. When a national holiday falls on Monday, foreign exchange rates are not quoted from the Bank of Tokyo-Mitsubishi. In such exceptional case the rates at the opening of business on the previous Friday will be applicable from Wednesday of the week, up to and including Tuesday of the following week |
| Kazakhstan | Cargo rates and related charges shall be converted to Tenge using the applicable commercial bankers rate of exchange in effect on the date of the transaction |
| Korea (Rep. of) | The bankers rate means the bankers telegraphic transfer rate published each Monday by the Korea Exchange Bank (http://www.keb.co.kr/english/). This rate will be applicable from Tuesday of each week, up to and including Monday of the following week. When Monday is a bank holiday, the rate of the last business day of the previous week shall be applicable from Tuesday of the week, up to and including Monday of the following week |
| Kyrgyzstan | Cargo rates and related charges shall be converted to Som using the applicable commercial bankers rate of exchange in effect on the date of the transaction |
| Latvia | Cargo rates and related charges shall be converted to Latvian Lats using the applicable commercial bankers rate of exchange in effect on the date of the transaction |

| COUNTRY | SOURCE |
|---|--|
| Lebanon | The bankers selling rate means the average rate quoted from 4 banks in Beirut each Wednesday for application from Monday of the following week up to and including Sunday of the same week |
| Lithuania | Cargo rates and related charges shall be converted to Lithuanian Litas using the applicable commercial bankers rate of exchange in effect on the date of the transaction |
| Luxembourg | The bankers rate means the rate established by the European Central Bank (ECB) and published each Tuesday at: http://www.ecb.int/ . This rate will be applicable from Wednesday of each week up to and including Tuesday of the following week |
| Macedonia, Former Yugoslav Republic of | TC Members shall convert cargo rates and charges to Macedonian Denar as currency of payment for sales in the Former Yugoslav Republic of Macedonia, at the selling rate of exchange to the euro quoted by the National Bank (http://www.nbrm.gov.mk/) each Friday. This rate shall be applicable from Monday of the following week up to and including Sunday of the same week. In case that Friday is a national holiday, exchange rate of the previous week will continue to stay in effect until and including the next official business day; thereafter the exchange rate shown in the first available edition shall apply until Sunday of the following week |
| Malaysia | The bankers selling rate means the selling TT/OD rates quoted by Malayan Banking appearing in the Exchange Rates column in Tuesday's edition of the New Straits Times (http://www.nst.com.my/). This rate is applicable from 00.01 hrs on Wednesday until 23.59 hrs the following Tuesday. If Monday is a public holiday, the rate in force shall remain in effect on Wednesday, and the rate in Wednesday's edition shall be used from 00.01 hrs on Thursday until 23.59 hrs the following Tuesday. If both Monday and Tuesday are public holidays, the rate in force shall remain in effect on Wednesday and Thursday, and the rate in Thursday's edition shall be used from 00.01 hrs on Friday until 23.59 hrs the following Tuesday. In the event that no exchange rate for a particular currency is published in the New Straits Times, the IATA Clearing House Monthly Five Day Rate for the particular month shall apply. |
| Mexico | The Local Panel in Mexico will establish the rate to be used for establishing Nuevo Peso selling rates taking into consideration any government directives |
| Moldova | Cargo rates and related charges shall be converted to Moldovan Leu using the applicable commercial bankers rate of exchange in effect on the date of the transaction |
| Mozambique | The bankers rate means the rate published by the Banco de Mozambique (http://www.bancomoc.mz/) on the last day of each month. This rate will be applicable from the first day, up to and including the last day, of the following month |
| Netherlands | The bankers rate means the rate established by the European Central Bank (ECB) and published each Tuesday at: http://www.ecb.int/ . This rate will be applicable from Wednesday of each week up to and including Tuesday of the following week |
| Nigeria | Cargo rates and related charges shall be converted to Nigerian Naira as currency of payment at the bankers buying rate (BBR) quoted by the Central Bank of Nigeria (http://www.cenbank.org/) every Tuesday. However, where the Tuesday falls on a public holiday, the previous week's Tuesday rate of exchange shall apply. This rate will be applicable from Wednesday of each week up to and including Tuesday of the following week |
| Peru | TC Members shall convert agreed cargo rates to Peruvian currency at the free market rate, such rate being the average rate of the previous day, as published daily by the Superintendency of Banks |
| Poland | Cargo rates and related charges shall be converted to Polish Zloty by using rates of exchange shown in the latest issue of the "Clearing House Monthly 5 Day Rate" circulated each month by IATA. |
| Portugal | The bankers rate means the rate established by the European Central Bank (ECB) and published each Tuesday at: http://www.ecb.int/ . This rate will be applicable from Wednesday of each week up to and including Tuesday of the following week |
| Russia | Cargo rates and related charges shall be converted to Russian Rubles using the exchange rate quoted by the Central Bank of the Russian Federation on the date prior to the date of transaction, published in the newspaper 'Kommersant Daily' (http://www.kommersant.com/) |

| COUNTRY | SOURCE |
|-----------------------|---|
| Serbia | The bankers buying or selling rate means the rate quoted by the National Bank of Serbia (http://www.nbs.yu/english/) each Monday. These rates shall be applicable from Tuesday of the same week up to and including Monday of the following week. When a national holiday falls on a Monday, the rates in force shall remain in effect until and including the first working day when new rates will be quoted, in which case these rates shall be applicable from the day after the first working day of the week up to and including Monday of the following week. For currencies not quoted by the National Bank of Serbia, the latest issue of the 'IATA Clearing House Monthly Five Days Rates' shall be used |
| Sierra Leone | TC Members shall convert cargo rates to Sierra Leone Leones at the rate of exchange established weekly by the Sierra Leone bank authorities |
| Slovenia | The bankers rate means the official rate quoted by Bank of Slovenia (http://www.bsi.si/) each Saturday. This rate will be applicable from Wednesday of the next week up to and including Tuesday of the following week. Rates not published will be based on the IATA Clearing House Rates |
| Spain | The bankers rate means the rate established by the European Central Bank (ECB) and published each Tuesday at: http://www.ecb.int/ . This rate will be applicable from Wednesday of each week up to and including Tuesday of the following week |
| Tajikistan | Cargo rates and related charges shall be converted to Somoni using the applicable commercial bankers rate of exchange in effect on the date of the transaction |
| Thailand | The bankers selling rate means the rate published in the Bangkok Post (http://www.bangkokpost.com/) every Tuesday. This rate will be applicable from Wednesday until the closing of business on Tuesday of the following week |
| Turkey | The bankers selling rate published daily by the Central Bank of Turkey (http://www.tcmb.gov.tr/) |
| Turkmenistan | Cargo rates and related charges shall be converted to Turkmenistan Manat using the applicable commercial bankers rate of exchange in effect on the date of the transaction |
| Uganda | TC Members shall convert cargo rates to Uganda Shillings at the rate of exchange established weekly by the Uganda bank authorities |
| Ukraine | Cargo rates and related charges shall be converted to Hryvnia using the applicable commercial bankers rate of exchange in effect on the date of the transaction |
| United Kingdom | The bankers rate means the unit rate published in Monday's edition of the Financial Times under the heading 'Guide to World Currencies'. This data is also available on the Tuesday by fax from the Financial Times. The rate will be applicable from Wednesday of the same week up to and including Tuesday of the following week |
| | <p>Exceptions are</p> <ul style="list-style-type: none"> A – The IATA 5 Day Rate of Exchange for Bulgaria and Romania B – The Government fixed rate of exchange for Syria C – Rates of exchange advised by the national carrier for the Philippines D – Locally advised rates for Egypt and Nigeria |
| United States | The bankers rate means the rate published each Tuesday in the Wall Street Journal under the heading 'Foreign Exchange'. This rate will be applicable from Wednesday of each week up to and including the Tuesday of the following week. When a national holiday falls on Monday, foreign exchange rates do not appear in the Tuesday edition of the Wall Street Journal. In such exceptional cases the previous week's rates are used through Wednesday instead of Tuesday and the Wednesday edition of the Wall Street Journal will be used for the period Thursday through Tuesday |

| COUNTRY | SOURCE |
|---------------|---|
| Uruguay | <p>TC Members shall convert cargo rates to Pesos Uruguayo at the rate of exchange at which the US Dollar may freely be purchased for transfer from Uruguay (such rate being the average free selling rate for dollars) quoted by</p> <p>The Bank of London and South America The First National City Bank of New York The Banco Comercial</p> <p>at the close of business on the day preceding the date of sale</p> |
| Uzbekistan | <p>Cargo rates and related charges shall be converted to Uzbekistan Sum using the applicable commercial bankers rate of exchange in effect on the date of the transaction</p> |
| Venezuela | <p>TC Members shall convert cargo rates to Venezuelan Bolivars at the selling rates quoted by the Banco Central de Venezuela (http://www.bcv.org.ve/)</p> |
| Western Samoa | <p>The bankers selling rate is the rate published every Monday in the Bank of Samoa 'Schedule of Exchange Rates'. These rates will be applicable from Wednesday of the same week until the close of business on Tuesday the following week. When 2 rates (commercial and financial) are given, the commercial rate shall be used. If Monday is a Bank Holiday or for any reason no rates are published on Monday, then the rates given by Tuesday's schedule shall be used from Wednesday to the close of business on Tuesday of the following week. Should no rates be published on Monday or Tuesday, the rates effective from the previous Wednesday will continue to be used for a further week</p> |
| Zambia | <p>Local airline representatives that serve Zambia, or have an office or General Sales Agent therein, shall by majority vote constituting 75% of members present, including national carrier(s) of country concerned, shall agree at a properly convened meeting or through exchange of letters or cables on a conversion rate to be used for establishing Zambian Kwacha amounts as currency of payment, taking into consideration any government directives. Adjustments will be made if deviations from the free market rate of more than 3% occur. The agreed rate will be applicable from Wednesday of each week including Tuesday of the following week</p> |

**CONVERSION OF US DOLLAR SPECIFIED AMOUNTS
INTO LOCAL CURRENCIES**

| | | |
|----------------|-----------|--------------------|
| CTC1(19)033g | (amended) | Expiry: Indefinite |
| CTC2(22)033g | (amended) | |
| CTC3(18)033g | (amended) | Type A |
| CTC12(34)033g | (amended) | |
| CTC23(22)033g | (amended) | |
| CTC31(20)033g | (amended) | |
| CTC123(24)033g | (amended) | |

RESOLVED that, except as otherwise specifically provided in a cargo Resolution, the following shall apply

- 1) when US Dollar amounts are specified in the text of a Resolution, such US Dollar amounts shall be converted into local currency amounts by using the rates of exchange shown in Attachment 'A' to Resolution 033c, unless otherwise established locally. Rounding-off shall be in accordance with Resolution 033d
- 2) in accordance with the provisions of Resolution 033c, the rates of exchange to be used are issued 3 times a year, for use as follows
 - a) the March 'Clearing House Monthly 5 Day Rate' for implementation from 1 June through 30 September
 - b) the July 'Clearing House Monthly 5 Day Rate' for implementation from 1 October through the following 31 January
 - c) the November 'Clearing House Monthly 5 Day Rate' for implementation from 1 February through 31 May

Each issue of Attachment 'A' to Resolution 033c will be circulated to all TC Members by the Secretary

**SPECIAL PROVISIONS RESOLUTION
CURRENCY ADJUSTMENTS**

| | | |
|---------------------|-----------|--------------------|
| CTC1(Mail 618)034 | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)034 | (amended) | |
| CTC3(Mail 618)034 | (amended) | Type B |
| CTC12(Mail 618)034 | (amended) | |
| CTC23(Mail 618)034 | (amended) | |
| CTC31(Mail 618)034 | (amended) | |
| CTC123(Mail 618)034 | (amended) | |

WHEREAS from time to time governments require tariff increases due to a change in value of their currency, and

WHEREAS it is necessary that the IATA data base be speedily updated to provide accurate tariff levels for through-put to industry systems

IT IS RESOLVED that,

- 1) in the event a Government requires an increase in tariff levels as a result of a change in value of its currency, any TC Member may notify the Secretary of such change. A copy of a Government document to this effect must support the notification
 - 2) upon receipt of such notification, the IATA data base will be amended accordingly on an industry basis and the information will be circulated to all TC Members
 - 3) this Resolution shall not apply between countries in the ECAA or to/from Australia
-

CARGO RATES ENABLING FACILITY

CTC3(Mail 618)116aa (amended) Expiry: Indefinite
 CTC23(Mail 618)116aa (amended)
 CTC31(Mail 618)116aa (amended) Type A
 CTC123(Mail 618)116aa (amended)

WHEREAS coordination of cargo rates and charges is necessary to ensure comprehensible cargo rates structures and stability in the market, to the benefit of consumers, governments and airlines, and

WHEREAS as a consequence it is desirable that the bilateral, or multilateral rates understandings achieved in the IATA Conferences be recognised to the greatest extent possible, whilst furthering flexibility, and

WHEREAS the opportunities for the rapid and orderly introduction of rates/charges should be enhanced

IT IS RESOLVED that,

- 1) any TC Member may file to change an existing cargo rate(s)/charge(s) or introduce a new cargo rate(s)/charge(s)
- to/from Japan
 - from China (excl Hong Kong SAR and Macao SAR)
 - from Thailand

subject to the following

- a) as used herein, the term 'charges' shall mean all charges (including minimum charges and ULD charges) and fees
- b) filings should be based on the IATA Rates Tables/Resolutions
- c) the filing shall be submitted to the Secretary and shall contain the information in Attachment 'A'
- d) upon receipt of such filing, the Secretary shall circulate the information to all TC Members who have requested to receive filings for the area/sub-area concerned
- e) **Except to/from USA and US Territories** the effective date of any filing shall be not less than 15 days from the date of circulation by the Secretary
- f) expiry dates may be included in filings, provided that any such expiry date is not beyond the expiry of the applicable rates agreement, and shall not be imposed on filings
- g) filings for SCRs or ULD rates will only be accepted if there is a GCR structure between the same points, either specified or available through the use of add-on(s). If no such GCR structure exists then the filing carrier must file an appropriate GCR in conjunction with the SCR or ULD rate filing
- h) filings that include Notes shall not be permitted

CARGO RATES ENABLING FACILITY (cont'd)

- i) Except to/from USA and US Territories any voting TC Member of the Tariff Conference concerned may protest the filing, and shall provide reasons and compromise proposals
- j)
 - i) the protest shall be sent to the Secretary within 10 days from the date of circulation with a copy to the filing TC Member. In such case the protested rate(s) or charge(s) shall not come into effect. If the protesting TC Member withdraws the protest, the rate(s)/charge(s) shall become effective 7 days after the notice by the Secretary of the withdrawal
 - ii) protest codes shall be as follows;
 - rates too low
 - rates too high
 - present rates adequate
 - description
 - poor potential
 - no GCRs specified
 - minimum weightbreak too low
 - minimum weightbreak too high
 - too many breakpoints
 - rates needed, traffic still moving
 - commonration not acceptable
 - require extension to: (points/countries)
 - other reasons (reasons must be shown in full)
- k) if a protest is received, the Secretary shall include it in a weekly cabled report in accordance with Subparagraph m)
- l) filings not protested shall become effective on the date proposed, subject to Subparagraph j), and shall be incorporated into the agreement from such date, subject to applicable government approval(s)
- m) the Secretary shall circulate a weekly Status Report of all filings received to all TC Members of the Tariff Conference concerned. Such Status Reports shall contain
 - i) circulation date of filing by IATA with telex reference
 - ii) filing TC Member
 - iii) proposed effective date
 - iv) protest(s) received, if any, showing protesting TC Member(s), reasons and counter-proposal(s)
- n) **Applicable to/from USA and US Territories**
 - i) the filed rates and/or charges may be applied by any TC Member, provided that if a TC Member does not wish to apply such rates/charges, they shall notify the Secretary for circulation
 - ii) the filed rates and/or charges shall not reflect increases with respect to existing rates
- o) This Resolution shall not apply or to/from Australia

116aa

CARGO RATES ENABLING FACILITY**2) EFFECTIVENESS**

except for add-ons, notwithstanding Resolution 001, this Resolution shall only become effective when an IATA rates agreement for an area/sub-area becomes effective and shall remain in effect only so long as such IATA rates agreement remains in effect; unless otherwise specifically precluded in the IATA rates agreement

GOVERNMENT RESERVATIONS**GREECE**

Filings to/from Greece (except between countries in the ECAA and Greece) regardless of whether subject to protest or not must be submitted to the Greek Authorities for approval prior to implementation unless otherwise determined by the bilateral air service agreements

NEW ZEALAND

Approval of Resolution 116aa is subject to the general New Zealand Government reservation on Resolution 001 regarding the obligation of carriers to file rates/charges and to the specific New Zealand Government reservation on this Resolution that approval of the Resolution does not override provisions of New Zealand bilateral air services agreements with other countries concerning rights of designated carriers to initiate tariffs and of other carriers to price match but not initiate such tariffs

ULD Type

ULD charge code

Expiry Date

Limitation by carrier, if any

The intended effectiveness date may either show

- a. "in accordance with Subparagraph 1)e); or
- b. the date required provided it is not earlier than that shown in Subparagraph 1)e)

Data to be provided for filings

- A. Filing carrier
- B. Area/Sub-area concerned
- C. Resolution Number(s) affected
- D. Proposed changes/additions/deletions
- E. Intended effective date
- F. Substantiation - this should show full background to the filing
- G. Whether Government approval is required before implementation

Filings must show, as applicable

Weightbreak(s)

Rate level(s)

Sector(s)

Any applicable Notes

SCR Item Number(s)

SCR new descriptions, or amended descriptions

SPECIAL ENABLING RESOLUTION

| | | |
|-----------------------|-----------|--------------------|
| CTC1(Mail 618)116bb | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)116bb | (amended) | |
| CTC3(Mail 618)116bb | (amended) | Type B |
| CTC12(Mail 618)116bb | (amended) | |
| CTC23(Mail 618)116bb | (amended) | |
| CTC31(Mail 618)116bb | (amended) | |
| CTC123(Mail 618)116bb | (amended) | |

WHEREAS coordination of cargo rates and charges is necessary to ensure comprehensible cargo rates structures and stability in the market, to the benefit of consumers, governments and airlines, and

WHEREAS as a consequence it is desirable that the bilateral, or multilateral rates understandings achieved in the IATA Conferences be recognised to the greatest extent possible, whilst furthering flexibility, and

WHEREAS the opportunities for the rapid and orderly introduction of rates/charges should be enhanced

IT IS RESOLVED that,

- 1) any TC Member may file to change an existing cargo rate(s)/charge(s) or introduce a new cargo rate(s)/charge(s), subject to the following
 - a) as used herein, the term 'charges' shall mean all charges (including minimum charges and ULD charges) and fees
 - b) filings should be based on the IATA Rates Tables/Resolutions
 - c) the filing shall be submitted to the Secretary and shall contain the information in Attachment 'A'
 - d) upon receipt of such filing, the Secretary shall circulate the information to all TC Members who have requested to receive filings for the area/sub-area concerned
 - e) **Except to/from USA/US Territories** the effective date of any filing shall be not less than 15 days from the date of circulation by the Secretary
 - f) expiry dates may be included in filings, provided that any such expiry date is not beyond the expiry of the applicable rates agreement, and shall not be imposed on filings
 - g) filings for SCRs or ULD rates will only be accepted if there is a GCR structure between the same points, either specified or available through the use of add-on(s). If no such GCR structure exists then the filing carrier must file an appropriate GCR in conjunction with the SCR or ULD rate filing
 - h) filings that include Notes shall not be permitted
 - i) the filed rates and/or charges may be applied by any TC Member, provided that if a TC Member does not

wish to apply such rates/charges, they shall notify the Secretary for circulation

- j) the Secretary shall circulate a weekly Status Report of all filings received to all TC Members of the Tariff Conference concerned. Such Status Reports shall contain
 - i) circulation date of filing by IATA with telex reference (amended)
 - ii) filing TC Member (amended)
 - iii) proposed effective date (amended)
 - iv) notifications received under the provisions of 1)i) above (amended)
- k) **Applicable to/from USA/US Territories** the filed rates and/or charges shall not reflect increases with respect to existing rates

2) **EFFECTIVENESS**

except for add-ons, notwithstanding Resolution 001, this Resolution shall only become effective when an IATA rates agreement for an area/sub-area becomes effective and shall remain in effect only so long as such IATA rates agreement remains in effect; unless otherwise specifically precluded in the IATA rates agreement

- 3) this Resolution shall not apply
 - a) between countries in the ECAA
 - b) to/from Japan
 - c) from China (excluding Hong Kong SAR and Macao SAR)
 - d) from Thailand
 - e) to/from Australia
- 4) this Resolution may not be applied for Alliance Countries by the carriers listed in Resolution 001aa

GOVERNMENT RESERVATIONS

Data to be provided for filings

- A. Filing carrier
- B. Area/Sub-area concerned
- C. Resolution Number(s) affected
- D. Proposed changes/additions/deletions
- E. Intended effective date
- F. Substantiation - this should show full background to the filing
- G. Whether Government approval is required before implementation

Filings must show, as applicable

Weightbreak(s)
Rate level(s)
Sector(s)
Any applicable Notes
SCR Item Number(s)
SCR new descriptions, or amended descriptions
ULD Type
ULD charge code
Expiry Date
Limitation by carrier, if any

The intended effectiveness date may either show

or

- a. "in accordance with Subparagraph 1)e)";
- b. the date required provided it is not earlier than that shown in Subparagraph 1)e)

Administrative Arrangements

Any filing made will be administered as follows

- a) amendments to existing rates will be incorporated into the package provided that within 15 day period no TC Member chooses non-participation
- b) if a TC Member chooses not to participate within 15 days of the circulation of a filing, the filing carrier's rates will not be incorporated into the agreement but will bear the filing carrier's code, unless the filing carrier advises that they wish to withdraw the filing

Note: when a rate structure applicable between 2 cities is amended by a carrier coded rate, such structure will be duplicated, amended and annotated with the filing carrier's code

BRAZIL

Any rate or charges which are filed under the provisions of Resolution 116bb with origin or destination points in Brazil must be filed with the Brazilian DAC and shall only be effective upon their approval

GREECE

Filings to/from Greece (except between countries in the ECAA and Greece) regardless of whether subject to protest or not must be submitted to the Greek Authorities for approval prior to implementation unless otherwise determined by the bilateral air service agreements

ITALY

Any rate, practice or condition between Italy and USA/US Territories filed pursuant to Resolution 116bb by 5th and 6th Freedom operators must be submitted for approval to the Civil Aviation Administration, and will only come into effect after this Administration has given its approval

NEW ZEALAND

Approval is subject to the general New Zealand Government reservation on Resolution 001 regarding the obligation of carriers to file rates/charges and to the specific New Zealand Government reservation on this Resolution that approval of the Resolution does not override provisions of New Zealand bilateral air services agreements with other countries concerning rights of designated carriers to initiate tariffs and of other carriers to price match but not initiate such tariffs

GOVERNMENT RESERVATIONS (cont'd)**FINLAND**

Rates, conditions and practices for transportation from/to Finland either directly or via combination based on procedures mentioned in IATA Resolution 200g, shall be submitted to the National Board of Aviation for consideration and will be applicable only if approved by the National Board of Aviation. If granted, such approval may be made conditional upon the same rates, conditions and practices being made applicable to the national carrier as well. This reservation is not applicable to a specified individual shipment. The national carrier, however, is not entitled to accept orders from any foreign government without the approval of the National Board of Aviation. (6.3.80)

GERMANY

Rates and practices proposed to be introduced under the procedures referred to in Resolution 200g which are applicable on traffic to/from Germany either directly or via combination, shall prior to any effectiveness be submitted to and approved by the German Ministry of Transport. This reservation is not applicable to a specified individual shipment. Lufthansa however is not entitled to accept orders from any foreign government, without the approval of the German Ministry of Transport

HUNGARY

Fares, rates and practices proposed to be introduced under the procedures referred to in Resolution 200g which are applicable on traffic to/from Hungary either directly or via combination, shall prior to any effectiveness be submitted to and approved by the Hungarian Ministry of Transport

This reservation is not applicable to a specified individual journey or shipment

MALEV Hungarian Airlines however is not entitled to accept orders from any foreign government, without the approval of the Hungarian Ministry of Transport. (20.11.87)

JORDAN

Royal Jordanian shall not be required to notify or file with IATA any order, Government requirements or authorisations which this Government might believe should be kept confidential

GOVERNMENT RESERVATIONS (cont'd)**KUWAIT**

Some air carriers operating into Kuwait are applying reduced rate transportation and/or regulations as per government directives from their governments without filing such rates and/or regulations with the Civil Aviation Directorate of Kuwait. As this practice is considered a violation of the governing regulations that require obtaining the approval from the government of the country to/from which such rates/regulations are applied, the following instructions are to be observed

- a. Strict adherence to rates and regulations applied by IATA, such rate/regulation being filed by Kuwait Airways Corp. with the Civil Aviation Directorate of Kuwait
- b. Any other rates and/or regulations to be introduced or those based on government directives for transportation to/from Kuwait should be filed with the Civil Aviation Directorate of Kuwait, either directly or through Kuwait Airways Corp. for approval prior to application of such rates and/or regulations

Non-adherence to the above instructions will result in appropriate measures being taken against the violating air carrier. (26.6.79)

MALAWI

The reservation of the Government of Malawi on Resolution 001 is also applicable to Resolution 200g

MONTENEGRO

Any free or reduced cargo tariff in addition to the condition thereof established in accordance with the provisions of IATA Resolution 200g, Government Orders for Free or Reduced Transportation, shall be subject to approval of the Directorate General of Civil Aeronautics

JAT, Jugoslovenski Aertransport, is not permitted to perform any free or reduced rate transportation under the provisions of IATA Resolution 200g without the approval of the Directorate General of Civil Aeronautics

NEW ZEALAND

Rates, conditions and practices for transportation to and from New Zealand, either directly or via combination, based on procedures mentioned in the IATA Resolution 200g, shall be submitted to the Ministry of Transport for consideration and will be applicable only if approved by the New Zealand Authorities. If granted such approval may be made conditional upon the same rates, conditions and practices being made applicable to the New Zealand national carrier as well. This reservation is not applicable to a specified individual shipment. (14.6.73)

GOVERNMENT RESERVATIONS (cont'd)**NORWAY**

Rates, conditions and practices for transportation from/to Norway, either directly or via connecting services, based on government orders or authorisations in accordance with IATA Resolution 200g, shall be submitted by the carrier concerned to the Directorate of Civil Aviation for consideration and will be applicable only if approved by the said Administration. If granted, such approval is conditional upon the same rates, conditions and practices being applicable to the Norwegian national carrier as well. This reservation is not applicable to a specified individual shipment. The national carrier, however, is not entitled to accept orders from any foreign government without the approval of the Norwegian Authorities. (9.7.73)200g

SERBIA

Any free or reduced cargo tariff in addition to the condition thereof established in accordance with the provisions of IATA Resolution 200g, Government Orders for Free or Reduced Transportation, shall be subject to approval of the Directorate General of Civil Aeronautics

JAT, Jugoslovenski Aerotransport, is not permitted to perform any free or reduced rate transportation under the provisions of IATA Resolution 200g without the approval of the Directorate General of Civil Aeronautics

SOUTH AFRICA

The South African Government reservation on Resolution 001 is also applicable to Resolution 200g

SWEDEN

Rates, conditions and practices for transportation from/to Sweden, either directly or via connecting services, based on government orders or authorisations in accordance with IATA Resolution 200g, shall be submitted by the carrier concerned to the Board of Civil Aviation for consideration and will be applicable only if approved by the said Board. If granted, such approval is conditional upon the same rates, conditions and practices being made applicable to the Swedish national carrier as well. This reservation is not applicable to a specified individual shipment. The national carrier, however, is not entitled to accept orders from any foreign government without the approval of the Board of Civil Aviation. (9.7.73)

GOVERNMENT RESERVATIONS (cont'd)**SWITZERLAND**

Any foreign government order to a foreign carrier authorising a deviation from IATA Resolutions regarding rates and conditions of transport shall not be valid for transportation from, to or via Switzerland without prior approval by the Federal Air Office. Furthermore, Swiss International Airlines are not entitled to accept orders from any foreign government without the approval of the Federal Air Office. Government orders concerning a specified individual shipment are excluded from this reservation

TUNISIA

Rates, conditions and practices for transportation to/from or via Tunisia based on Government Orders or authorisations in accordance with the provisions of Resolution 200g, shall be submitted by the interested carrier to the Ministry of Transportation and Communications Department of Civil Aviation and will be applicable only if approved by the said authority. If granted the National carrier Tunis-Air reserves the right to apply the same facility on its services. (4.11.77)

**TC2
SPECIAL RATES SYSTEM RESOLUTION
WITHIN EUROPE
EXCEPT BETWEEN COUNTRIES IN THE ECAA**

CTC2(Mail 618)500(amended) Expiry: 30 September 2010
Type B

RESOLVED that,

- 1) notwithstanding any other Resolution, for transportation of cargo consignments
 - a) from Belgium, Luxembourg, Netherlands, Switzerland to Albania, Bosnia and Herzegovina, Croatia, Gibraltar, Macedonia (FYROM), Montenegro, Serbia, Turkey
 - b) from Belgium, Luxembourg to Armenia, Azerbaijan, Georgia, Morocco, Russia (in Europe), Tunisia, Ukraine

the following conditions shall apply
- 2) all consignments are subject to the applicable basic charge per consignment as shown in Attachment 'A'
- 3)
 - a) the rates shown in Attachment 'B' shall be applied per kg to all consignments
 - b) in applying cargo rates, fractions of a 1/2 kg shall be charged for as the next higher 1/2 kg
- 4) combinations only permitted with
 - a) add-ons in Attachment 'E' to Resolution 015aa
 - b) domestic rates including the domestic basic or minimum charge where applicable

**TC2
SPECIAL RATES SYSTEM RESOLUTION
WITHIN EUROPE
EXCEPT BETWEEN COUNTRIES IN THE ECAA**

5) RATES FOR LIVE ANIMALS

- a) the rate for carriage of live animals (other than baby poultry less than 72 hours old) shall be
 - i) 250% of the applicable basic charge as shown in Attachment 'A'
 - ii) 250% of the applicable kg rate as shown in Attachment 'B'

Exceptions

- 1) from Belgium the rate for the carriage of live tropical fish shall be
 - a) 125% of the applicable basic charge as shown in Attachment 'A'
 - b) 125% of the applicable kg rate as shown in Attachment 'B'
- b) the rate for baby poultry less than 72 hours old shall be
 - i) 160% of the applicable basic charge as shown in Attachment 'A'
 - ii) 160% of the applicable kg rate as shown in Attachment 'B'
- c) charges shall be applicable to carriage of both the animal and its container, subject to the provisions of Resolution 508
- d) these rates do not apply for shell fish

6) SPECIAL RATES FOR VALUABLE CARGO

the rate for carriage of 'Valuable Cargo' shall be

- a) 300% of the applicable basic charge as shown in Attachment 'A', except
 - i) from Switzerland 200% of the applicable basic charge as shown in Attachment 'A'
- b) 300% of the applicable kg rate as shown in Attachment 'B', except
 - i) from Switzerland 200% of the applicable rate per kg as shown in Attachment 'B'

500 (cont'd)

TC2
SPECIAL RATES SYSTEM RESOLUTION
WITHIN EUROPE
EXCEPT BETWEEN COUNTRIES IN THE ECAA

7) **CARRIAGE OF HUMAN REMAINS**

- a) the rate for carriage of human remains in the form of ashes shall be
 - i) 400% of the applicable basic charge as shown in Attachment 'A'; from Switzerland 300% of the applicable basic charge as shown in Attachment 'A'
 - ii) 400% of the applicable kg rate as shown in Attachment 'B', except
 - aa) from Switzerland 300% of the applicable rate per kg as shown in Attachment 'B'
- b) the rate for carriage of human remains in coffins shall be
 - i) 350% of the applicable basic charge as shown in Attachment 'A'; from Switzerland 200% of the applicable basic charge as shown in Attachment 'A'
 - ii) 350% of the applicable kg rate as shown in Attachment 'B', except
 - aa) from Switzerland 200% of the applicable rate per kg as shown in Attachment 'B'

8) **RATES FOR NEWSPAPERS AND PERIODICALS**

for the carriage of Braille type equipment, talking books for the blind, newspapers, periodicals, magazines, books and catalogues, a reduction class rate will apply. The charge will be 85% of the total basic charge and the rate per kg. However, the resulting weight charge may not be lower than the basic charge

- 9) the provisions of Resolutions 501, 504, 511, 550, 590, 595, 596, 597 shall not apply to tariffs established under this Resolution

Attachment(s) published separately

MINIMUM CHARGES FOR CARGO

CTC1(Mail 618)501 (amended) Expiry: Indefinite
 CTC2(Mail 618)501 (amended)
 CTC3(Mail 618)501 (amended) Type B
 CTC12(Mail 618)501 (amended)
 CTC23(Mail 618)501 (amended)
 CTC31(Mail 618)501 (amended)
 CTC123(Mail 618)501 (amended)

RESOLVED that,

- 1) the minimum charge for any consignment shall be as shown in Attachment 'A'
- 2) in determining whether a minimum charge is applicable, any valuation charge or value surcharge shall not be included with the weight (or volume) charge
- 3) the minimum charge established by this Resolution shall take precedence over any lower combination of minimum charges and/or any lower charge that would result from the applicable weight and charges provided in any other Resolution, unless otherwise specifically provided in such other Resolution
- 4) this Resolution shall not apply
 - a) between countries in the ECAA
 - b) from Belgium, Italy, Luxembourg, Netherlands, Switzerland to Albania, Bosnia and Herzegovina, Croatia, Gibraltar, Macedonia (FYROM), Montenegro, Serbia, Turkey
 - c) from Belgium, Luxembourg
 - bb) to Armenia, Azerbaijan, Georgia, Morocco, Russia (in Europe), Tunisia, Ukraine
 - d) to/from Australia

Attachment(s) published separately

GOVERNMENT RESERVATIONS**INDIA**

The Government of India does not disapprove Resolution 501 on the condition that the minimum charges for transportation between TC3 and TC1 via TC2 need not be higher than the minimum charges established for transportation between TC3 and TC1 via the Pacific. (1.7.74)

UNITED STATES**Order 86-9-88**

1. *notwithstanding any provisions of this Resolution or any other Resolution, all rates and charges established pursuant to this Resolution with respect to any United States point as an origin or destination shall be maximums; and*
2. *each and every carrier operating pursuant to this Resolution shall be permitted to file tariffs incorporating rates and/or charges below those established by the Resolution*

501a

**TC31
SMALL PACKAGE SERVICE
JAPAN-CANADA, MEXICO, USA**

CTC31(Mail 618)501a (amended)

Expiry: 30 September 2010

Type B

RESOLVED that,

- 1) for transportation of consignments as defined in Paragraph 2) on a guaranteed basis between points in Japan on the one hand and Canada, Mexico, USA on the other, the following conditions and charges will apply
- 2) subject to the provisions of Resolutions 502 and 503, consignments must meet the weight, size and value limitations as set forth below
 - a) total weight not to exceed 32 kg
 - b) total value not to exceed JPY150000 from Japan, CAD1500 from Canada and USD1250 from Mexico, USA
 - c) total size not to exceed the sum 90 in (total height + length + width)
 - d) maximum dimension of any one side shall be 48 in
- 3) all charges for such consignments as set forth in the Attachment shall be prepaid
- 4) if the consignment fails to move on the designated flight, a refund not to exceed the difference between the above charges and the applicable IATA cargo rate shall be made to the shipper

GOVERNMENT RESERVATIONS

UNITED STATES

Order 78-7-115

The limitations on maximum value established in Resolution 501a shall not apply to valuations affecting determination of carrier liability

From Canada to Japan

| From | To | up to 10 kg | 10.1–20 kg | 20.1–32 kg |
|-------------------------|-------|-------------|------------|------------|
| | | CAD | CAD | CAD |
| Calgary/Vancouver | Tokyo | 110 | 205 | 350 |
| Montreal/Ottawa/Toronto | Tokyo | 135 | 250 | 430 |

From Japan to Canada

| From | To | up to 10 kg | 10.1–20 kg | 20.1–32 kg |
|-------|-------------------------|-------------|------------|------------|
| | | JPY | JPY | JPY |
| Tokyo | Calgary/Vancouver | 45,000 | 45,000 | 45,000 |
| Tokyo | Montreal/Toronto/Ottawa | 50,000 | 50,000 | 50,000 |

From Mexico/USA to Japan

| From | To | up to 10 kg | 10.1–20 kg | 20.1–32 kg |
|---|----------------------|-------------|------------|------------|
| | | USD | USD | USD |
| Mexico | Nagoya, Osaka, Tokyo | 110 | 205 | 350 |
| Honolulu/Kahului | Nagoya, Osaka, Tokyo | 70 | 140 | 240 |
| Los Angeles/Portland/ San Diego/San Francisco/ San Jose/Seattle | Nagoya, Osaka, Tokyo | 80 | 150 | 260 |
| San Juan/St.Thomas/ St.Croix/Ponce/Mayaguez | Nagoya, Osaka, Tokyo | 150 | 230 | 400 |
| All other US points | Nagoya, Osaka, Tokyo | 100 | 185 | 320 |

From Japan to Mexico/USA

| From | To | up to 5 kg | 5.1–10 kg | 10.1–15 kg | 15.1–20 kg | 20.1–32 kg |
|------------------------|---|------------|-----------|------------|------------|------------|
| | | JPY | JPY | JPY | JPY | JPY |
| Nagoya/ Osaka/Tokyo | Mexico | 17,000 | 28,350 | 41,000 | 53,800 | 72,500 |
| Nagoya/ Osaka/Tokyo | Honolulu/Kahului | 17,000 | 18,000 | 26,000 | 34,000 | 44,000 |
| Nagoya/ Osaka/Tokyo | Los Angeles/Portland/ San Diego/San Francisco/ San Jose/Seattle | 17,000 | 19,550 | 28,320 | 37,100 | 50,000 |
| Nagoya/ Osaka/Tokyo | San Juan/St.Thomas/ St.Croix/Ponce/ Mayaguez | 17,000 | 28,350 | 41,000 | 53,800 | 72,500 |
| Nagoya/ Osaka/Tokyo | All other US points | 17,000 | 20,050 | 29,100 | 38,100 | 60,000 |

**SMALL PACKAGE SERVICE
EXCEPT BETWEEN COUNTRIES IN THE ECAA**

CTC1(Mail 618)501aa (amended)
 CTC12(Mail 618)501aa (amended)
 CTC31(Mail 618)501aa (amended)
 CTC123(Mail 618)501aa (amended)

Expiry: Indefinite

Type B

RESOLVED that,

- 1) for transportation of consignments, as defined in Paragraph 2), on a guaranteed basis, the following conditions and charges may apply
- 2) subject to the provisions of Resolutions 502 and 503, consignments must meet the weight, size and value limitations as set forth below
 - a) total weight not to exceed 32 kg
 - b) total value not to exceed USD 1250 except:

| | | |
|--|-----|-------|
| from Aruba | AWG | 2238 |
| from Bahamas | BSD | 1250 |
| from Belgium, Germany | EUR | 886 |
| from Bermuda | BMD | 1250 |
| from Canada | CAD | 1938 |
| from France, Guadeloupe, Martinique, Spain | EUR | 805 |
| from Netherlands Antilles | ANG | 2238 |
| from Sweden | SEK | 10050 |
| from Switzerland | CHF | 1332 |
| from United Kingdom | GBP | 838 |

- c) total size not to exceed the sum 90 in (total height x length x width)
 - d) maximum dimension of any one side shall be 48 in
- 3) all charges for such consignments as set forth in the Attachment shall be prepaid
- 4) if the consignment fails to move on the designated flight, a refund not to exceed the difference between the above charges and the applicable IATA cargo rate shall be made to the shipper
- 5) this Resolution shall not apply between countries in the ECAA or to/from Australia
- 6) this Resolution is subject to Resolution 001aa

TC1, TC12, C31 From TC1

| From | To | Currency | 1-11 kg | 12-23 kg | 24-31.5 kg |
|---|--|----------|---------|----------|------------|
| Canada | Antigua and Barbuda, Anguilla, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Belize, Cayman Islands, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guadeloupe, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Paraguay, Peru, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Uruguay, Venezuela, Virgin Islands, British | CAD | 150 | 245 | 305 |
| | Austria, Belgium, Bulgaria, Czech Republic, Denmark, Spain, Finland, France, Germany, Hungary, Ireland, Israel, Italy, Mauritius, Netherlands, Norway, Poland, South Africa, Sweden, Switzerland, United Arab Emirates, United Kingdom | CAD | 180 | 275 | 335 |
| | Bangladesh, China (excluding Hong Kong SAR and Macao SAR), Chinese Taipei, Hong Kong SAR, Indonesia, India, Korea (Rep. of), Malaysia, Nepal, New Zealand, Northern Mariana Islands, Pakistan, Philippines, Russia, Singapore, Sri Lanka, Thailand | CAD | 215 | 320 | 560 |
| Anguilla, Antigua and Barbuda, Barbados, Cayman Islands, Dominica, Dominican Republic, Grenada, Haiti, Jamaica, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Virgin Islands, British, except from Cayman Islands, Virgin Islands, British | Antigua and Barbuda, Anguilla, Aruba, Bahamas, Barbados, Bermuda, Cayman Islands, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Netherlands Antilles, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Turks and Caicos Islands, Trinidad and Tobago, Virgin Islands, British | USD | 100 | 150 | 200 |
| | Argentina, Bolivia, Brazil, Belize, Canada, Chile, Colombia, Costa Rica, Ecuador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Peru, Paraguay, El Salvador, USA, Uruguay, Venezuela | USD | 125 | 200 | 250 |
| | Austria, Belgium, Bulgaria, Czech Republic, Denmark, Spain, Finland, France, Germany, Hungary, Ireland, Israel, Italy, Mauritius, Netherlands, Norway, Poland, South Africa, Sweden, Switzerland, United Arab Emirates, United Kingdom | USD | 150 | 225 | 275 |
| | Bangladesh, China (excluding Hong Kong SAR and Macao SAR), Chinese Taipei, Hong Kong SAR, Indonesia, India, Korea (Rep. of), Malaysia, Nepal, New Zealand, Northern Mariana Islands, Pakistan, Philippines, Singapore, Sri Lanka, Thailand | USD | 175 | 265 | 460 |

TC1, TC12, C31 From TC1 (cont'd)

| From | To | Currency | 1-11 kg | 12-23 kg | 24-31.5 kg |
|---------|--|----------|---------|----------|------------|
| Aruba | Antigua and Barbuda, Anguilla, Barbados, Bermuda, Bahamas, Cayman Islands, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Netherlands Antilles, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Turks and Caicos Islands, Trinidad and Tobago, Virgin Islands, British | AWG | 180 | 270 | 360 |
| | Argentina, Bolivia, Brazil, Belize, Canada, Chile, Colombia, Costa Rica, Ecuador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Peru, Paraguay, El Salvador, USA, Uruguay, Venezuela | AWG | 225 | 360 | 450 |
| | Austria, Belgium, Bulgaria, Czech Republic, Denmark, Spain, Finland, France, Germany, Hungary, Ireland, Israel, Italy, Mauritius, Netherlands, Norway, Poland, South Africa, Sweden, Switzerland, United Arab Emirates, United Kingdom | AWG | 270 | 405 | 490 |
| | Bangladesh, China (excluding Hong Kong SAR and Macao SAR), Chinese Taipei, Hong Kong SAR, Indonesia, India, Korea (Rep. of), Malaysia, Nepal, New Zealand, Northern Mariana Islands, Pakistan, Philippines, Russia, Singapore, Sri Lanka, Thailand | AWG | 315 | 475 | 825 |
| Bahamas | Antigua and Barbuda, Anguilla, Aruba, Barbados, Bermuda, Cayman Islands, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Netherlands Antilles, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Turks and Caicos Islands, Trinidad and Tobago, Virgin Islands, British | BSD | 100 | 150 | 200 |
| | Argentina, Bolivia, Brazil, Belize, Canada, Chile, Colombia, Costa Rica, Ecuador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Peru, Paraguay, El Salvador, USA, Uruguay, Venezuela | BSD | 125 | 200 | 250 |
| | Austria, Belgium, Bulgaria, Czech Republic, Denmark, Spain, Finland, France, Germany, Hungary, Ireland, Israel, Italy, Mauritius, Netherlands, Norway, Poland, South Africa, Sweden, Switzerland, United Arab Emirates, United Kingdom | BSD | 150 | 225 | 275 |
| | Bangladesh, China (excluding Hong Kong SAR and Macao SAR), Chinese Taipei, Hong Kong SAR, Indonesia, India, Korea (Rep. of), Malaysia, Nepal, New Zealand, Northern Mariana Islands, Pakistan, Philippines, Russia, Singapore, Sri Lanka, Thailand | BSD | 175 | 265 | 460 |

TC1, TC12, C31 From TC1 (cont'd)

| From | To | Currency | 1-11 kg | 12-23 kg | 24-31.5 kg |
|-----------------|---|----------|---------|----------|------------|
| Bermuda | Antigua and Barbuda, Anguilla, Aruba, Bahamas, Barbados, Cayman Islands, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Netherlands Antilles, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Turks and Caicos Islands, Trinidad and Tobago, Virgin Islands, British | BMD | 100 | 150 | 200 |
| | Argentina, Bolivia, Brazil, Belize, Canada, Chile, Colombia, Costa Rica, Ecuador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Peru, Paraguay, El Salvador, USA, Uruguay, Venezuela | BMD | 125 | 200 | 250 |
| | Austria, Belgium, Bulgaria, Czech Republic, Denmark, Spain, Finland, France, Germany, Hungary, Ireland, Israel, Italy, Mauritius, Netherlands, Norway, Poland, South Africa, Sweden, Switzerland, United Arab Emirates | BMD | 150 | 225 | 275 |
| | Bangladesh, China (excluding Hong Kong SAR and Macao SAR), Chinese Taipei, Hong Kong SAR, Indonesia, India, Korea (Rep. of), Malaysia, Nepal, New Zealand, Northern Mariana Islands, Pakistan, Philippines, Russia, Singapore, Sri Lanka, Thailand | BMD | 175 | 265 | 460 |
| Central America | Anguilla, Antigua and Barbuda, Netherlands Antilles, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Canada, Cayman Islands, Chile, Colombia, Dominica, Dominican Republic, Ecuador, Grenada, Guadeloupe, Haiti, Jamaica, Mexico, Peru, Paraguay, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines (VC), Turks and Caicos Islands, Trinidad and Tobago, USA, Uruguay, Venezuela, Virgin Islands, British | USD | 125 | 200 | 250 |
| | Central America, Panama | USD | 100 | 150 | 200 |
| | Austria, Belgium, Bulgaria, Czech Republic, Denmark, Spain, Finland, France, Germany, Hungary, Ireland, Israel, Italy, Mauritius, Netherlands, Norway, Poland, South Africa, Sweden, Switzerland, United Arab Emirates, United Kingdom | USD | 150 | 225 | 275 |
| | Bangladesh, China (excluding Hong Kong SAR and Macao SAR), Chinese Taipei, Hong Kong SAR, Indonesia, India, Korea (Rep. of), Malaysia, Nepal, New Zealand, Northern Mariana Islands, Pakistan, Philippines, Russia, Singapore, Sri Lanka, Thailand | USD | 175 | 265 | 460 |

TC1, TC12, C31 From TC1 (cont'd)

| From | To | Currency | 1-11 kg | 12-23 kg | 24-31.5 kg |
|------------|--|----------|---------|----------|------------|
| Panama | Anguilla, Antigua and Barbuda, Netherlands Antilles, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Canada, Cayman Islands, Chile, Colombia, Dominica, Dominican Republic, Ecuador, Grenada, Guadeloupe, Haiti, Jamaica, Mexico, Peru, Paraguay, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines (VC), Turks and Caicos Islands, Trinidad and Tobago, Uruguay, Venezuela, Virgin Islands, British | USD | 125 | 200 | 250 |
| | Central America | USD | 100 | 150 | 200 |
| | USA | USD | 85 | 155 | 155 |
| | Austria, Belgium, Bulgaria, Czech Republic, Denmark, Spain, Finland, France, Germany, Hungary, Ireland, Israel, Italy, Mauritius, Netherlands, Norway, Poland, South Africa, Sweden, Switzerland, United Arab Emirates, United Kingdom | USD | 150 | 225 | 275 |
| | Bangladesh, China (excluding Hong Kong SAR and Macao SAR), Chinese Taipei, Hong Kong SAR, Indonesia, India, Korea (Rep. of), Malaysia, Nepal, New Zealand, Northern Mariana Islands, Pakistan, Philippines, Singapore, Sri Lanka, Thailand | USD | 175 | 265 | 460 |
| Guadeloupe | Anguilla, Antigua and Barbuda, Aruba, Bahamas, Barbados, Bermuda, Cayman Islands, Dominica, Dominican Republic, Grenada, Haiti, Jamaica, Netherlands Antilles, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Turks and Caicos Islands, Trinidad and Tobago, Virgin Islands, British | EUR | 85 | 125 | 165 |
| | Argentina, Bolivia, Brazil, Belize, Canada, Chile, Colombia, Costa Rica, Ecuador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Peru, Paraguay, El Salvador, Uruguay, Venezuela | EUR | 105 | 165 | 205 |
| | USA | EUR | 80 | 80 | 160 |
| | Israel, Mauritius, South Africa, United Arab Emirates | EUR | 125 | 185 | 230 |
| | Bangladesh, China (excluding Hong Kong SAR and Macao SAR), Chinese Taipei, Hong Kong SAR, Indonesia, India, Korea (Rep. of), Malaysia, Nepal, New Zealand, Northern Mariana Islands, Pakistan, Philippines, Singapore, Sri Lanka, Thailand | EUR | 145 | 220 | 380 |
| Martinique | USA | EUR | 80 | 80 | 160 |

TC1, TC12, C31 From TC1 (cont'd)

| From | To | Currency | 1-11 kg | 12-23 kg | 24-31.5 kg |
|----------------------|---|----------|---------|----------|------------|
| Mexico | Antigua and Barbuda, Anguilla, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Belize, Canada, Cayman Islands, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guadeloupe, Guatemala, Honduras, Haiti, Jamaica, Netherlands Antilles, Nicaragua, Panama, Peru, Paraguay, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Turks and Caicos Islands, Trinidad and Tobago, USA, Uruguay, Venezuela, Virgin Islands, British | USD | 125 | 200 | 250 |
| | Austria, Belgium, Bulgaria, Czech Republic, Denmark, Spain, Finland, France, Germany, Hungary, Ireland, Israel, Italy, Mauritius, Netherlands, Norway, Poland, South Africa, Sweden, Switzerland, United Arab Emirates, United Kingdom | USD | 150 | 225 | 275 |
| | Bangladesh, China (excluding Hong Kong SAR and Macao SAR), Chinese Taipei, Hong Kong SAR, Indonesia, India, Korea (Rep. of), Malaysia, Nepal, New Zealand, Northern Mariana Islands, Pakistan, Philippines, Russia, Singapore, Sri Lanka, Thailand | USD | 175 | 265 | 460 |
| Netherlands Antilles | Antigua and Barbuda, Anguilla, Aruba, Bahamas, Barbados, Bermuda, Cayman Islands, Dominica, Dominican Republic, Grenada, Guadeloupe, Haiti, Jamaica, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Turks and Caicos Islands, Trinidad and Tobago, Virgin Islands, British | ANG | 180 | 270 | 360 |
| | Argentina, Bolivia, Brazil, Belize, Canada, Chile, Colombia, Costa Rica, Ecuador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Peru, Paraguay, El Salvador, USA, Uruguay, Venezuela | ANG | 225 | 360 | 450 |
| | Austria, Belgium, Bulgaria, Czech Republic, Denmark, Spain, Finland, France, Germany, Hungary, Ireland, Israel, Italy, Mauritius, Netherlands, Norway, Poland, South Africa, Sweden, Switzerland, United Arab Emirates, United Kingdom | ANG | 270 | 405 | 490 |
| | Bangladesh, China (excluding Hong Kong SAR and Macao SAR), Chinese Taipei, Hong Kong SAR, Indonesia, India, Korea (Rep. of), Malaysia, Nepal, New Zealand, Northern Mariana Islands, Pakistan, Philippines, Russia, Singapore, Sri Lanka, Thailand | ANG | 315 | 475 | 825 |

TC1, TC12, C31 From TC1 (cont'd)

| From | To | Currency | 1-11 kg | 12-23 kg | 24-31.5 kg |
|--|---|----------|---------|----------|------------|
| South America except Chile, Peru, Panama | Anguilla, Antigua and Barbuda, Aruba, Barbados, Bermuda, Bahamas, Belize, Canada, Cayman Islands, Costa Rica, Dominica, Dominican Republic, El Salvador, Grenada, Guadeloupe, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Peru, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, USA, Virgin Islands, British | USD | 125 | 200 | 250 |
| | South America except Panama | USD | 100 | 150 | 200 |
| | Austria, Belgium, Bulgaria, Czech Republic, Denmark, Spain, Finland, France, Germany, Hungary, Ireland, Israel, Italy, Mauritius, Netherlands, Norway, Poland, South Africa, Sweden, Switzerland, United Arab Emirates, United Kingdom | USD | 150 | 225 | 275 |
| | Bangladesh, China (excluding Hong Kong SAR and Macao SAR), Chinese Taipei, Hong Kong SAR, Indonesia, India, Korea (Rep. of), Malaysia, Nepal, New Zealand, Northern Mariana Islands, Pakistan, Philippines, Russia, Singapore, Sri Lanka, Thailand | USD | 175 | 265 | 460 |
| Chile | Anguilla, Antigua and Barbuda, Aruba, Barbados, Bermuda, Bahamas, Belize, Canada, Cayman Islands, Costa Rica, Dominica, Dominican Republic, El Salvador, Grenada, Guadeloupe, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Peru, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Virgin Islands, British | USD | 125 | 200 | 250 |
| | South America except Panama | USD | 100 | 150 | 200 |
| | USA | USD | 100 | 175 | 175 |
| | Austria, Belgium, Bulgaria, Czech Republic, Denmark, Spain, Finland, France, Germany, Hungary, Ireland, Israel, Italy, Mauritius, Netherlands, Norway, Poland, South Africa, Sweden, Switzerland, United Arab Emirates, United Kingdom | USD | 150 | 225 | 275 |
| | Bangladesh, China (excluding Hong Kong SAR and Macao SAR), Chinese Taipei, Hong Kong SAR, Indonesia, India, Korea (Rep. of), Malaysia, Nepal, New Zealand, Northern Mariana Islands, Pakistan, Philippines, Singapore, Sri Lanka, Thailand | USD | 175 | 265 | 460 |

TC1, TC12, C31 From TC1 (cont'd)

| From | To | Currency | 1-11 kg | 12-23 kg | 24-31.5 kg |
|------|--|----------|---------|----------|------------|
| Peru | Anguilla, Antigua and Barbuda, Aruba, Barbados, Bermuda, Bahamas, Belize, Canada, Cayman Islands, Costa Rica, Dominica, Dominican Republic, El Salvador, Grenada, Guadeloupe, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Peru, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Virgin Islands, British | USD | 125 | 200 | 250 |
| | South America except Panama | USD | 100 | 150 | 200 |
| | USA | USD | 85 | 155 | 155 |
| | Austria, Belgium, Bulgaria, Czech Republic, Denmark, Spain, Finland, France, Germany, Hungary, Ireland, Israel, Italy, Mauritius, Netherlands, Norway, Poland, South Africa, Sweden, Switzerland, United Arab Emirates, United Kingdom | USD | 150 | 225 | 275 |
| | Bangladesh, China (excluding Hong Kong SAR and Macao SAR), Chinese Taipei, Hong Kong SAR, Indonesia, India, Korea (Rep. of), Malaysia, Nepal, New Zealand, Northern Mariana Islands, Pakistan, Philippines, Singapore, Sri Lanka, Thailand | USD | 175 | 265 | 460 |

TC1, TC12, C31 From TC1 (cont'd)

| From | To | Currency | 1-11 kg | 12-23 kg | 24-31.5 kg |
|------|---|----------|---------|----------|------------|
| USA | Anguilla, Antigua and Barbuda, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Belize, Cayman Islands, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guatemala, Honduras, Haiti, Jamaica, Netherlands Antilles, Mexico, Nicaragua, Paraguay, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Uruguay, Venezuela, Virgin Islands, British | USD | 125 | 200 | 250 |
| | Guadeloupe, Martinique | USD | 85 | 85 | 175 |
| | Chile | USD | 100 | 175 | 175 |
| | Panama, Peru | USD | 85 | 155 | 155 |
| | Israel, Mauritius, South Africa, United Arab Emirates | USD | 150 | 225 | 275 |
| | Faroe Islands | USD | 115 | 185 | 215 |
| | Bangladesh, China (excluding Hong Kong SAR and Macao SAR), Chinese Taipei, Hong Kong SAR, Indonesia, India, Nepal, Philippines, Pakistan, Russia, Singapore, Sri Lanka, Thailand | USD | 175 | 265 | 460 |
| | Auckland | USD | 175 | 265 | 460 |

TC12 From TC2

| From | To | Currency | 1-11 kg | 12-23 kg | 24-31.5 kg |
|---|--|----------|---------|----------|------------|
| Austria, Bulgaria, Finland, Ireland, Netherlands, Spain | Anguilla, Antigua and Barbuda, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Belize, Canada, Cayman Islands, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Peru, Paraguay, Russia, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Uruguay, Venezuela, Virgin Islands, British | EUR | 125 | 185 | 230 |
| Belgium, France, Germany, Italy | Anguilla, Antigua and Barbuda, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Belize, Canada, Cayman Islands, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Peru, Paraguay, Russia, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Uruguay, Venezuela, Virgin Islands, British | EUR | 125 | 185 | 230 |
| Czech Republic | Anguilla, Antigua and Barbuda, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Belize, Canada, Cayman Islands, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Peru, Paraguay, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Uruguay, Venezuela, Virgin Islands, British | CZK | 3,760 | 5,640 | 6,895 |
| Denmark | Anguilla, Antigua and Barbuda, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Belize, Canada, Cayman Islands, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Peru, Paraguay, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Uruguay, Venezuela, Virgin Islands, British | DKK | 930 | 1,395 | 1,700 |
| | | | | | |

TC12 From TC2 (cont'd)

| From | To | Currency | 1-11 kg | 12-23 kg | 24-31.5 kg |
|-------------|---|----------|---------|----------|------------|
| Norway | Anguilla, Antigua and Barbuda, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Belize, Canada, Cayman Islands, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Peru, Paraguay, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Uruguay, Venezuela, Virgin Islands, British | NOK | 990 | 1,485 | 1,815 |
| Sweden | Anguilla, Antigua and Barbuda, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Belize, Canada, Cayman Islands, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Peru, Paraguay, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Uruguay, Venezuela, Virgin Islands, British | SEK | 1,170 | 1,755 | 2,145 |
| Switzerland | Anguilla, Antigua and Barbuda, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Belize, Canada, Cayman Islands, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Peru, Paraguay, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Uruguay, Venezuela, Virgin Islands, British | CHF | 195 | 290 | 355 |
| Hungary | Anguilla, Antigua and Barbuda, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Belize, Canada, Cayman Islands, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Peru, Paraguay, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, USA, Uruguay, Venezuela, Virgin Islands, British | HUF | 30,675 | 46,010 | 56,235 |

TC12 From TC2 (cont'd)

| From | To | Currency | 1-11 kg | 12-23 kg | 24-31.5 kg |
|----------------------|---|----------|---------|----------|------------|
| Israel | Anguilla, Antigua and Barbuda, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Belize, Canada, Cayman Islands, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Peru, Paraguay, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, USA, Uruguay, Venezuela, Virgin Islands, British | USD | 150 | 225 | 275 |
| Mauritius | | MUR | 4,400 | 6,595 | 8,060 |
| Poland | Anguilla, Antigua and Barbuda, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Belize, Canada, Cayman Islands, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Peru, Paraguay, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Uruguay, Venezuela, Virgin Islands, British | PLN | 515 | 770 | 945 |
| Russia | Aruba, Bahamas, Canada, Caribbean, Central America, Europe, Mexico, Netherlands Antilles, South America, USA | USD | 175 | 265 | 460 |
| South Africa | | ZAR | 1,000 | 1,500 | 1,835 |
| United Arab Emirates | | AED | 550 | 825 | 1010 |
| United Kingdom | Anguilla, Antigua and Barbuda, Aruba, Barbados, Bahamas, Belize, Canada, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Peru, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Venezuela | GBP | 95 | 150 | 175 |
| | Argentina, Bolivia, Brazil, Chile, Paraguay, Uruguay, | GBP | 100 | 165 | 190 |

TC31 From TC3

| From | To | Currency | 1-11 kg | 12-23 kg | 24-31.5 kg |
|---|---|----------|---------|----------|------------|
| Bangladesh, Indonesia, Nepal, Philippines | Anguilla, Antigua and Barbuda, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Belize, Canada, Cayman Islands, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Peru, Paraguay, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, USA, Uruguay, Venezuela, Virgin Islands, British | USD | 175 | 265 | 460 |
| China (excluding Hong Kong SAR and Macao SAR) | | CNY | 1,450 | 2,070 | 3,310 |
| Chinese Taipei | | TWD | 5,590 | 7,985 | 12,775 |
| Hong Kong SAR | | HKD | 1,360 | 1,945 | 3,110 |
| India | | INR | 7,620 | 10,885 | 17,410 |
| Pakistan | | PKR | 10,445 | 14,920 | 23,870 |
| Singapore | | SGD | 295 | 420 | 675 |
| Sri Lanka | | LKR | 17,565 | 25,095 | 40,150 |
| Thailand | | THB | 7,330 | 10,475 | 16,755 |
| Northern Mariana Islands | Anguilla, Antigua and Barbuda, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Belize, Canada, Cayman Islands, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Peru, Paraguay, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Uruguay, Venezuela, Virgin Islands, British | USD | 175 | 265 | 460 |

TC31 From TC3 (cont'd)

| From | To | Currency | 1-11 kg | 12-23 kg | 24-31.5 kg |
|-----------------|--|----------|---------|----------|------------|
| Korea (Rep. of) | Anguilla, Antigua and Barbuda, Argentina, Aruba, Barbados, Bermuda, Bolivia, Brazil, Bahamas, Belize, Canada, Cayman Islands, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guatemala, Honduras, Haiti, Jamaica, Mexico, Netherlands Antilles, Nicaragua, Panama, Peru, Paraguay, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, Turks and Caicos Islands, Uruguay, Venezuela, Virgin Islands, British | KRW | 181,690 | 259,560 | 415,290 |
| Malaysia | | MYR | 665 | 950 | 1,520 |
| New Zealand | | NZD | 260 | 395 | 680 |

INTERNATIONAL PRIORITY SERVICE

CTC1(Mail 618)501f (amended) Expiry: Indefinite
 CTC2(Mail 618)501f (amended)
 CTC3(Mail 618)501f (amended) Type B
 CTC12(Mail 618)501f (amended)
 CTC23(Mail 618)501f (amended)
 CTC31(Mail 618)501f (amended)
 CTC123(Mail 618)501f (amended)

RESOLVED that,

- 1) notwithstanding any other Resolutions, a TC Member may undertake the transportation of international priority service on an airport to airport basis, subject to the conditions hereof
 - 2) consignments accepted under this service shall be given priority on a designated flight or within a designated time
 - 3) such service may be applied to interline traffic subject to obtaining the prior written concurrence of the participating carrier(s)
 - 4) the shipper must establish in advance with the carrier that this service can be provided given the weight, volume, packaging, dimensions and conditions of tender required by the carrier
 - 5) the shipper must provide all necessary documentation, including the completed air waybill indicating that the consignment is to be transported under the international priority service
 - 6) such service shall not apply to
 - a) consignments of 'dangerous goods' subject to the IATA and ICAO Dangerous Goods Regulations, except those defined as Class 9 materials
 - b) human remains (whether in the form of ashes or in coffins)
 - c) consignments of 'live animals' subject to the provisions of Resolution 511
 - d) consignments of 'valuable cargo'
 - 7) such service shall be acceptable on a pre-paid or collect basis. For cash collect consignments, payment of charges must be made prior to delivery to the consignee
 - 8) the TC Member will not be held responsible when failure to provide service is due to delays caused by any one of the following
 - a) adverse weather conditions
 - b) mechanical reasons
 - c) the acts of public authorities or their refusal or inability to perform their normal functions in a timely manner, including the actions of customs officials or other government authorities who control or inspect consignments in international transportation
 - d) strikes and/or work stoppages
 - e) the inaccuracy and/or incompleteness of documentation, packaging, consignment and/or commodity description and representations made by the shipper, consignee, or their agent(s), the untimely payment or lack of payment of necessary licenses, fees, duties, etc. by the shipper, consignee, and/or their agents to other parties or governmental authorities
 - f) the inherent nature of the consignment
 - g) acts of God or other reasons of force majeure
 - h) consignment fails to clear customs in a timely manner due to inaccurate and/or insufficient customs documentation
 - i) the carrier's inability to contact the shipper, consignee or their agent on the consignment's arrival at the carrier's destination facility
 - j) failure of shipper, consignee or their agent to accept the consignment
 - 9) the carrier will not be liable for any special or consequential damages whether caused by delay or any other reason
 - 10) if the shipment fails to move on the designated flights or within a designated time, a refund not to exceed the difference between the rates for international priority service and the applicable IATA cargo rates and charges, based on the weight, may be made to the shipper or the consignee; provided that the refund provisions shall not apply when failure to provide service is due to those reasons stated in paragraph 8)
 - 11) the rate for such consignments shall be 140% of the applicable rate or charge
 - 12) this Resolution shall not apply between countries in the ECAA to/from Australia
-

LOW DENSITY CARGO

CTC1(Mail 618)502 (amended) Expiry: Indefinite
 CTC2(Mail 618)502 (amended)
 CTC3(Mail 618)502 (amended) Type B
 CTC12(Mail 618)502 (amended)
 CTC23(Mail 618)502 (amended)
 CTC31(Mail 618)502 (amended)
 CTC123(Mail 618)502 (amended)

RESOLVED that,

- 1) except as provided in Paragraph 2), consignments the extreme dimensions of which average more than 6,000 cubic cm (366 cubic in) per kg (166 cubic in per lb) shall be charged for on the basis that each 6,000 cubic cm (366 cubic in) equal one kg or 166 cubic in equal one lb, the resulting equivalents in kg or lb to be rounded up to the next higher full/half kg or full lb
- 2) the method of establishing the cubic volume is as follows
 - a) the cubic volume (cubic dimensions) shall be established by applying the greatest height, the greatest length and the greatest width of the consignment or its packages
 - b) in using linear measurements to obtain cubic measurements, a half or larger fraction of a cm/in shall be rounded up to the next higher whole cm/in, a smaller fraction shall be rounded down to the next lower whole cm/in
- 3) This Resolution shall not apply to/from Australia

GOVERNMENT RESERVATIONS

INDIA

For cut flowers and live plants the density ratio of 7000 cu.cm will apply in India. (11.2.82)

CHARGES IN RELATION TO VALUE

| | | |
|---------------------|-----------|--------------------|
| CTC1(Mail 618)503 | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)503 | (amended) | |
| CTC3(Mail 618)503 | (amended) | Type B |
| CTC12(Mail 618)503 | (amended) | |
| CTC23(Mail 618)503 | (amended) | |
| CTC31(Mail 618)503 | (amended) | |
| CTC123(Mail 618)503 | (amended) | |

RESOLVED that,

- 1) the shipper must insert in the appropriate box on the Air Waybill a declaration of value for carriage in any amount, at his option; provided that 'NVD' (No Value Declared) may constitute such a declaration
- 2) for goods having a declared value for carriage of SDR17 per kg or less, charges for carriage shall be solely on a weight or volume basis
- 3) for goods having a declared value for carriage of more than SDR17 per kg, charges for carriage shall be on a weight or volume basis plus the valuation charge specified in Paragraph 4) to be assessed on the amount by which the value for carriage exceeds SDR17 per kg
- 4) the charge for such excess value shall be not less than 0.75 percentum of that part of the shipper's declared value for carriage which is in excess of SDR17 per kg
- 5) value per kg shall be determined by dividing the shipper's declared value for carriage by the actual gross weight in kg of the consignment as indicated in the gross weight box on the Air Waybill
- 6) the valuation charge referred to in Paragraphs 3) and 4) shall apply on all cargo rates (specified or constructed) of a TC Member including joint through cargo rates of a TC Member and a non-TC carrier participating therein
- 7) declared value for carriage shall not be amended after despatch of the consignment from the airport of departure shown on the Air Waybill
- 8) the local currency equivalent values of SDR17 shall be published in Attachment 'A'. To establish these local currency equivalents the following conversion rates will be used
 - a) the March 'Clearing House Monthly 5 Day Rate' for implementation from 1 June through 30 September
 - b) the July 'Clearing House Monthly 5 Day Rate' for implementation from 1 October through the following 31 January
 - c) the November 'Clearing House Monthly 5 Day Rate' for implementation from 1 February through 31 May

CHARGES IN RELATION TO VALUE

the rounding units will be those shown under the Column "Minimum Charges" in Resolution 033d

each issue of Attachment 'A' to Resolution 503 will be circulated to all TC Members by the Secretary

- 9) This Resolution shall not apply to/from Australia

Attachment(s) published separately

GOVERNMENT RESERVATIONS*ISRAEL*

The valuation charge for diamonds (including diamonds for industrial use) transported to and from Israel will continue to be assessed at USD0.10 per USD100 pro rata. (30.11.77)

LOWER CHARGE IN HIGHER WEIGHT CATEGORY

| | |
|---------------|--------------------|
| CTC1(02)504 | Expiry: Indefinite |
| CTC2(02)504 | |
| CTC3(02)504 | Type B |
| CTC12(02)504 | |
| CTC23(03)504 | |
| CTC31(02)504 | |
| CTC123(03)504 | |

RESOLVED that, when lower cargo rates or charges are applicable to consignments of larger weight or size, no higher charge need be applied to a consignment than the minimum charge for a similar consignment in the next larger weight or size category

AIR CARGO RATES AIRPORT TO AIRPORT

| | | |
|---------------------|-----------|--------------------|
| CTC1(Mail 618)505 | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)505 | (amended) | |
| CTC3(Mail 618)505 | (amended) | Type A |
| CTC12(Mail 618)505 | (amended) | |
| CTC23(Mail 618)505 | (amended) | |
| CTC31(Mail 618)505 | (amended) | |
| CTC123(Mail 618)505 | (amended) | |

RESOLVED that,

- 1) except as otherwise provided by this Tariff Conference, international air cargo rates shall apply to the actual gross weight (or volume), determined at the airport of departure, of the air cargo for transportation on an airport to airport basis only
- 2) at the applicable airport to airport cargo rate, TC Members may provide the following services
 - a) storage of parts of a consignment prior to the execution of the Air Waybill provided that
 - i) the TC Member has received the completed but as yet unexecuted Air Waybill or completed Shipper's Letter of Instruction covering the consignment with the first portion of the consignment
 - ii) the last portion of the consignment is received by the TC Member within 24 hours from the time of receipt of the first portion, and the actual number of packages conform to the number of packages specified in the Air Waybill or Shipper's Letter of Instruction

provided that a 2-day weekend and legal holidays need not be included in the computation of the 24-hour period; provided further that the 24-hour period may be extended, reduced or eliminated by the TC Member
 - b) completion or execution of the Air Waybill except as otherwise provided in Resolution 512c
 - c) acceptance (receipt) of a consignment at any of a TC Member's locations; but excluding transportation between such location(s) and the place designated by the TC Member for acceptance (receipt) of freight at the airport of departure
 - d) **Other than the Europe Sub-Area**
basic carrier processing required for carriage whether or not in a bonded area; including presentation at the airport of departure but excluding preparation and/or completion of documents required by government agencies from shipper for export and/or required for clearance at

transit points and for inbound clearance at the airport of destination; also excluding handling performed by a TC Member where such TC Member operates a customs warehouse, except storage of the completed consignment in such a warehouse until loading

- e) **For the Europe Sub-Area**
basic carrier processing required for carriage; excluding presentation and/or preparation and/or completion of documents required by government agencies for export and/or required for clearance at transit points and for inbound clearance at the airport of destination; also excluding handling performed by a TC Member where such TC Member operates a customs warehouse, except storage of the complete consignment under bond in such a warehouse until loading
 - f) storage of consignments ready for carriage and awaiting loading on the aircraft
 - g) aircraft loading
 - h) carriage by air
 - i) transit services including
 - i) transit charges (including transshipment charges), as well as
 - ii) customs charges and customs clearance charges incurred in transit and not connected with the importation or exportation of a consignment which may be absorbed by the transferring carrier
 - j) aircraft unloading
 - k) storage of all or part of a consignment after arrival at the destination airport, and prior to customs clearance for a period not exceeding 48 hours following the day of arrival, except in Japan for a period not exceeding 48 hours after 8.00 hours of the day following the day of arrival at the airport of destination; provided that a 2-day weekend and legal holidays need not be included in the computation of the 48-hour period, provided further that the 48-hour period may be extended, reduced or eliminated by the TC Member; provided further that where TC Members serving an airport are compelled to utilise a common warehouse for storage of such consignments, the 48 hours of free storage as provided above shall not automatically apply to the airport concerned

- l) presentation of consignee's copy of the Air Waybill including carrier's certificate for US customs and giving notice of arrival to consignee and/or 'also notify' party as stated on the Air Waybill and/or to consignee's agent, and issuance of delivery order
 - m) transfer of consignments from the aircraft to a place so designated by the customs authorities at the airport of destination
 - n) **Except the Europe Sub-Area**
presentation as one complete consignment at one time to customs for clearance purposes, and release of consignment to consignee, or his agent, at the place designated by the TC Member for delivery of freight at the airport of destination or to customs authorities at the airport of destination where the regulations of the country so require; this shall not include presentation or release other than as one complete consignment at one time, when such other manner of presentation or release is requested or desired by the shipper, the consignee or his agent
- 3) **Except for transportation when origin and destination are both in ECAA**
any service rendered by a TC Member, whether performed by or arranged for such TC Member, in connection with the total transportation of a particular consignment, and which is not
- a) included above amongst the services which may be provided by a TC Member at the applicable airport to airport rates; or
 - b) an intrinsic part of the carriage by air (including handling and care of cargo during such carriage, but excluding any services made available to the general public and not limited to shippers (consignee) only); or
 - c) specifically excluded by a Tariff Conference Resolution
- shall not be absorbed by the TC Member and shall be charged for to the shipper or consignee as applicable unless otherwise agreed pursuant to this Resolution
- 4) **For transportation when origin and destination are both in ECAA**
any service rendered by a TC Member, including those in Resolutions 508e, 509e, 512e, 522e, whether performed by or arranged for such TC Member, in connection with the total transportation of a particular consignment need not be absorbed by the TC Member and may be charged for to the shipper or consignee

- 5) where more than one airport serves the same city, air cargo rates to or from such city shall apply to air transportation from or to any one of such airports, either on a direct route basis or via another of such airports serving the same city; provided that between such airports, surface transportation may be substituted for air transportation
- 6) notwithstanding Paragraphs 1) and 2), when any customs formality is required on a consignment imported into a country at a customs port of entry short of the final destination in that country, thus resulting in a higher inbound entry charge than that applicable via a different routing of a single international carrier or a combination of carriers, any carrier or combination of carriers operating via an intermediate port of entry may absorb the inbound entry charge levied at such port of entry to the extent necessary to equalise the inbound entry charge (which may be nil) levied when the final destination is served by a single international carrier or a combination of carriers; provided that
 - a) any carrier or combination of carriers shall, 45 days prior to the establishment of such absorption, notify all TC Members through the Secretary of their intention to do so specifying
 - i) the route operated by such carrier or combination of carriers to the destination point involved
 - ii) the point at which such inbound entry charges are to be absorbed
 - iii) the lowest inbound entry charge applicable via any route(s) to the destination concerned
 - iv) the amount which the carrier or combination of carriers propose to absorb, and
 - v) the carrier or combination of carriers and the route(s) over which the lowest inbound entry charge is applied
 - b) any carrier or combination of carriers operating to the destination concerned may, during the 45-day filing period, register a protest with the Secretary for circulation to all TC Members only on grounds that the data submitted in the filing notice is inaccurate or incorrect, in which case the absorption shall not be permitted; and
 - c) if during the 45-day filing period no such protest is lodged, or if the inaccuracy or incorrectness in the filing notice is rectified prior to the end of the filing period, the filing carrier or combination of carriers and any other carrier or combination of carriers operating to the same destination via the same intermediate customs port of entry may equalise the charges applicable

- 7) **Except for transportation when origin and destination are both in ECAA**
TC Members shall not absorb transportation or allied taxes levied on air cargo rates and charges, or levied on the issuance of Air Waybills, but shall collect such taxes directly from the shipper or consignee
 - 8) **For transportation when origin and destination are both in ECAA**
TC Members need not absorb transportation or allied taxes levied on air cargo rates and charges, or levied on the issuance of Air Waybills, but may collect such taxes directly from the shipper or consignee
 - 9) if a government conditions its approval of Paragraph 1) of this Resolution, such condition shall be deemed to be a disapproval of the Resolution and the Resolution shall cease to be effective and shall be referred back to TC Members for further consideration and action; in this context, a government requirement that carriers file notices or submit copies of filings shall not be deemed a condition
 - 10) this Resolution shall not come into or remain in effect unless Resolution 507b comes into and remains in effect
 - 11) This Resolution shall not apply to/from Australia
-

USE OF SURFACE TRANSPORTATION

| | | |
|----------------------|-----------|--------------------|
| CTC1(Mail 618)507b | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)507b | (amended) | |
| CTC3(Mail 618)507b | (amended) | Type A |
| CTC12(Mail 618)507b | (amended) | |
| CTC23(Mail 618)507b | (amended) | |
| CTC31(Mail 618)507b | (amended) | |
| CTC123(Mail 618)507b | (amended) | |

RESOLVED that,

1) WHEN AVAILABLE**a) Except for transportation when origin and destination are both in ECAA**

notwithstanding anything to the contrary in any other Resolution, TC Members may route at the through air rate applicable for carriage between the airport of departure and airport of destination shown on the face of the Air Waybill a consignment via surface means over the first and/or last sector(s) of the route as shown on the face of the Air Waybill where routing of such consignment over the services of the air carrier originally entitled to carry the consignment over such sector(s) cannot be accomplished due to any one of the following reasons

b) For transportation when origin and destination are both in ECAA

notwithstanding anything to the contrary in any other Resolution, TC Members may route a consignment via surface means over the first and/or last sector(s) of the route as shown on the face of the Air Waybill where routing of such consignment over the services of the air carrier originally entitled to carry the consignment over such sector(s) cannot be accomplished due to any one of the following reasons

- i) lack of available cargo space on such carrier's air services
- ii) size, weight or nature of the consignment is such that it cannot be accommodated on the type of aircraft operated by such carrier
- iii) such air carrier refuses to accept the consignment
- iv) carriage of the consignment on such carrier's air services will delay its arrival at
 - aa) the connecting point, where surface transportation is to be used on the first sector, or
 - bb) the final destination, where surface transportation is to be used on the last sector;

v) carriage of the consignment on such carrier's air services cannot be accomplished within 24 hours of acceptance of the consignment or within 24 hours of its arrival at a connecting point

vi) carriage of the consignment in such carrier's air services will result in a missed connection

2) WHERE AVAILABLE

the routing by surface means permitted in Paragraph 1) may be effected only within the country of origin and/or destination shown on the face of the Air Waybill, or between either of such countries and a country immediately adjacent thereto; provided that routing by surface means shall be at the air carrier's option and not subject to the conditions in Subparagraphs 1)b)i) through vi)

- a) within the Europe Sub-area
- b) from Congo (Kinshasa), Rwanda and Burundi to Uganda
- c) within Zambia

3) BY WHOM EFFECTED

a) the routing by surface means permitted in Paragraph 1) may be effected only by the air carrier originally entitled to carry the consignment from the point where such surface means are to be used, except that the issuing air carrier may effect such routing as long as the consignment is under its custody. Where surface means is to be used on the last sector of the route, the air carrier delivering the consignment to the point where such last sector commences shall also be entitled to effect such routing pursuant to Paragraph 1). As used herein 'air carrier' shall include such air carrier's General Agent, General Sales Agent and/or Handling Agent, but not an IATA Approved Sales Agent/IATA Cargo Agent unless such IATA Approved Sales Agent/IATA Cargo Agent is also the air carrier's General Agent, General Sales Agent and/or Handling Agent

b) where routing on the Air Waybill is totally or partially incomplete, an air carrier preceding such open portion is authorised to complete the routing, in which case it shall be deemed to be acting on behalf of the issuing air carrier; the routing so completed shall be determinative in the application of Paragraphs 1) and 3)a) hereof

c) where the air carrier entitled to route the consignment by surface means determines the existence of any one of the conditions set forth in Subparagraphs 1)b)i) through vi), such air carrier shall be entitled to effect the routing of such a consignment and any other consignment(s) under his custody at that time by surface means under the terms of this Resolution whether or not subsequent to the time at which such determination was made, the conditions justifying the routing by surface means cease to exist

4) **MINIMUM TOTAL CHARGES**

Except for transportation when origin and destination are both in ECAA

where substitution of air transportation by surface transportation is effected pursuant to this Resolution, total charges to the shipper and/or consignee shall not be less than the total charges (including, but without limitation, the airport-to-airport cargo rates, and any other charges) that would have been applicable had the consignment been carried completely by air; such total charges shall be applicable whether or not the consignment is physically carried to or from the airport of departure or the airport of destination

5) **DOCUMENTATION**

where pursuant to this Resolution an air carrier routes the consignment via surface means, it shall indicate on all remaining copies of the Air Waybill the fact that surface transportation is to be used, specifying the sectors involved and the reason(s) for the use of such surface transportation

6) **TIE-IN**

this Resolution shall not come into or remain in effect unless Resolution 505 comes into and remains in effect

7) **TC1, TC12, TC31, TC123**

this Resolution shall not apply to sectors within USA in respect of transportation to or from USA

8) This Resolution shall not apply to/from Australia

CHARGES FOR DISBURSEMENTS

CTC1(Mail 618)509 (amended)
 CTC2(Mail 618)509 (amended)
 CTC3(Mail 618)509 (amended)
 CTC12(Mail 618)509 (amended)
 CTC23(Mail 618)509 (amended)
 CTC31(Mail 618)509 (amended)
 CTC123(Mail 618)509 (amended)

Expiry: Indefinite
 Type B

RESOLVED that,

- 1) subject to the conditions of Resolution 614, the following charges for collection of disbursements shall apply
- 2) a charge of 10%, but not less than USD20, (except in Brunei Darussalam 10%, but not less than BND50 and except in Singapore 8%, but not less than USD17) shall be made for collection by a TC Member from the consignee of a disbursement which shall not be in any case in excess of the air freight charge indicated on the Air Waybill, except that when the air freight charge is less than USD100, disbursements of up to USD100 (up to USD300 in Hong Kong SAR) shall be permitted
- 3) for traffic to Zambia the maximum amount(s) of any disbursement shall not be more than USD100
- 4) such charge shall accrue to the issuing carrier
- 5) TC Members shall not undertake to collect any amount(s) in a country for which local agreement has been reached not to accept charges collect consignments
- 6) notwithstanding the amounts in US Dollars mentioned above, the local currency amounts shown in Attachment 'A' shall apply in the countries listed therein
- 7) this Resolution shall not apply for traffic to Algeria
- 8) this Resolution shall not apply in ECAA (see Resolution 509e)
- 9) this Resolution shall not apply to/from Australia

ATTACHMENT 'A'

The following local currency amounts shall apply in the countries listed below

| With respect to: | | Paras. 2) and 3) USD100 | Para. 2) USD20 |
|-------------------|-------------|--|---------------------------|
| and reference to: | Code | | |
| Canada | CAD | 130 | 32.50 |
| Eritrea | USD | 81 | 16 |
| Ethiopia | USD | 81 | 16 |
| Japan | JPY | 25,000 | 5,000 |
| Korea (Rep. of) | KRW | 129,000 | 25,800 |
| Malaysia | MYR | 282 | 57 |
| Namibia | NAD | 200 | 40 |
| New Zealand | NZD | 190 | 37 |
| Saudi Arabia | SAR | 375 | 75 |
| South Africa | ZAR | 600 | 120 |
| Thailand | THB | 4,000 | 800 |

**CHARGES FOR DISBURSEMENTS
ECAA**

| | | |
|--------------------|-----------|--------------------|
| CTC1(Mail 168)509e | (amended) | Expiry: Indefinite |
| CTC2(43)509e | (amended) | |
| CTC12(55)509e | (amended) | Type A |
| CTC23(43)509e | (amended) | |
| CTC123(47)509e | (amended) | |

RESOLVED that, in ECAA

- 1) subject to the conditions of Resolution 614, a charge may be established for the collection of disbursements
 - 2) any such charge shall be collected by a TC Member from the consignee of a disbursement
 - 3) any such charge shall accrue to the issuing carrier
 - 4) TC Members shall not undertake to collect any amount(s) in a country for which local agreement has been reached not to accept charges collect consignments
-

RATES FOR LIVE ANIMALS

| | | |
|---------------------|-----------|--------------------|
| CTC1(Mail 618)511 | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)511 | (amended) | |
| CTC3(Mail 618)511 | (amended) | Type B |
| CTC12(Mail 618)511 | (amended) | |
| CTC23(Mail 618)511 | (amended) | |
| CTC31(Mail 618)511 | (amended) | |
| CTC123(Mail 618)511 | (amended) | |

RESOLVED that,

- 1) for the carriage of live animals (other than baby poultry less than 72 hours old), the rate shall be 175% of the N rate

Exception: TC3, TC23, TC31 the rate shall be 150% of the N rate
 - 2) for baby poultry less than 72 hours old, the rate shall be the N rate
 - 3) the minimum charge for consignments under this Resolution shall be 200% of the applicable minimum charge specified in Resolution 501
 - 4) the above charges shall be applicable to carriage of both the animal and its container, subject to the provisions of Resolution 508
 - 5) notwithstanding the foregoing, TC Members may establish in accordance with the appropriate SCRs Resolutions, special cargo rates for any items listed above
 - 6) this Resolution shall not apply
 - a) between countries in the ECAA
 - b) from Belgium, Italy, Luxembourg, Netherlands, Switzerland
to Albania, Bosnia and Herzegovina, Croatia, Gibraltar, Macedonia (FYROM), Montenegro, Serbia, Turkey
 - c) from Belgium, Luxembourg
to Armenia, Azerbaijan, Georgia, Morocco, Russia (in Europe), Tunisia, Ukraine
 - d) from and within South West Pacific
 - e) to/from Australia
-

511a

**RATES FOR LIVE ANIMALS
SOUTH WEST PACIFIC**

| | | |
|----------------------|-----------|--------------------|
| CTC3(Mail 618)511a | (amended) | Expiry: Indefinite |
| CTC23(Mail 618)511a | (amended) | |
| CTC31(Mail 618)511a | (amended) | Type B |
| CTC123(Mail 618)511a | (amended) | |

RESOLVED that, notwithstanding Resolution 511

- 1) for the carriage of live animals from and within the South West Pacific Sub-area the cargo rate shall be 200% of the applicable GCR
 - 2) the minimum charge for consignments under this Resolution shall be the applicable minimum charge specified in Resolution 501 increased by 100%
 - 3) the above charges shall be applicable to carriage of both the animal and its container, subject to the provisions of Resolution 508
 - 4) notwithstanding the foregoing, TC Members may establish in accordance with the appropriate SCRs Resolution, special cargo rates for live animals
 - 5) this Resolution shall not apply to/from Australia
-

CHARGE FOR PREPARATION OF AIR WAYBILL

| | | |
|----------------------|-----------|--------------------|
| CTC1(Mail 618)512c | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)512c | (amended) | |
| CTC3(Mail 618)512c | (amended) | Type B |
| CTC12(Mail 618)512c | (amended) | |
| CTC23(Mail 618)512c | (amended) | |
| CTC31(Mail 618)512c | (amended) | |
| CTC123(Mail 618)512c | (amended) | |

RESOLVED that,

- 1) a documentation charge shall be made when the TC Member or its Agent (e.g. IATA Cargo Agent or General Sales Agent) issues or completes the Air Waybill; provided that where the Air Waybill is issued and completed accurately by such Agent, including itemisation of costs and completion of the charges box, the Agent shall be entitled to retain such charge
- 2) the documentation charge may be collected from the shipper or consignee
- 3) except as shown in Attachment A the documentation charge shall be
 - a) USD 15.00 in TC1 (except in Canada, USA), TC2 and TC3
- 4) this Resolution shall not apply in ECAA (see Resolution 512e) or to/from Australia

The documentation charge in the countries listed below shall not be less than the amounts shown

| | Code | Amount |
|--|------|--------|
| Algeria | DZD | 500 |
| Bangladesh | USD | 0.50 |
| Benin/Burkina Faso/Côte d'Ivoire/ Mali/Niger/Senegal/Togo | XOF | 4,000 |
| Bosnia and Herzegovina | EUR | 5 |
| Brunei Darussalam | BND | 15 |
| Cameroon/Central African Republic/ Chad/Congo (Brazzaville)/ Equatorial Guinea/Gabon | XAF | 4,000 |
| China (excl. Hong Kong SAR and Macao SAR) | CNY | 50 |
| Comoros | KMF | 2,600 |
| Croatia | EUR | 5 |
| Cuba | USD | 3.20 |
| Egypt | EGP | 40.90 |
| Eritrea | USD | 4 |
| Ethiopia | USD | 4 |
| India | USD | 3.70 |
| Iran | IRR | 37,000 |
| Japan | JPY | 200 |
| Korea (Rep. of) | KRW | 3,100 |
| Lebanon | USD | 11 |
| Macedonia (FYROM) | EUR | 5 |
| Malawi | MWK | 350 |
| Malaysia | MYR | 5 |
| Mauritania | MRO | 529 |
| Montenegro | EUR | 10 |
| Morocco | MAD | 25 |
| Mozambique | MZN | 375 |
| Namibia | NAD | 55 |
| Nepal | USD | 0.50 |
| Nigeria | USD | 5 |
| Pakistan | PKR | 250 |
| Papua New Guinea | PGK | 25 |
| Saudi Arabia | SAR | 25 |
| Serbia | EUR | 10 |
| Singapore | SGD | 10 |
| South Africa | ZAR | 85 |
| Sri Lanka | USD | 0.50 |
| Tanzania | USD | 5 |
| Thailand | THB | 40 |
| Yemen | YER | 2,450 |

GOVERNMENT RESERVATIONS

CANADA

Charges for preparation of Air Waybills shall not be applicable in respect of traffic to or from Canada unless specifically provided for in airline tariffs in effect and on file with the Canadian Transportation Agency

**CHARGE FOR PREPARATION OF AIR WAYBILL
ECAA**

| | |
|--------------------|--------------------|
| CTC1(Mail 168)512e | Expiry: Indefinite |
| CTC2(43)512e | |
| CTC12(55)512e | Type B |
| CTC23(43)512e | |
| CTC123(47)512e | |

RESOLVED that, in ECAA

- 1) a documentation charge may be established when a TC Member or its Agent (e.g. IATA Cargo Agent or General Sales Agent) issues or completes the Air Waybill; provided that where the Air Waybill is issued and completed accurately by such Agent, including itemisation of costs and completion of the charges box, the Agent shall be entitled to retain such charge
 - 2) any such documentation charge may be collected from the shipper or consignee
-

CHARGES ON MIXED CONSIGNMENTS

| | | |
|---------------------|-----------|--------------------|
| CTC1(Mail 618)513 | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)513 | (amended) | |
| CTC3(Mail 618)513 | (amended) | Type B |
| CTC12(Mail 618)513 | (amended) | |
| CTC23(Mail 618)513 | (amended) | |
| CTC31(Mail 618)513 | (amended) | |
| CTC123(Mail 618)513 | (amended) | |

RESOLVED that,

1) CHARGES: WEIGHT/VOLUME

- a) a mixed consignment shall be charged by applying to the weight (or volume) of the entire consignment the applicable GCR
- b) notwithstanding Subparagraph a), when the consignor (shipper) declares separately the weight (or volume) and contents of each package in the consignment, the appropriate cargo rate to the weight (or volume) of each package as if shipped separately may be applied to such package and the weight of the packaging of the consignment or part thereof shall be charged on the basis of the highest rated article in such consignment or part thereof, as appropriate; provided that when 2 or more packages in the consignment come under the same description and qualify for the same cargo rate and conditions, except for the individual weights (or volume), then
 - i) the charges for such packages shall be based on their total weight (or volume)
 - ii) each separately rated group of items shall be listed together and sub-totalled separately, so that the weights applicable to each cargo rate shall be readily identifiable

2) CHARGES: VALUATION, MINIMUM

valuation charges and minimum charges shall be assessed on the entire consignment in accordance with the appropriate Resolution

3) EXCLUDED ARTICLES

mixed consignments shall not include

- a) 'Valuable Cargo'
- b) 'Live Animals'
- c) 'Human Remains' (whether in the form of ashes or in coffins)
- d) 'Diplomatic Bags' rated in accordance with the provisions of Resolution 580
- e) 'Baggage Shipped as Cargo' as defined and rated in accordance with the provisions of Resolution 598

f) from Japan, Korea (Dem. Rep. of), Korea (Rep. of), from USA to TC3 except South Asian Subcontinent, South West Pacific 'dangerous goods' subject to the IATA Dangerous Goods Regulations

g) notwithstanding the above, mixed consignments of human remains and personal effects shall be permitted where the personal effects are those of the deceased and they are accompanied by a declaration to this effect

4) DANGEROUS GOODS

if a mixed consignment consists in part of articles subject to the IATA Dangerous Goods Regulations, such articles must be offered separately and clearly indicated in the 'Nature and Quantity of Goods (including dimensions or volume)' box on the Air Waybill as dangerous goods

5) AREA OF APPLICATION

this Resolution shall not apply between countries in the ECAA or to/from Australia

**CHARGEABLE WEIGHT FOR CONSIGNMENTS
IN ULDS**

| | | |
|---------------------|-----------|--------------------|
| CTC1(Mail 618)514 | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)514 | (amended) | |
| CTC3(Mail 618)514 | (amended) | Type B |
| CTC12(Mail 618)514 | (amended) | |
| CTC23(Mail 618)514 | (amended) | |
| CTC31(Mail 618)514 | (amended) | |
| CTC123(Mail 618)514 | (amended) | |

RESOLVED that,

- 1) where charges for ULDs are not otherwise specified, transportation charges for
 - a) consignments containing one or more pieces in excess of the dimensions of the ULDs used for transportation, or
 - b) consignments which totally or partially prevent other freight from being loaded on the same ULDs due to special tie-down requirements, or
 - c) consignments for which a shipper requires exclusive use of the ULDs
 - d) consignments which require special loading procedures in the cargo compartment such as centre loading, zone loading, local tie-down over more than one ULD position and/or over-hanging
 may be assessed at the rate applicable to the consignment based on the greater of the following
 - the actual or dimensional weight of the consignment, excluding the weight of the ULD and tie-down equipment
 - the minimum chargeable weight per ULD required to transport such consignment, as specified in Attachment 'A'. When more than one ULD position is required, whether in total or in part, the minimum chargeable weight shall be multiplied by the total number of ULD positions required
 Note: if the consignment must be unloaded from one ULD and reloaded onto another ULD, transportation charges will be based on the original ULD
- 2) any TC Member may file with the Secretary minimum chargeable weights for specific ULDs to be reflected in Attachment 'A'; upon receipt of such filing, the Secretary shall circulate the information to all TC Members
- 3) such filing shall include full details of the ULD, and any limitation on the area of application of the minimum chargeable weight. The minimum chargeable weight so filed shall not be less than that resulting from the application of the density provisions of Resolution 502 to the notional volumes detailed in Resolution 523
- 4) filed minimum chargeable weights may be applied by any TC Member; provided that if a TC Member does not wish to apply such minimum chargeable weight they shall notify the Secretary for circulation to all TC Members
- 5) this Resolution shall not apply to/from Australia

514
ATTACHMENT 'A'

**CHARGEABLE WEIGHT FOR CONSIGNMENTS
IN ULDS**

| Unit Description | Class Rating | Maximum ULD Dimensions (in Inches) | Minimum Chargeable Weight per ULD Kg |
|---|--------------|------------------------------------|--------------------------------------|
| | 1 | 96 x 238.5 x 96 | 5,540 |
| | 1P | 96 x 196 x 96 | 4,935 |
| | 2 | 96 x 125 x 96 | 2,860 |
| | 2AA | 88 x 125 x 88 | 2,390 |
| | 2B | 96 x 125 x 72 | 2,130 |
| | 2D | 88 x 125 x 86 | 2,330 |
| | 2R | 96 x 117.75 x 96 | 2,685 |
| | 2W | 96 x 125 x 64 | 2,265 |
| | 2WA | 96 x 125 x 64 | 2,500 |
| | 3A | 88 x 125 x 81.25 | 2,240 |
| | 4 | 88 x 108 x 86 | 1,845 |
| | 4A | 88 x 108 x 80 | 1,700 |
| | 5A | 88 x 125 x 64 | 1,720 |
| | 5WA | 88 x 125 x 64 | 2,125 |
| | 6 | 60.4 x 125 x 64 | 1,155 |
| | 6W | 60.4 x 125 x 64 | 1,460 |
| | 7/7 | 88 x 61.5 x 86 | 1,015 |
| | 8A | 60.4 x 61.5 x 45 | 590 |
| | 8B | 60.4 x 61.5 x 64 | 800 |
| | 8C | 60.4 x 61.5 x 64 | 550 |
| | 8F | 88 x 53 x 63 | 765 |
| | 9 | 88 x 53 x 76 | 885 |
| Narrow Body/Upper Deck | 3 | 88 x 125 x 86 | 2,100 |
| Wide Body/Upper Deck | 2A | 88 x 125 x 96 | 2,610 |
| | 2C | 88 x 125 x 118 | 3,220 |
| | 2H | 96 x 125 x 118 | 3,525 |
| | 2Q | 96 x 125 x 96 | 2,750 |
| Wide Body/Lower Deck | 2BG | 96 x 125 x 64 | 1,895 |
| | 5 | 88 x 125 x 64 | 1,630 |
| | 5W | 88 x 125 x 64 | 2,170 |
| Full Size/Lower Deck | 6A | 96 x 60.4 x 64 | 1,110 |
| Full Size/Lower Deck | 7A | 96 x 60.4 x 64 | 950 |
| Half Size/Lower Deck | 8 | 60.4 x 61.5 x 64 | 710 |
| | 8D | 47 x 60.4 x 64 | 565 |
| From India to TC1 (via Atlantic) | | | |
| Wide Body/Upper Deck | 2Q | 96 x 125 x 96 | 3,200 |
| Wide Body/Lower Deck | 5 | 88 x 125 x 64 | 2,200 |

514
ATTACHMENT 'A'

| Unit Description | Class Rating | Maximum ULD Dimensions (in Inches) | Minimum Chargeable Weight per ULD Kg |
|--|--------------|------------------------------------|--------------------------------------|
| From India, Pakistan to TC2 | | | |
| Wide Body/Upper Deck | 2A | 88 x 125 x 96 | 3,200 |
| | 2Q | 96 x 125 x 96 | 3,200 |
| Wide Body/Lower Deck | 2BG | 96 x 125 x 64 | 2,200 |
| | 5 | 88 x 125 x 64 | 2,200 |
| From India to TC3 | | | |
| Wide Body/Upper Deck | 2A | 88 x 125 x 96 | 3,000 |
| | 2Q | 96 x 125 x 96 | 3,000 |
| Wide Body/Lower Deck | 2BG | 96 x 125 x 64 | 2,000 |
| | 5 | 88 x 125 x 64 | 2,000 |
| From Korea (Rep. of) to Canada, USA | | | |
| | 1 | 96 x 238.5 x 96 | 5,000 |
| | 2 | 96 x 125 x 96 | 2,530 |
| | 2A | 88 x 125 x 96 | 2,390 |
| | 2H | 96 x 125 x 118 | 3,040 |
| | 3 | 88 x 125 x 86 | 1,960 |
| | 5 | 88 x 125 x 64 | 1,690 |
| | 8 | 60.4 x 61.5 x 64 | 680 |

FEE FOR CHARGES COLLECT

| | | |
|---------------------|-----------|--------------------|
| CTC1(Mail 618)519 | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)519 | (amended) | |
| CTC3(Mail 618)519 | (amended) | Type A, except |
| CTC12(Mail 618)519 | (amended) | individual |
| CTC23(Mail 618)519 | (amended) | charges which |
| CTC31(Mail 618)519 | (amended) | are Type B |
| CTC123(Mail 618)519 | (amended) | |

RESOLVED that,

- 1) when the weight and valuation charge on the Air Waybill are shown for collection from the consignee, a charges collect fee shall be charged. The fee for such charges collect services shall be not less than 5% of the weight and valuation charges amount (15% in Angola, 8% in Oman); provided that the amounts indicated above shall be subject to a minimum amount as set forth in Paragraph 3)
- 2) when charges collect services are performed for amounts other than the weight and valuation charges on the Air Waybill a charges collect fee may also be charged provided that such amount shall be subject to a minimum amount as set forth in Paragraph 3)
- 3) the fee for charges collect services shall in no case be less than USD10 per consignment (or the equivalent amount in local selling currency, such amount to be converted at the local banker's selling rate of exchange) except as specified in Attachment 'A'
- 4) the fee for charges collect services shall be assessed by and accrue to the last carrier
- 5) this Resolution shall not apply
 - a) in Albania, Iran, Nigeria
 - b) in ECAA and Australia

The minimum fee in local selling currency for charges collect services in the countries listed below shall be as follows

| | Code | Amount |
|-------------------|------|--------|
| Algeria | DZD | 1000 |
| Angola | USD | 17 |
| Belize | USD | 20 |
| Brunei Darussalam | BND | 30 |
| Canada | CAD | 20 |
| Costa Rica | USD | 20 |
| Croatia | EUR | 10 |
| Cuba | USD | 12 |
| Egypt | EGP | 86 |
| El Salvador | USD | 20 |
| Eritrea | USD | 8 |
| Ethiopia | USD | 8 |
| Gibraltar | GIP | 8 |
| Guatemala | USD | 20 |
| Honduras | USD | 20 |
| Iraq | USD | 19 |
| Japan | JPY | 3,000 |
| Korea (Rep. of) | KRW | 12,900 |
| Kuwait | KWD | 4 |
| Lebanon | USD | 13 |
| Malaysia | MYR | 24 |
| Montenegro | EUR | 10 |
| Morocco | MAD | 135 |
| Namibia | NAD | 25 |
| New Zealand | NZD | 45 |
| Nicaragua | USD | 20 |
| Panama | USD | 20 |
| Saudi Arabia | SAR | 50 |
| Serbia | EUR | 10 |
| Singapore | SGD | 15 |
| South Africa | ZAR | 100 |
| Thailand | THB | 400 |
| Tunisia | TND | 10 |

GOVERNMENT RESERVATIONS*ISRAEL*

Paragraph 3) of Resolution 519 will not be applicable to the charges collect fee in Israel

**CHARGES FOR THE USE OF TC MEMBER OWNED
ULDs**

| | | |
|---------------------|-----------|--------------------|
| CTC1(Mail 618)522 | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)522 | (amended) | |
| CTC3(Mail 618)522 | (amended) | Type A, except |
| CTC12(Mail 618)522 | (amended) | charges in |
| CTC23(Mail 618)522 | (amended) | Attachment 'A' |
| CTC31(Mail 618)522 | (amended) | which are |
| CTC123(Mail 618)522 | (amended) | Type B |

RESOLVED that,

- 1) the provisions of Resolution 680 shall apply
- 2) for the purpose of this Resolution when a consignment in whole or in part is to be carried in or on a ULD owned by a TC Member
 - a) it shall be the responsibility of the TC Member to determine that the consignment is packaged so that it can be carried separately from such ULD, in which case
 - i) charges shall be based on the gross weight (or volume in accordance with Resolution 502) of such consignment, excluding the actual tare weight of the ULD
 - ii) the leasing charge provided in Subparagraph c) need not apply
 - b) if the consignment is not packaged so that it can be carried separately from such ULD, charges shall be based on the gross weight (or volume) of such consignment, including the weight of the ULD

Leasing Charges

- c) TC Members may lease permanent ULD to entities other than a TC Member(s) in which case there shall be a minimum charge of USD0.20, or equivalent, for each 10 cubic feet (0.2832 cubic metre) or fraction thereof, but in no case less than USD3, or equivalent, per ULD per single trip; disposable ULDs, i.e. the design or construction of which makes them unsuitable for use on more than a single trip, shall not be leased
- d) in the event a TC Member shall lease a ULD for more than a single trip, charges shall be not less than the exact multiple of the leasing charge for a single trip applicable under Subparagraph c). In all cases, a leasing charge for each trip shall be inserted on the Air Waybill as a non-transportation charge

Use by Entities other than TC Members

- e) subject to Subparagraph a), ULDs owned by a TC Member shall not be provided to entities other than TC Members gratuitously; provided that a charge shall not be obligatory if a TC Member for operational reason employs a spreader, or similar load distributional device, for the handling of transportation of a consignment

3) CONTOURED ULDs

- notwithstanding anything herein or in Resolution 502, registered contoured ULDs shall be assessed volumetric charges on the basis of actual volume occupied by such contoured ULDs
- 4) notwithstanding the amounts in US Dollars specified in Subparagraph 2)c), the local currency amounts shown in Attachment 'A' shall apply in the countries listed therein
- 5) this Resolution shall not apply in ECAA or/to from Australia

ATTACHMENT 'A'

The following local currency amounts shall apply for payment in the countries listed below, in respect of Subparagraph 2)c)

- a) with respect to reference to USD 0.20
Saudi Arabia SAR 0.75
- b) with respect to reference to USD 3
Saudi Arabia SAR 11

STANDARD AIRCRAFT ULDS

| | | |
|---------------------|-----------|--------------------|
| CTC1(Mail 618)523 | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)523 | (amended) | |
| CTC3(Mail 618)523 | (amended) | Type A |
| CTC12(Mail 618)523 | (amended) | |
| CTC23(Mail 618)523 | (amended) | |
| CTC31(Mail 618)523 | (amended) | |
| CTC123(Mail 618)523 | (amended) | |

RESOLVED that,

- 1) when referred to in each respective TC Resolution, the specifications of individual ULDS shown in Attachment 'A' shall apply
- 2) where permitted, the tare weight allowances listed in Attachment 'A' shall be used in calculating the 'basis of charge' for non-TC Member owned aircraft ULDS
- 3) the Secretary is authorised to make any purely technical corrections to Attachment 'A' that have been agreed by the IATA ULD Technical Board, and shall circulate notice thereof to all TC Members
- 4) this Resolution shall not apply to/from Australia

ATTACHMENT 'A'

AIRCRAFT ULDS AND LIST OF TARE WEIGHT ALLOWANCES

| Class Rating | IATA Description | ID Code | Tare Weight Allowance | | R/C (Note 1) | Notional Volume (Note 3) | IATA Specification Designation | U.S. Dom. (ATA) Terminology |
|--------------|---|-------------|-----------------------|------|--------------|--|--------------------------------|-----------------------------|
| | | | kg | lb | | | | |
| 1 | 2438 x 6058 x 2438 mm (96 x 238.5 x 96 in.) Main Deck Container | AGA | 1000 | 2205 | R | 1174 ft ³ (33.25m ³) | 50/6 | M2 |
| | 2438 x 6058 x 2438 mm (96 x 238.5 x 96 in.) Main Deck Pallet with Net | PG- | 400 | 882 | R | 1174 ft ³ (33.25m ³) | 50/9 | |
| 1P | 2438 x 4978 x 2438 mm (96 x 196 x 96 in.) Main Deck Pallet with Net | PR- | 330 | 728 | R | 1045 ft ³ (29.60m ³) | 50/9 | - |
| | 2438 x 4978 x 2438 mm (96 x 196 x 96 in.) Main Deck Container | ARA | 660 | 1455 | R | 1045 ft ³ (29.60m ³) | 50/6 | |
| 2 | 2438 x 3175 x 2438 mm (96 x 125 x 96 in.) Main Deck Pallet with Non-structural Igloo | UMA | 260 | 573 | R | 606 ft ³ (17.16m ³) | 50/3 | |
| | 2438 x 3175 x 2438 mm (96 x 125 x 96 in.) Main Deck Pallet with Net | PM- | 130 | 287 | R | 606 ft ³ (17.16m ³) | 50/1 | |
| | 2438 x 3175 x 2438 mm (96 x 125 x 96 in.) Main Deck Container | AMA/ HMA | 260 | 573 | R | 606 ft ³ (17.16m ³) | 50/4 | M1 |
| 2A | 2235 x 3175 x 2438 mm (88 x 125 x 96 in.) Main Deck Pallet with Net | PA- | 120 | 264 | R | 553 ft ³ (15.66m ³) | 50/1 | TYPE A |
| | 2235 x 3175 x 2438 mm (88 x 125 x 96 in.) Main Deck Container | AAA | 240 | 529 | R | 553 ft ³ (15.66m ³) | 50/4 | |

| Class Rating | IATA Description | ID Code | Tare Weight Allowance | | R/C (Note 1) | Notional Volume (Note 3) | IATA Specification Designation | U.S. Dom. (ATA) Terminology |
|--------------|---|---------|-----------------------|-----|--------------|--|--------------------------------|-----------------------------|
| | | | kg | lb | | | | |
| 2AA | 2235 x 3175 x 2235 mm (88 x 125 x 88 in.) Main Deck Non-structural Igloo with Net | UA- | 250 | 551 | R | 506ft ³ (14.33m ³) | 50/3 | TYPE A |
| 2B | 2438 x 3175 x 1829 mm (96 x 125 x 72 in.) Main Deck Pallet with Net | PM- | 130 | 287 | C | 451ft ³ (12.77m ³) | 50/1 | - |
| | 2438 x 3175 x 1829 mm (96 x 125 x 72 in.) Main Deck Non-structural Igloo with Net | UM- | 250 | 551 | C | 451ft ³ (12.77m ³) | 50/3 | - |
| 2BG | 2438 x 3175 x 1626 mm (96 x 125 x 64 in.) Lower Deck Pallet with Net | PM- | 130 | 287 | R | 399ft ³ (11.39m ³) | 50/1 | - |
| | 2438 x 3175 x 1626 mm (96 x 125 x 64 in.) Lower Deck Container | AMP | 200 | 440 | R | 399ft ³ (11.39m ³) | 50/4 | - |
| 2C | 2235 x 3175 x 2997 mm (88 x 125 x 118 in.) Main Deck Pallet with Net | PA- | 120 | 264 | C | 682ft ³ (19.31m ³) | 50/1 | - |
| | 2235 x 3175 x 2997 mm (88 x 125 x 118 in.) Main Deck Container | AAD | 220 | 485 | C | 682ft ³ (19.31m ³) | 50/4 | - |
| 2D | 2235 x 3175 x 2184 mm (88 x 125 x 86 in.) Main Deck Pallet with Net | PA- | 120 | 264 | R | 494ft ³ (13.99m ³) | 50/1 | M4 Netted Pallet |
| 2H | 2438 x 3175 x 2997 mm (96 x 125 x 118 in.) Main Deck Pallet with Net | PM- | 130 | 287 | C | 747ft ³ (21.16m ³) | 50/1 | M5 |
| | 2438 x 3175 x 2997 mm (96 x 125 x 118 in.) Main Deck Container | AMD | 260 | 573 | C | 747ft ³ (21.16m ³) | 50/4 | M5 |
| 2Q | 2438 x 3175 x 2438 mm (96 x 125 x 96 in.) Main Deck Container | AMJ | 260 | 573 | C | 565 ft ³ (16.5m ³) | 50/4 | M1 |
| 2R | 2438 x 2991 x 2438 mm (96 x 117.75 x 96 in.) Main Deck Pallet with Net | PF- | 120 | 265 | R | 569ft ³ (16.11m ³) | 50/1 | - |
| | 2438 x 2991 x 2438 mm (96 x 117.75 x 96 in.) Main Deck Container | AFP | 260 | 573 | R | 569ft ³ (16.11m ³) | 50/4 | - |
| 2W | 2438 x 3175 x 1626 mm (96 x 125 x 64 in.) Pallet with Net (with extension wings for use within Contour F) | PM- | 130 | 287 | C | 480ft ³ (13.6m ³) | 60/1, 50/1 | LD36 |
| | 2438 x 3175 x 1626 mm (96 x 125 x 64 in.) Container | AMF | 190 | 419 | C? | 480 ft ³ (13.6m ³) | 50/4 | |

| Class Rating | IATA Description | ID Code | Tare Weight Allowance | | R/C (Note 1) | Notional Volume (Note 3) | IATA Specification Designation | U.S. Dom. (ATA) Terminology |
|--------------|--|---------|-----------------------|-----|--------------|---|--------------------------------|-----------------------------|
| | | | kg | lb | | | | |
| 2WA | 2438 x 3175 x 1626 mm (96 x 125 x 64 in.) Pallet with Net (with extension wings for use within Contour U) | PM- | 130 | 287 | C | 530 ft ³ (15m ³) | 60/1, 50/1 | LD39 |
| | 2438 x 3175 x 1626 mm (96 x 125 x 64 in.) Lower Deck Container | AMU | 230 | 507 | C | 530ft ³ (15m ³) | 50/4 | LD39 |
| 3 | 2235 x 3175 x 2184 mm (88 x 125 x 86 in.) Pallet with Net | PA- | 120 | 264 | C | 420ft ³ (11.89m ³) | 50/1 | TYPE A |
| | 2235 x 3175 x 2184 mm (88 x 125 x 86 in.) Pallet with Non-structural Igloo Assembly | UA- | 230 | 507 | C | 420ft ³ (11.89m ³) | 50/3 | TYPE A |
| | 2235 x 3175 x 2184 mm (88 x 125 x 86 in.) Main Deck Container | AA- | 230 | 507 | C | 420ft ³ (11.89m ³) | 50/4 | TYPE A |
| 3A | 2235 x 3175 x 2064 mm (88 x 125 x 81.25 in.) Main Deck Pallet with Net for Wide Body Aircraft | PA- | 120 | 264 | R | 475ft ³ (13.45m ³) | 50/1 | - |
| 4 | 2235 x 2743 x 2184 mm (88 x 108 x 86 in.) Main Deck Pallet with Net | PB- | 100 | 220 | C | 391ft ³ (11.07m ³) | 50/1 | TYPE A |
| | 2235 x 2743 x 2184 mm (88 x 108 x 86 in.) Main Deck Non-structural Igloo Assembly | UB- | 190 | 419 | C | 391ft ³ (11.07m ³) | 50/3 | TYPE A |
| 4A | 2235 x 2743 x 2032 mm (88 x 108 x 80 in.) Main Deck Non-structural Igloo Assembly | UB- | 190 | 419 | C | 360ft ³ (10.20m ³) | 50/3 | TYPE A |
| 5 | 2235 x 3175 x 1626 mm (88 x 125 x 64 in.) Pallet with Net Contour K | PA- | 120 | 264 | C | 346 ft ³ (9.79m ³) | 50/1 | |
| | 2235 x 3175 x 1626 mm (88 x 125 x 64 in.) Pallet with Non-structural Igloo Assembly | UAK | 200 | 440 | C | 346 ft ³ (9.79m ³) | 50/3 | LD7 |
| | 2235 x 3175 x 1626 mm (88 x 125 x 64 in.) Lower Deck Container | AAK | 190 | 419 | C | 346 ft ³ (9.79m ³) | 50/4 | |
| 5A | 2235 x 3175 x 1626 mm (88 x 125 x 64 in.) Container | AAP | 200 | 441 | R | 365 ft ³ (10.33m ³) | 50/4 | R=LD9 |
| | 2235 x 3175 x 1626 mm (88 x 125 x 64 in.) Lower Deck Pallet with net | PA- | 120 | 265 | R | 365 ft ³ (10.33m ³) | 50/1 | |
| 5W | 2235 x 3175 x 1626 mm (88 x 125 x 64 in.) Pallet with Net (with extension wings for use within Contour U) | PA- | 120 | 264 | C | 460ft ³ (13.03m ³) | 50/1, 60/1 | LD29 |
| | 2235 x 3175 x 1626 mm (88 x 125 x 64 in.) Lower Deck Container | AAU | 210 | 463 | C | 460ft ³ (13.03m ³) | 50/4 | |

| Class Rating | IATA Description | ID Code | Tare Weight Allowance | | R/C (Note 1) | Notional Volume (Note 3) | IATA Specification Designation | U.S. Dom. (ATA) Terminology |
|--------------|---|-------------|-----------------------|-----|--------------|---|--------------------------------|-----------------------------|
| | | | kg | lb | | | | |
| 5WA | 2235 x 3175 x 1626 mm (88 x 125 x 64 in.) Pallet with Net (with extension wings for use within Contour F) | PA- | 130 | 287 | C | 422ft ³ (11.95m ³) | 50/1, 60/1 | LD26 |
| | 2235 x 3175 x 1626 mm (88 x 125 x 64 in.) Lower Deck Container | AAF | 180 | 397 | C | 450 ft ³ (12.74m ³) | 50/4 | |
| 6 | 1534 x 3175 x 1626 mm (60.4 x 125 x 64 in.) Pallet with Net | PL- /FL- | 90 | 198 | R | 245ft ³ (6.94m ³) | 50/1 | - |
| | 1534 x 3175 x 1626 mm (60.4 x 125 x 64 in.) Container | ALP/D LP | 180 | 397 | R | 245ft ³ (6.94m ³) | 50/4 | LD5, LD11 |
| 6A | 2438 x 1534 x 1626 mm (96 x 60.4 x 64 in.) Lower Deck Container | AQF | 120 | 264 | C | 235ft ³ (6.65m ³) | - | LD8 |
| | 2438 x 1534 x 1626 mm (96 x 60.4 x 64 in.) Pallet with Net(with extension wings for use within contour F) | PQ- | 80 | 176 | C | 235ft ³ (6.65m ³) | 50/1 | |
| | 2438 x 1534 x 1626 mm (96 x 60.4 x 64 in.) Non Certified Container | DQF | 150 | 330 | C | 235ft ³ (6.65m ³) | - | LD8 |
| 6W | 1534 x 3175 x 1626 mm (60.4 x 125 x 64 in.) Pallet with Net (with extension wings for use within Contour F) | PL- | 90 | 198 | C | 310ft ³ (8.77m ³) | 50/1, 60/1 | LD6 |
| | 1534 x 3175 x 1626 mm (60.4 x 125 x 64 in.) Lower Deck Container | ALF | 160 | 353 | R | 310ft ³ (8.77m ³) | 50/4 | |
| 7/7* | 2235 x 1562 x 2184 mm (88 x 61.5 x 86 in.) Pallet with Net | PY- | — | — | C | 215ft ³ (6.09m ³) | - | - |
| | 2235 x 1562 x 2184 mm (88 x 61.5 x 86 in.) Half Pallet with Non-structural Igloo Assembly | UY- | 135 | 298 | C | 215ft ³ (6.09m ³) | - | - |
| 7A | 2438 x 1534 x 1626 mm (96 x 60.4 x 64 in.) Lower Deck Container | AQP | 110 | 243 | R | 202ft ³ (5.7m ³) | - | LD4 |
| | 2438 x 1534 x 1626 mm (96 x 60.4 x 64 in.) Pallet with Net | PQ | 80 | 176 | R | 202ft ³ (5.7m ³) | 50/1 | |

| Class Rating | IATA Description | ID Code | Tare Weight Allowance | | R/C (Note 1) | Notional Volume (Note 3) | IATA Specification Designation | U.S. Dom. (ATA) Terminology |
|--------------|---|-------------|-----------------------|-----|--------------|---|--------------------------------|-----------------------------|
| | | | kg | lb | | | | |
| 8 | 1534 x 1562 x 1626 mm (60.4 x 61.5 x 64 in.) Certified Container (Note 2) | AKE | 70 | 154 | C | 150ft ³ (4.24m ³) | 50/4 | LD3 |
| | 1534 x 1562 x 1626 mm (60.4 x 61.5 x 64 in.) Non Certified Container (Note 2) | DKE | 70 | 154 | C | 150ft ³ (4.24m ³) | 50/7 | LD3 |
| 8A | 1534 x 1562 x 1143 mm (60.4 x 61.5 x 45 in.) Lower Deck Container (for use on A319, A320 and A321 aircraft only) | AKH | 90 | 198 | C | 125ft ³ (3.54m ³) | 50/4 | LD3-45 |
| | 1534 x 1562 x 1143 mm (60.4 x 61.5 x 45 in.) Pallet with Net (with extension wings for use within Contour H – A319, A320 and A321 aircraft only) | PKC/ BKH | 74 | 163 | C | 125ft ³ (3.54m ³) | 50/1, 60/1 | - |
| 8B | 1534 x 1562 x 1626 mm (60.4 x 61.5 x 64 in.) Certified Container | AKC | 80 | 176 | C | 170ft ³ (4.81m ³) | 50/4 | LD1 |
| 8C | 1534 x 1562 x 1626 mm (60.4 x 61.5 x 64 in.) Certified or non-certified container | AKP/ DKP | 40 | 88 | R | 116ft ³ (3.28m ³) | 50/4, 50/7 | - |
| 8D | 1194 x 1534 x 1626 mm (47 x 60.4 x 64 in.) Lower Deck Container | APE | 60 | 132 | C | 120ft ³ (3.4m ³) | - | LD2 |
| | 1194 x 1534 x 1626 mm (47 x 60.4 x 64 in.) Non Certified Container | DPE | 80 | 176 | C | 120ft ³ (3.4m ³) | 50/7 | LD2 |
| 8F | 2235 x 1346 x 1600 mm (88 x 53 x 63 in.) Container | AE- | — | — | R | 163ft ³ (4.60m ³) | - | - |
| 9 | 2235 x 1346 x 1930 mm (88 x 53 x 76 in.) Pallet with Net | PE- | 60 | 132 | C | 188ft ³ (5.32m ³) | - | - |

* This rate classification may include a half pallet size Member owned non-aircraft container

- A 3rd letter is to be added to the type code (at the end of the sequence) where for the same sizes there are no predetermined contour codes.

Note 1 R = Rectangular / C = Contoured

Note 2 Maximum top dimension of this ULD not exceeding 234 cm (92 in)

Note 3 Notional volume is the maximum practically usable volume (actual usable volume may vary somewhat depending on unit design)

ID Code - ARA

Tare weight - 660 kgs

Specification - 50/4

R/C - R

Volume - 1045

Specification - 50/6

**RATES AND/OR CHARGES
FOR UNITISED CONSIGNMENTS**

CTC1(Mail 618)530(amended) Expiry: 30 September 2010
 CTC2(Mail 618)530 (amended)
 CTC3(Mail 618)530 (amended) Type B
 CTC12(Mail 618)530 (amended)
 CTC23(Mail 618)530 (amended)
 CTC31(Mail 618)530 (amended)
 CTC123(Mail 618)530 (amended)

RESOLVED that,

1) APPLICATION

except as provided in Resolution 014b ULD rates and/or charges shall be those set forth in Attachments 'A' and 'B'

- a) the consignments must be delivered to the carrier ready for carriage at the airport of departure named on the air waybill and subsequently delivered loaded to the consignee at the airport of destination
- b) the consignment must be carried in the same ULD from airport of departure to airport of destination and only between those airports where service can be provided
- c) the ULDs shall be those registered in accordance with Resolution 683 and described in Resolution 523
- d) the air waybill shall bear the IATA ID Code(s) of the ULDs used
- e) the provisions of Resolution 680 shall apply
- e) unless otherwise specified in the Attachment hereto the Minimum Chargeable Weight for ULDs shall be as specified in Attachment 'A' to Resolution 514

2) BASIS OF CHARGES

- a) the rate per kg and/or the charge for the consignment shall be as shown in Attachment 'A'
- b) the charge for the consignment shall consist of a minimum charge for the ULDs used, plus an over pivot charge, if applicable, for any weight in excess of the minimum chargeable weight
- c) where a minimum charge is not specified it shall be calculated by multiplying the "at pivot" rate by the minimum chargeable weight for the ULD
- d) the over pivot charge shall be calculated by multiplying the weight in excess of the minimum chargeable weight by the "over pivot" rate as shown in Attachment 'A'
- e) the minimum charge for the ULDs used, or the rate per kg to apply "at pivot", the applicable minimum chargeable weights, and the "over pivot" rate(s) (where applicable) shall be as shown in Attachments

**RATES AND/OR CHARGES
FOR UNITISED CONSIGNMENTS**

- f) where a consignment consists of 2 or more ULDs, the minimum chargeable weight shall be the sum of the minimum chargeable weights for the individual ULDs in such consignment
- g) for the purposes of determining the weight charge, consignments shall be charged at the actual gross weight of the consignment, excluding the tare weight of the ULD

3) COMBINATIONS

combinations only permitted with domestic rates

4) RECONTOURING OR UNLOADING

notwithstanding Paragraph 1), when a carrier must recontour or unload the ULDs in accordance with Resolution 680, the charge(s) in Attachment 'B' shall apply

5) AREA OF APPLICATION

this Resolution shall not apply between countries in the ECAA or to/from Australia

- 6) this Resolution is subject to Resolution 001aa

Attachment A published separately

CHARGES FOR RECONTOURING AND/OR UNLOADING

| Classification Rating | TC1 | TC2 | TC3 | TC12 NATL | TC12 NATL | | TC12 NATL | | TC12 NATL |
|-----------------------|-----|----------------------|-----|-------------------|--------------------------|-----|--------------------------|-----|-------------------|
| | USD | Europe-Africa USD | USD | USA-Europe USD | Canada-Europe USD CAD | | Canada-Africa USD CAD | | USA-Afr/ME USD |
| 1 | | | | 180 | | | | | |
| 1P | | | | | | | | | |
| 2 | | | | 90 | | | | | |
| 2A | 90 | | | 90 | 90 | 120 | | | |
| 2AA | | | | 90 | 90 | 120 | | | |
| 2B | | | | 90 | 90 | 120 | | | |
| 2BG | 90 | 90 | | 90 | 90 | 120 | | | 90 |
| 2C | | | 90 | 90 | 90 | 120 | | | |
| 2D | | | | 90 | 90 | 120 | | | |
| 2H | 120 | | 90 | 120 | 120 | 160 | | | |
| 2Q | 90 | | 90 | 90 | 90 | 120 | | | 90 |
| 2R | | | | 90 | 90 | 120 | | | |
| 2W | | | 90 | | | | | | |
| 3 | 60 | | | 60 | 60 | 80 | | | |
| 3A | | | | | | | | | |
| 4 | 60 | | | 60 | 60 | 80 | | | |
| 4A | | | | 60 | 60 | 80 | | | |
| 5 | 60 | 60 | 60 | 60 | 90 | 120 | 90 | 120 | 60 |
| 5A | | | 60 | | | | | | |
| 5W | | | | 60 | 60 | 80 | 60 | 80 | 60 |
| 5WA | | | | 60 | 60 | 80 | 60 | 80 | 60 |
| 6 | 60 | 60 | 60 | 60 | 60 | 85 | 60 | 85 | 60 |
| 6A | 60 | | 50 | | 60 | 85 | 60 | 85 | |
| 6W | 60 | | | 60 | 60 | 80 | 60 | 80 | 60 |
| 7 | 30 | | | 30 | 30 | 40 | | | |
| 7A | 30 | | | 30 | | | | | |
| 8 | 30 | 30 | 30 | 30 | 40 | 55 | 40 | 55 | 30 |
| 8A | 40 | | | | 40 | 55 | 40 | 55 | |
| 8B | 30 | | | 30 | | | | | |
| 8C | 30 | | | 30 | 30 | 40 | | | |
| 8D | 30 | | 50 | 60 | 40 | 55 | 40 | 55 | |
| 8F | | | | | | | | | |
| 9 | | | | 30 | 30 | 40 | | | |

| Classification Rating | TC12 MATL | TC12 SATL | TC23 | TC23 | TC31 | | TC31 N/C |
|-----------------------|-----------|-----------|---------------------|---------|---------------|-----|----------|
| | | ZA-BR | Africa, M. East-TC3 | Eur-TC3 | South Pacific | | SEA-USA |
| | USD | USD | USD | USD | USD | CAD | USD |
| 1 | | | | | 180 | 240 | 180 |
| 1P | | | | | 180 | 240 | |
| 2 | | | | 90 | 90 | 120 | 90 |
| 2A | 90 | | | 90 | 90 | 120 | 90 |
| 2AA | 90 | | | | | | |
| 2B | 90 | | | | | | |
| 2BG | 90 | | | 90 | | | |
| 2C | 90 | | | | 90 | 120 | |
| 2D | 90 | | | | 90 | 120 | 90 |
| 2H | 120 | | | 90 | 90 | 120 | 90 |
| 2Q | 90 | | | 90 | 90 | 120 | 90 |
| 2R | 90 | | | 90 | | | |
| 2W | | | | | | | |
| 3 | 60 | | | 60 | 60 | 80 | 60 |
| 3A | | | | | 60 | 80 | |
| 4 | 60 | | | | 60 | 80 | |
| 4A | 60 | | | | | | |
| 5 | 60 | 60 | 90 | 60 | 90 | 120 | 90 |
| 5A | | | | | | | |
| 5W | 60 | | | 60 | | | |
| 5WA | 60 | | | 60 | | | |
| 6 | 60 | 60 | | 60 | 60 | 85 | 60 |
| 6A | | | | | 60 | 85 | |
| 6W | 60 | | | 60 | | | |
| 7 | 30 | | | | 30 | 40 | 30 |
| 7A | | | | | | | |
| 8 | 30 | 30 | 30 | 30 | 40 | 55 | |
| 8A | | | | | 40 | 55 | |
| 8B | | | | | | | |
| 8C | 30 | | | | | | |
| 8D | 30 | | | | 40 | 55 | |
| 8F | | | | | 40 | 55 | |
| 9 | 30 | | | | 30 | 40 | 30 |

| Classification Rating | TC31 N/C Korea (Rep. of)- USA | | TC31 N/C Korea (Rep. of)- Canada | | TC31 N/C SEA-TC1 (excl. USA/US Terr.) | | TC31 N/C Canada/USA-Japan | | |
|-----------------------|-------------------------------------|--------|--|--------|---|-----|------------------------------|-------|-----|
| | USD | KRW | CAD | KRW | USD | CAD | USD | JPY | CAD |
| 1 | 450 | 358160 | – | 358160 | 180 | 240 | | | |
| 1P | | | | | | | | | |
| 2 | 300 | 238770 | – | 238770 | 90 | 120 | | | |
| 2A | 225 | 179080 | 120 | 179080 | 90 | 120 | 225 | 22500 | 120 |
| 2AA | | | | | | | | | |
| 2B | | | | | | | | | |
| 2BG | | | | | | | | | |
| 2C | 225 | 179080 | 160 | 179080 | 120 | 160 | 225 | 22500 | 160 |
| 2D | 225 | 179080 | 120 | 179080 | 90 | 120 | 225 | 22500 | 120 |
| 2H | 300 | 238770 | 160 | 238770 | 120 | 160 | 300 | 30000 | 160 |
| 2Q | 225 | 179080 | 120 | 179080 | 90 | 120 | 225 | 22500 | 120 |
| 2R | | | | | | | | | |
| 2W | | | | | | | | | |
| 3 | 150 | 119390 | 80 | 119390 | 60 | 80 | 150 | 15000 | 80 |
| 3A | | | | | | | | | |
| 4 | 150 | 119390 | | 119390 | 60 | 80 | | | |
| 4A | | | | | | | | | |
| 5 | 150 | 119390 | 120 | 119390 | 90 | 120 | 150 | 15000 | 120 |
| 5A | | | | | | | | | |
| 5W | | | | | | | | | |
| 5WA | | | | | | | | | |
| 6 | 150 | 119390 | 85 | 119390 | 60 | 85 | 150 | 15000 | 85 |
| 6A | | | 85 | – | 60 | 85 | – | – | 85 |
| 6W | | | | | | | | | |
| 7 | 75 | 59700 | 40 | 59700 | 75 | 100 | 75 | 7500 | 40 |
| 7A | | | | | | | | | |
| 8 | 75 | 59700 | 55 | 59700 | 40 | 55 | 75 | 7500 | 55 |
| 8A | | | 55 | – | 40 | 55 | – | – | 55 |
| 8B | 75 | 59700 | 40 | 59700 | 30 | 40 | 75 | 7500 | 40 |
| 8C | | | | | | | | | |
| 8D | 55 | 43780 | 55 | – | 40 | 55 | – | – | 55 |
| 8F | 75 | 59700 | 40 | 59700 | 30 | 40 | 75 | 7500 | 40 |
| 9 | 75 | 59700 | 75 | 59700 | | | | | |

GCRS

CTC1(Mail 618)550(amended) Expiry: 30 September 2010
 CTC2(Mail 618)550 (amended)
 CTC3(Mail 618)550 (amended) Type B
 CTC12(Mail 618)550 (amended)
 CTC23(Mail 618)550 (amended)
 CTC31(Mail 618)550 (amended)
 CTC123(Mail 618)550 (amended)

RESOLVED that,

- 1) except as provided in Resolution 014b, GCRs shall be those set forth in Attachments
- 2) subject to Resolution 014b, GCRs specified between any 2 points in Attachments take precedence over any lower combination of intermediate GCRs applicable between the same points
- 3) this Resolution shall not apply
 - a) between countries in the ECAA
 - b) from Belgium, Luxembourg, Netherlands, Switzerland to Albania, Bosnia and Herzegovina, Croatia, Gibraltar, Macedonia (FYROM), Montenegro, Serbia, Turkey
 - c) from Belgium, Luxembourg to Armenia, Azerbaijan, Georgia, Morocco, Russia (in Europe), Tunisia, Ukraine
 - d) to/from Australia
- 4) this Resolution is subject to Resolution 001aa

Attachment(s) published separately

DIPLOMATIC BAGS

CTC1(Mail 618)580 (amended) Expiry: Indefinite
 CTC2(Mail 618)580 (amended)
 CTC3(Mail 618)580 (amended) Type B
 CTC12(Mail 618)580 (amended)
 CTC23(Mail 618)580 (amended)
 CTC31(Mail 618)580 (amended)
 CTC123(Mail 618)580 (amended)

RESOLVED that,

- 1) diplomatic bags shall be carried in accordance with special procedures agreed upon, either between the government and its national air carrier, or between the government and a foreign air carrier, when also selected thereby
- 2) the cargo rate for carriage of diplomatic bags by a TC Member for its own government shall be that agreed upon between the TC Member and its government
- 3) the cargo rate for carriage of diplomatic bags by a TC Member of a government other than its own government shall be XDR4 per tonne-kilometre; provided that the minimum charge shall be XDR50 per consignment; provided further that on routes where a lower cargo rate or minimum charge has been agreed upon between the originating government and its national air carrier, such lower cargo rate or charge may be used
- 4) diplomatic cargo shall be carried under an ordinary IATA Air Waybill at not less than the applicable IATA cargo rates
- 5) this Resolution shall not apply between countries in the ECAA or to/from Australia

GOVERNMENT RESERVATIONS**CANADA**

The Canadian Transportation Agency requires rates to be filed in cargo tariffs. Special rates for particular governments must be specifically approved by the Agency before tariff provision therefore could be filed

SCRs

CTC1(Mail 618)590(amended) Expiry: 30 September 2010
 CTC2(Mail 618)590 (amended)
 CTC3(Mail 618)590 (amended) Type B
 CTC12(Mail 618)590 (amended)
 CTC23(Mail 618)590 (amended)
 CTC31(Mail 618)590 (amended)
 CTC123(Mail 618)590 (amended)

RESOLVED that,

- 1) except as provided in Resolution 014b, SCRs shall be those set forth in Attachments

2) **EQUALISATION OF SCRS**

TC Members may put into effect between the same points any SCR established in accordance with this Resolution; except that when a more specific description is established which carries a higher SCR than the lower SCR already established for a broader description, any TC Member which has in effect the lower SCR must put into effect such higher SCR

3) **PRECEDENCE OF SCRS AND COMMODITY DESCRIPTIONS**

when a commodity can be classified and shipped under different descriptions, the more specific description applicable between the points and in the same direction to which the SCR applies shall be used, notwithstanding that a higher charge results; provided that a less specific description applicable to both a lower minimum weight and at a higher SCR than a more specific description may be used until the more specific description at a higher minimum weight and lower SCR becomes applicable

4) **SPECIFIC COMMODITY CONTAINER RATES**

- a) in the application of specific commodity container rates the provisions of Resolutions 523, 530 and 680 shall apply
- b) if a TC Member must recontour and/or unload the ULD in accordance with Resolution 680, the charge(s) as specified in the Attachment shall apply

5) **COMBINATION AND CONSTRUCTION OF RATES**

a SCR shall apply between the points for which the rate is specified; provided that combination is only permitted with domestic rates and/or Canada/USA transborder rates and construction is permitted with add-ons

6) **AREA OF APPLICATION**

this Resolution shall not apply

- a) between countries in the ECAA
- b) from Belgium, Italy, Luxembourg, Netherlands, Switzerland to Albania, Bosnia and Herzegovina, Croatia, Gibraltar, Macedonia (FYROM), Montenegro, Serbia, Turkey
- c) from Belgium, Luxembourg to Armenia, Azerbaijan, Georgia, Morocco, Russia (in Europe), Tunisia, Ukraine
- d) to/from Australia
- 7) this Resolution is subject to Resolution 001aa

Attachment(s) published separately

CHARGES FOR RECONTOURING AND/OR UNLOADING

| Classification Rating | TC1 | TC3 | | TC12 North Atlantic | | | |
|-----------------------|-----|-----|-------|---------------------|------------|-------------|------------|
| | | | | Canada-Europe | USA-Europe | USA-M. East | USA-Africa |
| | USD | USD | JPY | USD | USD | USD | USD |
| 2 | | | | | 90 | | |
| 2A | | 90 | 22500 | | 90 | | |
| 2BG | | 90 | | 90 | 90 | | |
| 2H | | 90 | 30000 | | | | |
| 2C | | 90 | 22500 | | | | |
| 2D | | 90 | 22500 | | | | |
| 2Q | | 90 | 22500 | | 90 | | |
| 2R | | 90 | | | | | |
| 2W | | | | | 90 | | |
| 3 | 60 | 60 | 15000 | | | | |
| 5 | 60 | 60 | 15000 | 60 | 60 | 60 | 60 |
| 5A | | 60 | | | | | |
| 5W | | 60 | | | | | |
| 5WA | | 60 | | | | | |
| 6 | 60 | 60 | 15000 | | 60 | | |
| 6A | 60 | 60 | | | | | |
| 6W | | 60 | | | | | |
| 7 | | 30 | 7500 | | | | |
| 7A | 30 | | | | | | |
| 8 | 30 | 30 | 7500 | | 30 | 30 | 30 |
| 8A | 40 | | | | | | |
| 8B | | 30 | 7500 | | | | |
| 8D | 30 | | | | | | |
| 8F | | 30 | 7500 | | | | |
| 9 | | | | | 30 | | |

CHARGES FOR RECONTOURING AND/OR UNLOADING

| Classification Rating | TC12 MATL | TC23 | TC123 | TC31 | |
|-----------------------|-----------|------------|-------|-----------------------|---------------|
| | Eur/ME | Eur/ME/Afr | | SEA, Japan, Korea-TC1 | South Pacific |
| | USD | USD | USD | USD | USD |
| 1 | | 180 | | | |
| 2 | | 90 | | 90 | |
| 2A | | 90 | | 90 | |
| 2BG | | 90 | | | |
| 2H | | 90 | | 90 | |
| 2C | | 90 | | 90 | |
| 2D | | 90 | | | |
| 2Q | | 90 | | 90 | 90 |
| 2R | | 90 | | | |
| 2W | | | | | |
| 3 | | 60 | | 60 | |
| 4 | | | | 60 | |
| 5 | 60 | 60 | 90 | 90 | 90 |
| 5A | | 60 | | | |
| 5W | | 60 | | | |
| 5WA | | 60 | | | |
| 6 | | 60 | 60 | 60 | 60 |
| 6A | | 60 | | | 60 |
| 6W | | 60 | | | |
| 7 | | 30 | | 30 | |
| 7A | | | | | |
| 8 | 30 | 30 | 40 | 40 | 40 |
| 8A | | | | | |
| 8B | | 30 | | | |
| 8D | | | | | |
| 8F | | 30 | | | |
| 9 | | | | | |

GOVERNMENT RESERVATIONS**CANADA**

Where combination of specific commodity rates with other rates is not to be permitted that fact must be clearly indicated in the tariff in which such specific commodity rates are published by the air carrier, effective and on file with the Canadian Transportation Agency

The Canadian Transportation Agency will not, other than for exceptional cause, extend special tariff filing permission to cover cancellation of existing specific commodity rates on less than the full thirty days statutory notice required under its regulations

Acceptance of these Resolutions is further conditioned by the express stipulation that it is without prejudice to rejection or disallowance by the Canadian Transportation Agency of any reflecting tariff provision that may be found, upon filing with the Agency, to be insufficiently clear or in any way improper under its regulations. (1.7.74)

NEW ZEALAND

Nothing in Resolution 014b and 590 shall prohibit carriers serving New Zealand combining International Specific Commodity Rates from New Zealand with Incentive Rates established by the New Zealand National Airways Corporation and published from time to time in their Tariffs; further that such Incentive Rates shall be considered to be domestic rates for the purpose of these Resolutions. (16.10.74)

SOUTH AFRICA

The Government of the Republic of South Africa conditions its approval of IATA Resolutions 014b and 590 to the extent that nothing in said Resolutions shall prohibit SAA combining its specially established domestic specific commodity rates in order to construct through rates; further that such specially established domestic specific commodity rates shall be considered to be domestic rates for the purpose of these Resolutions. (18.6.74)

SWITZERLAND

The restriction 'excluding steamship machinery parts, motorship machinery parts' as contained in the descriptions of IATA Specific Commodity Rate Items No. 4499, 4702 and 9704 shall not apply for transportation to and from Switzerland. (8.2.1977)

GOVERNMENT RESERVATIONS (cont'd)**UNITED STATES****Order 84-11-9**

1. *approval shall not constitute approval of the specific commodity descriptions contained therein for purposes of tariff publication*
 2. *where a specific commodity rate is published for a specified minimum weight at a level lower than the general commodity rate applicable for such weight, and where a general commodity rate is published for a greater minimum weight at a level lower than such specific commodity rate, the specific commodity rate shall be extended to all such greater minimum weights at the applicable general commodity rate level*
-

590aa

**SCRS
ITEM NUMBERS AND DESCRIPTION GUIDE**

CTC1(22)590aa (amended)
CTC2(28)590aa (amended)
CTC3(23)590aa (amended)
CTC12(41)590aa (amended)
CTC23(29)590aa (amended)
CTC31(25)590aa (amended)
CTC123(31)590aa (amended)

Expiry: Indefinite

Type B

RESOLVED that, in order to simplify and standardise SCRs item numbers and descriptions, the allocation of such shall be subject to the following conditions

- 1) the SCR Description Writers' Guidelines, and the SCR Item Numbers and Description Guide shall be as shown in Attachments 'A' and 'B'
- 2) the Secretary shall establish new item numbers and amend existing item numbers and the wording of such in accordance with the SCR Description Writers' Guidelines
- 3) any changes to item numbers and/or descriptions shall be circulated to all TC Members
- 4) item numbers and descriptions are unique and are applicable worldwide
- 5) SCR Item Numbers and the Description Guide shall be reissued periodically subject to the following
 - a) if no rates exist under an item number, the item number and description will continue to be published for a 2 year period
 - b) if unused during a 2 year period, such item number and description will automatically be deleted
- 6) descriptions shall be reviewed every 5 years
- 7) SCR Item Numbers and the Description Guide shall be reissued periodically

Attachment 'B' published separately

**SCRS
DESCRIPTION WRITERS' GUIDELINES**

INTRODUCTION

The purpose of the "Description Writers' Guidelines" is to provide Member Airlines and IATA with uniform rules to follow when establishing descriptions for SCRs

GENERAL RULES

Descriptions shall be written in English with all spelling in accordance with Webster's Dictionary

Descriptions must be accurate and avoid ambiguity; a longer, more explicit description is more acceptable than a shorter, incomplete and obscure description

When reviewing or making a new description either for mixtures or composite goods, goods should be classified by the material or component which gives them their essential character

Abbreviations Abbreviations such as N.E.S. (Not Elsewhere Specified), VIZ, IE, EG, ETC, and abbreviated words such as TV-SETS shall not be used

Brand and Company Names Brand and company names shall not be used within a description unless considered to be the generic name of the item

Carrier References Carrier names shall not be used in a description; the rate alone shall be annotated

Geographical References Geographical points of origin of an item shall not be used within a description

Qualifications Qualifications of opposite meaning shall not be used to indicate that no restriction applies (a description with no qualification indicates that no restriction applies)

Example: MANICURE CASES, FITTED OR UNFITTED shall read MANICURE CASES

PUNCTUATION

The following punctuation shall be used throughout descriptions and shall be defined as follows

"," means "and" "or"

"/" means "and" "plus"

"or" means "or"

"-" means hyphenation (joining 2 words together)
Example: semi-precious

"- .. -" means general qualification applying to all previous items in the description
Example: MEAT, VEGETABLES – FRESH –

"(..)" means specific qualification applying to the item immediately preceding it in the description
Example 1: FOODSTUFFS (EXCLUDING STRAWBERRIES), SPICES, BEVERAGES
2: PHOTOCOPYING MACHINES (INCLUDING ACCESSORIES, SUPPLIES)

A full stop "." shall not be used in descriptions

"-" meaning a hyphenation to split one word at the end of a line shall not be used in descriptions

PRESENTATION

1. Each description shall begin on a new line
2. Where several items are contained in a description, and these items are split into "groupings", show these groupings under Sections A:, B:, C:. Each section shall begin on a new line

Example: MACHINES FOR
A: PROCESSING METAL, TEXTILES, PLASTIC
B: ABRADING, GRINDING, CUTTING, POLISHING

(Note: this method of presentation does not exclude the possibility of amalgamating items from each section)

3. Where 'Accessories' and 'Supplies' are to be included, these should follow the item(s) concerned

Example 1: PHOTOCOPYING MACHINES (INCLUDING ACCESSORIES, SUPPLIES)
2: RADIOS, TELEVISIONS, RECORD PLAYERS, TAPE RECORDERS, LOUDSPEAKERS,
AMPLIFIERS – INCLUDING ACCESSORIES –

4. Where exceptions to a description apply, these should be listed under the word "EXCLUDING"

If the "EXCLUDING" pertains to only one item, this shall follow the item in parenthesis

Example: ELECTRIC EQUIPMENT (EXCLUDING MACHINERY)

If the "EXCLUDING" pertains to several items within the description, the "EXCLUDING" shall follow these items

Example: ELECTRIC EQUIPMENT, ELECTRIC MACHINES – EXCLUDING STEAMSHIP MACHINERY PARTS –
TOOLS, AIRCRAFT PARTS

If the "EXCLUDING" pertains to all items within the description, the "EXCLUDING" shall be shown on a new line and the exclusions on the next line

Example: ELECTRIC APPLIANCES, ELECTRIC MACHINERY
EXCLUDING
STEAMSHIP MACHINERY PARTS, MOTORSHIP MACHINERY PARTS

Where 2 items are exactly the same except for part of the "EXCLUDINGS" the additional excluded items should be stated at the front of the "EXCLUDING" list

Example: Items 3025 and 3027 shall read:
3025: METAL WARES (EXCLUDING GOLD, PLATINUM, PLATINUM MATERIALS)
3027: METAL WARES (EXCLUDING SILVER, GOLD, PLATINUM, PLATINUM MATERIALS)

PARTS/ACCESSORIES/SUPPLIES

1. Definitions

'Parts' are such objects which are essential to the normal use of the main article or are an integral component thereof; provided that this shall not include 'Supplies' as defined below

'Accessories' are such additional objects which are not essential to the normal use of the main article or are not an integral component thereof, but which are intended for use with the main article

'Supplies' are materials used with the main article, but other than 'parts'

2. a. 'Parts' are included in commodity descriptions unless specifically excluded
b. 'Accessories' and 'Supplies' are excluded from commodity descriptions unless specifically included
3. Where a description only refers to 'Parts' of an item, 'Parts' shall remain in the description (see definition above)

Example: PARTS FOR THE MANUFACTURE OF TELECOMMUNICATION EQUIPMENT
Example: TELEVISION TUNERS ~~AND PARTS THEREOF~~

STANDARD WORDING

Descriptions shall use the wording shown in the "YES" column below, and not the wording shown in the "NO" column

| YES | NO |
|-------------------|---------------------------|
| 'ELECTRIC' | 'ELECTRICAL' |
| 'SEMI-FINISHED' | 'PARTLY MANUFACTURED' |
| 'PRINTED MATTER' | 'PRINTED MATERIALS' |
| 'ARTIFICIAL' | 'SYNTHETIC' items |
| 'TELEVISIONS' | 'TV-SETS' |
| 'WEARING APPAREL' | 'CLOTHING', 'FOOTWEAR' |
| list all items | 'NAMELY', 'CONSISTING OF' |

DEFINITION OF VALUABLE CARGO

Reference should be made to the definition in Resolution 012 when a description includes valuable cargo

SPECIAL RATES FOR VALUABLE CARGO

| | | |
|---------------------|-----------|--------------------|
| CTC1(Mail 618)595 | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)595 | (amended) | |
| CTC3(Mail 618)595 | (amended) | Type A |
| CTC12(Mail 618)595 | (amended) | |
| CTC23(Mail 618)595 | (amended) | |
| CTC31(Mail 618)595 | (amended) | |
| CTC123(Mail 618)595 | (amended) | |

RESOLVED that,

- 1) for the carriage of 'Valuable Cargo' the rate shall be 200% of the N rate, except from France 250% of the N rate and except from Russia 300% of the N rate provided that for consignments from Russia to Canada, USA of 1000 kg or more the rate shall be 200% of the N rate
- 2) notwithstanding the foregoing, in accordance with the appropriate Resolutions, TC Members may establish SCRs for any of the items listed in Resolution 012
- 3) the minimum charge for consignments under this Resolution shall be 200%, except from France 400%, of the applicable minimum charge specified in Resolution 501; provided that it shall not be less than USD50, except from Saudi Arabia SAR190
- 4) this Resolution shall not apply
 - a) between countries in the ECAA
 - b) from Belgium, Italy, Luxembourg, Netherlands, Switzerland to Albania, Bosnia and Herzegovina, Croatia, Gibraltar, Macedonia (FYROM), Montenegro, Serbia, Turkey
 - c) from Belgium, Luxembourg to Armenia, Azerbaijan, Georgia, Morocco, Russia (in Europe), Tunisia, Ukraine
 - d) to/from Australia

NEWSPAPERS AND PERIODICALS

| | | |
|---------------------|-----------|--------------------|
| CTC1(Mail 618)596 | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)596 | (amended) | |
| CTC3(Mail 618)596 | (amended) | Type B |
| CTC12(Mail 618)596 | (amended) | |
| CTC23(Mail 618)596 | (amended) | |
| CTC31(Mail 618)596 | (amended) | |
| CTC123(Mail 618)596 | (amended) | |

RESOLVED that,

- 1) for the carriage of Braille type equipment, talking books for the blind, newspapers, periodicals, magazines, books and catalogues in consignments of 5 kg or more, not carried as mail, the rate shall be not less than 50% of the N rate, except for TC1/TC12 the rate shall not be less than 67% of the N rate
- 2) the minimum charge shall be as specified in Resolution 501
- 3) where a general cargo quantity discount rate results in a lower charge than that otherwise established by this Resolution, such lower cargo rate shall apply
- 4) the charge on LH services shall be at 100% of the applicable GCR
- 5) this Resolution shall not apply
 - a) between countries in the ECAA
 - b) from Belgium, Italy, Luxembourg, Netherlands, Switzerland to Albania, Bosnia and Herzegovina, Croatia, Gibraltar, Macedonia (FYROM), Montenegro, Serbia, Turkey
 - c) from Belgium, Luxembourg to Armenia, Azerbaijan, Georgia, Morocco, Russia (in Europe), Tunisia, Ukraine
 - d) to/from Australia
 - f) from Italy to Algeria, Morocco

CARRIAGE OF HUMAN REMAINS

CTC1(Mail 618)597 (amended) Expiry: Indefinite
 CTC3(Mail 618)597 (amended)
 CTC12(Mail 618)597 (amended) Type B
 CTC23(Mail 618)597 (amended)
 CTC31(Mail 618)597 (amended)
 CTC123(Mail 618)597 (amended)

RESOLVED that,

- 1) the rate for carriage of human remains in coffins shall be the N rate
 - 2) this Resolution shall not apply between countries in the ECAA or to/from Australia
-

**TC2
CARRIAGE OF HUMAN REMAINS**

CTC2(02)597 (amended) Expiry: Indefinite
 Type B

RESOLVED that,

- 1) the rate for carriage of human remains in the form of ashes shall be 300% of the N rate
 - 2) the rate for carriage of human remains in coffins shall be 200% of the N rate
 - 3) quantity discount shall not be applicable to either of the cargo rates provided for herein
 - 4) the minimum charge for consignments under this Resolution shall be 200% of the applicable minimum charge specified in Resolution 501; provided that it shall not be less than USD65
 - 5) this Resolution shall not apply
 - a) between countries in the ECAA
 - b) from Belgium, Italy, Luxembourg, Netherlands, Switzerland
to Albania, Bosnia and Herzegovina, Croatia, Gibraltar, Macedonia (FYROM), Montenegro Serbia, Turkey
 - c) from Belgium, Luxembourg
to Armenia, Azerbaijan, Georgia, Morocco, Russia (in Europe), Tunisia, Ukraine
-

BAGGAGE SHIPPED AS CARGO

| | | |
|---------------------|-----------|--------------------|
| CTC1(Mail 618)598 | (amended) | Expiry: Indefinite |
| CTC2(Mail 618)598 | (amended) | |
| CTC3(Mail 618)598 | (amended) | |
| CTC12(Mail 618)598 | (amended) | Type B |
| CTC23(Mail 618)598 | (amended) | |
| CTC31(Mail 618)598 | (amended) | |
| CTC123(Mail 618)598 | (amended) | |

RESOLVED that,

- 1) for transportation of baggage shipped as cargo, the following rules shall apply
 - a) unaccompanied baggage of a passenger may be accepted as cargo, for conveyance between the same points (airports only) for which the passenger holds a ticket; or an electronic ticket/receipt ('e-ticket'); provided the baggage is delivered not later than the date of the passenger's departure
 - b) the rate to be charged shall be not less than the applicable general cargo rate, except
 - i) from Malaysia,
 - ii) from South West Pacific (except from Papua New Guinea and from New Zealand to Niue, Samoa, Tonga),
 the rate to be charged shall be not less than 50% of the N rate, subject to the applicable minimum charge as specified in Resolution 501
 - iii) from Papua New Guinea,
 - iv) from Croatia,
 the rate to be charged shall be not less than 75% of the N rate, subject to the applicable minimum charge as specified in Resolution 501
 - c) the passenger using this facility must make a declaration of the contents of the baggage, complete all documents required for dispatch and customs and be responsible for all additional charges for collection, delivery and customs. The baggage shall be cleared through customs by the passenger personally or by his agent
 - d) the numbers of the tickets and the flight/line numbers of the services on which the passenger is travelling shall be endorsed on the Air Waybill
 - e) it shall be within the discretion of the carrier on which flight the baggage is carried
 - f) such rate shall not be combined with any GCR or SCR to result in a combination which is less than the applicable specified or constructed cargo rates

BAGGAGE SHIPPED AS CARGO (cont'd)

- 2) this Resolution shall not apply
 - a) between countries in the ECAA
 - b) to/from Australia
 - c) within Europe
-

| MEETING DESCRIPTION | LOCATION | DATE | MEETING NUMBERS | | | | | | |
|--------------------------|-----------|---------------------|-----------------|----------|----------|-----------|-----------|-----------|------------|
| | | | CTC 1 | CTC 2 | CTC 3 | CTC 12 | CTC 23 | CTC 31 | CTC 123 |
| Composite, Fuel Three | Cannes | 1979, 2-6 Oct | 01 | 01 | 01 | 01 | 01 | 01 | 01 |
| TC23/TC123 | Geneva | 1979, 19-23 Nov | | | | | 02 | | 02 |
| Special Composite | Geneva | 1980, 10-12 Jan | 02 | 02 | 02 | 02 | 03 | 02 | 03 |
| Composite, Fuel Four | Geneva | 1980, 15-22 Jan | 03 | 03 | 03 | 03 | 04 | 03 | 04 |
| TC12 Mid & Sth. Atlantic | Pasadena | 1980, 7-8 Mar | | | | 04 | | | |
| Composite, Currency | Geneva | 1980, 24-29 Mar | 04 | 04 | 04 | 05 | 05 | 04 | 05 |
| Composite | Geneva | 1980, 19 May-14 Jun | 05 | 05 | 05 | 06 | 06 | 05 | 06 |
| Composite, Commission | Geneva | 1980, 23-26 Jun | 06 | 06 | 06 | 07 | 07 | 06 | 07 |
| Composite, Fuel Six | Geneva | 1980, 21-26 Jul | 07 | 07 | 07 | 08 | 08 | 07 | 08 |
| TC12 South Atlantic | Montreux | 1980, 6-11 Oct | | | | 09 | | | |
| TC2 Europe | Geneva | 1980, 3-11 Nov | | 08 | | | | | |
| TC23/TC123 Europe-J/K | Geneva | 1980, 4-6 Nov | | | | | 09 | | 09 |
| Composite, Currency | Geneva | 1980, 12-21 Nov | 08 | 09 | 08 | 10 | 10 | 08 | 10 |
| TC12 USA-Europe | Geneva | 1981, 6-16 Jan | | | | 11 | | | |
| Composite, Fuel Seven | Geneva | 1981, 2-9 Feb | 09 | 10 | 09 | 12 | 11 | 09 | 11 |
| TC12 South Atlantic | Geneva | 1981, 9 Feb | | | | 13 | | | |
| TC12 North Atlantic | Geneva | 1981, 7-15 Apr | | | | 14 | | | |
| Composite | Miami | 1981, 5-29 May | 10 | 11 | 10 | 15 | 12 | 10 | 12 |
| Comp., Yield Improvement | Geneva | 1981, 2-3 Jun | 11 | 12 | 11 | 16 | 13 | 11 | 13 |
| Composite, Reso 519 | Geneva | 1981, 21 Sep | 12 | 13 | 12 | 17 | 14 | 12 | 14 |
| TC12 USA-Europe | Geneva | 1981, 22-24 Sep | | | | 18 | | | |
| TC12 South Atlantic | Geneva | 1981, 28 Sep | | | | 19 | | | |
| TC31/TC123 S.Pac., Fuel | Vancouver | 1981, 15-16 Dec | | | | | | 13 | 15 |
| TC12 USA-Europe | Geneva | 1982, 6-14 Jan | | | | 20 | | | |
| Composite, Special | Geneva | 1982, 20 Apr | 13 | 14 | 13 | 21 | 15 | 13 | 15 |
| TC12 USA-Europe | Geneva | 1982, 21 Apr | | | | 22 | | | |
| Composite | Athens | 1982, 4-28 May | 14 | 15 | 14 | 23 | 16 | 14 | 16 |
| TC1 | Miami | 1982, 29 Jun-1 Jul | 15 | | | | | | |

| MEETING DESCRIPTION | LOCATION | DATE | MEETING NUMBERS | | | | | | |
|-------------------------|-------------|--------------------------------|-----------------|----------|----------|-----------|-----------|-----------|------------|
| | | | CTC 1 | CTC 2 | CTC 3 | CTC 12 | CTC 23 | CTC 31 | CTC 123 |
| Special Composite | Geneva | 1982, 26-27 Jul | 16 | 16 | 15 | 24 | 17 | 15 | 17 |
| TC12 Mid Atlantic | Rio | 1982, 24 Aug | | | | 25 | | | |
| TC12 USA-UK | New York | 1982, 26 Oct | | | | 26 | | | |
| TC12 USA/Canada-Europe | Geneva | 1983, 18-20 Jan | | | | 27 | | | |
| TC31/TC123 SEA-TC1 | Vancouver | 1983, 2-3 Feb | | | | | | 16 | 18 |
| TC2 Europe-W.Africa | Geneva | 1983, 18 Feb | | 17 | | | | | |
| TC12 USA-Europe | New York | 1983, 23-24 Feb | | | | 28 | | | |
| TC12 UK to USA | London | 1983, 10 Mar | | | | 29 | | | |
| TC12 South Atlantic | San Diego | 1983, 15-18 Mar | | | | 30 | | | |
| TC12 USA-UK | Los Angeles | 1983, 21 Mar | | | | 31 | | | |
| TC2 Europe-Sthrn Africa | Geneva | 1983, 11-14 Apr & 10-12 Oct | | 18 | | | | | |
| Composite | Geneva | 1983, 2-28 Apr | 17 | 19 | 16 | 32 | 18 | 17 | 19 |
| TC31/TC123 SEA-TC1 | New York | 1983, 15-16 Dec | | | | | | 18 | 20 |
| TC23/TC123 Europe-J/K | Geneva | 1984, 11-12 Jan | | | | | 19 | | 21 |
| Composite, Currency | Geneva | 1984, 16-20 Jan | 18 | 20 | 17 | 33 | 20 | 19 | 22 |
| TC23/TC123 Eur.to SEA | Geneva | 1984, 23-25 Jan | | | | | 21 | | 23 |
| TC2 Europe-Sthrn Africa | Cape Town | 1984, 5-8 Mar | | 21 | | | | | |
| Composite | Singapore | 1984, 8 May-1 Jun | 19 | 22 | 18 | 34 | 22 | 20 | 24 |
| Composite, Commission | Geneva | 1984, 5-7 Nov | | 23 | 19 | 35 | 23 | 21 | 25 |
| Composite, Currency | Geneva | 1984, 10-11 Dec | | 24 | 20 | 36 | 24 | 22 | 26 |
| TC2 Europe-East Africa | Geneva | 1985, 16-19 Jan | | 25 | | | | | |
| TC23/TC123 Eur-SEA,J/K | Geneva | 1985, 21-26 Jan | | | | | 25 | | 27 |
| Composite | Geneva | 1985, 7 May-1 Jun | 20 | 26 | 21 | 37 | 26 | 23 | 28 |
| TC12 South Atlantic | Rio | 1985, 23-25 Sep | | | | 38 | | | |
| Composite, Commission | Geneva | 1985, 7-8 Oct | 21 | 27 | 22 | 39 | 27 | 24 | 29 |
| TC23/TC123 | Montreux | 1986, 20-25 Jan | | | | | 28 | | 30 |
| TC12 North-Europe | Geneva | 1986, 18-19 Feb | | | | 40 | | | |

| MEETING DESCRIPTION | LOCATION | DATE | MEETING NUMBERS | | | | | | |
|--|-----------|---------------------|-----------------|----------|----------|-----------|-----------|-----------|------------|
| | | | CTC 1 | CTC 2 | CTC 3 | CTC 12 | CTC 23 | CTC 31 | CTC 123 |
| Composite | Singapore | 1986, 21 Apr-30 May | 22 | 28 | 23 | 41 | 29 | 25 | 31 |
| TC2 Europe-West Africa | Singapore | 1986, 22 May | | 29 | | | | | |
| TC23/TC123 Eur.to SEA | Geneva | 1986, 17-18 Nov | | | | | 30 | | 32 |
| TC23/TC123 Eur.to SEA and Japan/Korea | Geneva | 1987, 12-15 Jan | | | | | 31 | | 33 |
| TC2 Europe-Middle East and Greece to Europe | Geneva | 1987, 19-24 Jan | | 30 | | | | | |
| Composite | Geneva | 1987, 28 Apr-1 May | 23 | 31 | 24 | 42 | 32 | 26 | 34 |
| TC2 Within Europe | Geneva | 1988, 19-22 Jan | | 32 | | | | | |
| Composite | Geneva | 1988, 6 Jul-10 Aug | 24 | 33 | 25 | 43 | 33 | 27 | 35 |
| TC2 Europe-Middle East | Geneva | 1988, 10-15 Oct | | 34 | | | | | |
| TC31 N/C Pac. Japan-TC1 | Tokyo | 1988, 30 Nov-2 Dec | | | | | | 28 | 36 |
| TC12 N.Atl.-Middle East | Geneva | 1988, 6 Dec | | | | 43 | | | |
| TC12 N.Atl.-Europe | Geneva | 1988, 7-9 Dec | | | | 43 | | | |
| TC23/TC123 Europe-TC3 | Geneva | 1989, 30 Jan-4 Feb | | | | | 34 | | 37 |
| TC12 N.Atl.-Europe | Montreal | 1989, 10-18 Feb | | | | 43 | | | |
| Composite Meetings | Geneva | 1989, 25 Apr-11 Jun | 25 | 35 | 26 | 44 | 35 | 29 | 38 |
| TC3 Japan-TC3 | Tokyo | 1989, 5-7 Dec | | | 27 | | | | |
| TC2 Within Europe | Geneva | 1990, 18 Jan | | 36 | | | | | |
| TC23/TC123 Japan to Eur. and Europe to TC3 | Geneva | 1990, 30 Jan-3 Feb | | | | | 36 | | 39 |
| TC12 Canada-Europe | Montreal | 1990, 27-28 Feb | | | | 45 | | | |
| TC12 S.Atl.-Africa | Geneva | 1990, 19-21 Mar | | | | 46 | | | |
| Composite Meetings | Geneva | 1990, 24 May-28 Jun | 26 | 37 | 28 | 47 | 37 | 30 | 40 |
| Composite Fuel | Geneva | 1990, 29-31 Aug | 27 | 38 | 29 | 48 | 38 | 31 | 41 |
| TC12 S.Atl.-Europe | Geneva | 1990, 18-19 Sep | | | | 49 | | | |
| TC1 Longhaul | Geneva | 1990, 20-22 Sep | 28 | | | | | | |
| Composite Fuel | Geneva | 1990, 10-11 Oct | | | 29 | | 38 | 31 | 41 |
| Composite Fuel | Geneva | 1990, 31 Oct-2 Nov | 29 | 39 | 30 | 50 | 39 | 32 | 42 |

| MEETING DESCRIPTION | LOCATION | DATE | MEETING NUMBERS | | | | | | |
|--------------------------|-----------|-----------------------|-----------------|----------|----------|-----------|-----------|-----------|------------|
| | | | CTC 1 | CTC 2 | CTC 3 | CTC 12 | CTC 23 | CTC 31 | CTC 123 |
| TC12 Canada-Europe | Montreal | 1990, 21-23 Nov | | | | 51 | | | |
| Composite Fuel | Geneva | 1991, 07-08 Feb | 30 | 40 | 31 | 52 | 40 | 33 | 43 |
| Composite | Geneva | 1991, 13-14 Mar | 31 | 41 | 32 | 53 | 41 | 34 | 44 |
| Composite Meetings | Geneva | 1991, 15 Apr-11 May | 32 | 42 | 33 | 54 | 42 | 35 | 45 |
| TC31/TC123 SEA-USA | Montreal | 1991, 2-5 Jul | | | | | | 35 | 45 |
| TC31/TC123 SEA-Canada | Montreal | 1991, 4-5 Jul | | | | | | 36 | 46 |
| Composite | Geneva | 1992, 04-08 Feb | 33 | 43 | 34 | 55 | 43 | 37 | 47 |
| TC23 Europe-SASC | Geneva | 1992, 18-20 May | | | | | 44 | | |
| TC31 South East Asia-USA | Geneva | 1992, 18-19 May | | | | | | 38 | 48 |
| TC123 N.America-SASC | Geneva | 1992, 20-21 May | | | | | | | 49 |
| Composite | Montreal | 1992, 31 Aug-04 Sep | 34 | 44 | 35 | 56 | 45 | 39 | 50 |
| Composite | Divonne | 1993, 22 Mar | 35 | 45 | 36 | 57 | 46 | 40 | 51 |
| Composite Meetings | Geneva | 1993, 28 Apr-15 May | 36 | 46 | 37 | 58 | 47 | 41 | 52 |
| Composite | Montreal | 1993, 09-13 Aug | 37 | 47 | 38 | 59 | 48 | 42 | 53 |
| Composite | Geneva | 1994, 07-11 Feb | 38 | 48 | 39 | 60 | 49 | 43 | 54 |
| Composite, Special | Montreal | 1994, 3-4 Nov | 39 | 49 | 40 | 61 | 50 | 44 | 54 |
| Composite | Geneva | 1995, 30 Jan-8 Feb | 40 | 50 | 41 | 62 | 51 | 45 | 55 |
| TC1 | Miami | 1995, 30 May-1 Jun | 41 | | | | | | |
| Composite Meetings | Geneva | 1996, 13-18 May | 42 | 51 | 42 | 63 | 52 | 46 | 56 |
| TC2 Europe | Geneva | 1996, 10-12 Dec | | 52 | | | | | |
| Composite Fuel | Geneva | 1997, 14-16 Jan | 43 | 53 | 43 | 64 | 53 | 47 | 57 |
| Composite Meetings | Geneva | 1998, 4-8 May | 44 | 54 | 44 | 65 | 54 | 48 | 58 |
| Composite Meetings | Geneva | 2000, 15-17 May | 45 | 55 | 45 | 66 | 55 | 49 | 59 |
| Composite Meetings | The Hague | 2002, 27-31 May | 46 | 56 | 46 | 67 | 56 | 50 | 60 |
| Composite Meetings | Singapore | 2004, 12-14 May | 47 | 57 | 47 | 68 | 57 | 51 | 61 |
| Composite, Special | Geneva | 2004, 16-17 September | 48 | 58 | 48 | 69 | 58 | 52 | 62 |
| Composite, Special | Lisbon | 2005, 11-12 March | 49 | 59 | 49 | 70 | 59 | 53 | 63 |
| Composite Meetings | Shanghai | 2006, 17 February | 50 | 60 | 50 | 71 | 60 | 54 | 64 |

| MEETING DESCRIPTION | LOCATION | DATE | MEETING NUMBERS | | | | | | |
|---------------------|-------------|---------------|-----------------|----------|----------|-----------|-----------|-----------|------------|
| | | | CTC 1 | CTC 2 | CTC 3 | CTC 12 | CTC 23 | CTC 31 | CTC 123 |
| Composite Meetings | Mexico City | 2007, 9 March | 51 | 61 | 51 | 72 | 61 | 55 | 65 |
| Composite Meetings | Rome | 2008, 5 March | 52 | 62 | 52 | 73 | 62 | 56 | 66 |