

IATA Cargo Service Conference Resolutions

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RESOLUTION 600^(*) - The Consignment

CSC(19)600

Expiry: Indefinite

Type: AA

RESOLVED that, in respect of any consignment:

DEFINITION

1. As used in Conference Resolutions, the term “consignment” means one or more pieces of goods, accepted by the carrier from one shipper at one time and at one address, receipted for in one lot and moving on one air waybill or shipment record to one consignee at one destination address.

ISSUE OF AIR WAYBILL (*see also Resolutions 600a and 600b*)

2. In international carriage one individual air waybill must be issued for each consignment unless a shipment record is to be created.

3. No carrier shall execute the air waybill or carry any part of a consignment until the complete consignment has been received.

4. Notwithstanding anything above, an individual air waybill shall not be required for the transportation of newspaper consignments wholly within the area of Norway, Sweden, Denmark and/or Finland.

USE OF A SHIPMENT RECORD (*see Resolution 600f*)

5. With the consent of the shipper, a shipment record may be substituted for an air waybill (see Resolution 600h).

6. Where a shipment record has been substituted for the use of an air waybill, the shipper may request and shall receive a Receipt for the Cargo (see Resolution 600g).

7. No carrier shall create a shipment record or carry any part of a consignment until the complete consignment has been received.

TRANSFER OF TITLE OF PROPERTY

8. No Member shall execute for a shipper and/or consignee—as a service incidental to the transportation of goods—any document intended for the sole purpose of effecting transfer of title of such goods.

ACCEPTANCE OF CONSIGNMENT

9. The shipper shall be required to address legibly and durably each component part of the consignment showing the same consignee's name, address and country. These shall be the same as on the air waybill or as entered into the shipment record. Alternatively this information may be shown on one or more component parts provided that all other parts of the consignment are cross-referenced.

10. No Member shall make any additions, deletions or changes to transportation documents other than to an air carrier's air waybill or shipment record.

11. If a consignment consists in part of articles subject to the IATA Dangerous Goods Regulations, such articles must be offered separately and must be clearly indicated on the air waybill or in the shipment record in accordance with Resolution 600a.

TRACING OF CONSIGNMENTS

12. No Member shall trace or provide forwarding, delivery or other information for the consignment or any part thereof pertaining to circumstances occurring after delivery to the consignee named on the air waybill or in the shipment record, except in response to an enquiry initiated by a Government agency or in connection with a written claim for concealed loss or damage.

RELEASE OF CONSIGNMENT

13. No Member shall accept requests or instructions from a Shipper or Agent to obtain, prior to release of a consignment to the consignee, proof of payment for the goods or acceptance of a draft(s) or similar document(s).

*: * This Resolution is in the hands of all IATA Cargo Agents.

RESOLUTION 600a (*) - Air Waybill

CSC(31)600a*

Expiry: Indefinite

Type: B

RESOLVED that:

1. For international transportation of cargo, IATA Members shall use an air waybill as set forth in Attachments 'A' and 'B' or a shipment record as defined in Resolution 600f.
2. The air waybill is a document which shall be either an air waybill referred to as an "airline air waybill", with preprinted issuing carrier identification, or an air waybill referred to as a "neutral air waybill" without preprinted identification of the issuing carrier in any form and used by other than an air carrier.
3. The issuing carrier is either:
 - 3.1 in the case of an "airline air waybill", the carrier whose form is used; or
 - 3.2 in the case of a "neutral air waybill", the carrier whose name, three-digit IATA airline code number, and air waybill serial number has been printed onto the document by the issuing agent or forwarder.
4. Neutral air waybills shall not be used except when completed by a computer system.
5. Proposals to amend the air waybill may be submitted to the Secretary, Cargo Services Conference at any time. Such proposals shall be circulated to all members of the Cargo Business Processes Panel for consideration and agreement.
6. If agreed, such proposals shall be circulated to all Members by Notice of Amendment in accordance with the procedures detailed in Resolution 601.
7. Amendments agreed to Attachment 'A' need not be put into effect until the time of next printing of the air waybill but in no event later than 18 months after the declaration of effectiveness of these amendments.
8. Air waybill completion examples in The Air Cargo Tariff and Rules (TACT), published separately shall be developed by the Secretariat in accordance with the procedures in Attachment 'B' hereto and current tariff rules.

RESOLUTION 600a

Attachment 'A' - AIR WAYBILL—TECHNICAL SPECIFICATIONS

1. INTRODUCTION

1.1 The air waybill is a document which shall be either an air waybill referred to as an “airline air waybill”, with preprinted issuing carrier identification, or an air waybill referred to as a “neutral air waybill” without preprinted identification of the issuing carrier in any form and used by other than an air carrier.

2. MEASUREMENTS OF THE AIR WAYBILL

The outside measurements of the air waybill shall be between 208 mm (8.2 in) and 230 mm (9 in) in width and between 274 mm (10.8 in) and 305 mm (12 in) in length. The size of the boxes and their distances from the upper left hand paper edges shall be maintained exactly as shown in Appendix 'A'.

3. DESCRIPTION OF THE AIRLINE AIR WAYBILL SET

The airline air waybill set shall be printed as specified below:

- 3.1 the Original 3 (for Shipper) shall have the same layout, wording and shading as specified in Appendix 'B';
- 3.2 the Copy 4 (Delivery Receipt) shall have the same layout, wording and shading as specified in Appendix 'C';
- 3.3 the Original 1 (for Issuing Carrier) and Original 2 (for Consignee) shall have the same layout, wording and shading as specified in Appendix 'D';
- 3.4 all other copies shall have the same layout, wording and shading as specified in Appendix 'E';
- 3.5 the airline air waybill shall be in a set of a minimum of eight copies and shall be marked in the order shown. Colour is optional and airlines shall accept both coloured and non-coloured coded air waybills.

| Title | <u>Colour</u> |
|----------------------------------|----------------------|
| Original 3 (for Shipper) | Blue |
| Copy 8 (for Agent) | White |
| Original 1 (for Issuing Carrier) | Green |
| Original 2 (for Consignee) | Pink |
| Copy 4 (Delivery Receipt) | Yellow |
| Copy 5 (Extra Copy) | White |
| Copy 6 (Extra Copy) | White |
| Copy 7 (Extra Copy) | White |

If using colour, copies shall be either coloured paper or white paper with appropriate colour ink imprinted thereon, as referred above;

3.6 additional copies, having the same layout, wording and shading as Appendix 'E', may be included in the airline air waybill set to a maximum of five copies. These must be printed on white paper marked “Copy XX (Extra copy for Carrier)”, where XX denotes the number of the copy of the airline air waybill, and may be placed anywhere in the airline air waybill set following Original 1 (for Issuing Carrier);

3.7 notwithstanding the provisions of 3.5 and 3.6, when an air carrier uses an automated system to issue the airline air waybill:

3.7.1 the airline air waybill shall be executed in a set which includes at least the three original copies,

3.7.2 further copies of the airline air waybill may be produced by automated means at origin, en route or at destination as required,

3.7.3 upon interline transfer,

3.7.3.1 when the exchange of a shipment record is not possible, at least five copies, of which one copy is entitled "Original 2 (for Consignee)" and one copy is entitled "Copy 4 (Delivery Receipt)", shall be provided to the onward carrier,

3.7.3.2 when the exchange of a shipment record is possible, it is not required that copies of an air waybill be provided to the onward carrier. However the carriers involved must agree to adhere to the provisions of Resolution 600f.

4. DESCRIPTION OF THE NEUTRAL AIR WAYBILL SET

The neutral air waybill set shall be printed as specified below:

4.1 the Original 3 (for Shipper) shall have the same layout, wording and shading as specified in Appendix 'B';

4.2 the Copy 4 (Delivery Receipt) shall have the same layout, wording and shading as specified in Appendix 'C';

4.3 the Original 1 (for Issuing Carrier) and Original 2 (for Consignee) shall have the same layout, wording and shading as specified in Appendix 'D';

4.4 all other copies shall have the same layout, wording and shading as specified in Appendix 'E';

4.5 the neutral air waybill shall be either in a set of a minimum of eight copies in the order and marked as shown in 4.5.1; or in two sets of a minimum of four copies each in the order and marked as shown in 4.5.2. Colour is optional and airlines shall accept both coloured and non-coloured coded air waybills. If using colour, copies shall be either coloured paper or white paper with appropriate colour ink imprinted thereon, as referred to below;

4.5.1 one set of eight copies:

| Title |
|----------------------------------|
| Original 3 (for Shipper) |
| Copy 8 (for Agent) |
| Original 1 (for Issuing Carrier) |
| Original 2 (for Consignee) |
| Copy 4 (Delivery Receipt) |

4.5.2 two sets of four copies each:

First set

| Title | Colour |
|----------------------------------|---------------|
| Original 3 (for Shipper) | Blue |
| Copy 8 (for Agent) | White |
| Original 1 (for Issuing Carrier) | Green |
| Copy 7 (Extra Copy) | White |

Second set

| Title |
|----------------------------|
| Original 2 (for Consignee) |
| Copy 4 (Delivery Receipt) |
| Copy 5 (Extra Copy) |
| Copy 6 (Extra Copy) |

4.6 paper and carbon, where used, shall be of such quality that all copies are clearly legible;

4.7 fastening or stub shall:

4.7.1 hold the neutral air waybill set together so that it does not disintegrate into loose sheets of paper during normal handling, and

4.7.2 be precut and of such nature that copies can be pulled easily and that when a part is pulled, the page does not tear apart.

5. DESCRIPTION OF THE FACE OF THE AIRLINE AIR WAYBILL

5.1 In addition to the information as illustrated in Appendices 'B'–'E':

5.1.1 the air waybill number shall be placed in the upper left corner, in the upper right corner and in the lower right corner of all copies of the airline air waybill as shown in Appendix 'A';

5.1.2 the air waybill number shall consist of the issuing carrier's three-digit IATA airline code number and a serial number of eight digits including a check digit placed in the extreme right hand position;

5.1.3 the check digit shall be determined by using the unweighted Modulus 7 system;

5.1.4 the serial number shall be of the same size, similar style of type (font) and of the same boldness as the airline code number;

5.1.5 a separating hyphen placed between the airline code number and the serial number shall be used for the number shown in the upper right corner and in the lower right corner;

5.1.6 in the Shipper's Certification box, the part of the statement referring to the Dangerous Goods Regulations from the word "insofar ..." shall be printed in bold type.

5.2 In addition to the information illustrated in Appendices 'B'–'E', the following features may also be shown at carrier's option:

5.2.1 a space may be inserted in the serial number of the airline air waybill between the fourth and fifth digits;

5.2.2 carrier's insignia may be printed in the issuing carrier's name and address box;

5.2.3 the notice containing reference to the carrier's Conditions of Contract may be printed on all copies which are not originals except Copy 4 (Delivery Receipt);

5.2.4 the space in the box below the reference to the carrier's Conditions of Contract, may be used to print other related statements as may be necessary to conform to national requirements;

5.2.5 "Requested Flight/Date" box may be without title;

5.2.6 the words "Also Notify" may be printed after the title of the "Accounting Information" box (applicable for domestic transportation only);

5.2.7 the "Amount of Insurance" box and adjacent "Insurance" clause box may be shaded and without title or printing of clause;

5.2.8 a box titled "TC" (for Transaction Correction), the size of which is limited to two characters and located to the right of the "Insurance" clause box, may be provided;

5.2.9 "Handling Information" box may include the printing of not more than five subtitles. A box titled "SCI" (for Special Customs Information), with dimensions of 8 mm × 30 mm (0.3149 in × 1.1811 in), is to be inserted in the bottom right corner of this box (insertion of this box is mandatory);

5.2.10 when the air waybill is issued in the United States, the statement “These commodities, technology or software were exported from the United States in accordance with the Export Administration Regulations. Diversion contrary to USA law prohibited” may be printed in the “Handling Information” box;

5.2.11 the description of the charges/fees frequently incurred may be printed in the first two lines of the “Other Charges” box;

5.2.12 “Tax” boxes may be shaded and without title;

5.2.13 any special services provided may be printed in the shaded boxes below the “Total Other Charges Due Carrier” boxes;

5.2.14 language(s) or an annotation may be printed at the bottom of the air waybill indicating that the wording of the form is available in another language and where it may be obtained;

5.2.15 bar coded air waybill numbers, if used, shall be printed in accordance with Recommended Practice 1600t and shall be shown in at least one of the locations illustrated in Appendix ‘F’.

Note:

For air waybills produced on U.S. Letter Size paper, the lower right corner cannot apply due to space limitation;

5.2.16 the three “Optional Shipping Information” boxes may be shaded and without title. Insertion of these boxes is mandatory;

5.2.17 nothing additional may be printed and/or overprinted on the airline air waybill.

6. DESCRIPTION OF THE FACE OF THE NEUTRAL AIR WAYBILL

6.1 In addition to the information as illustrated in Appendices ‘B’–‘E’:

6.1.1 in the Shipper's Certification box, the part of the statement referring to the Dangerous Goods Regulations from the word “insofar ...” shall be printed in bold type;

6.1.2 the printer's reference shall be printed in the lower left corner of all copies of the neutral air waybill in the following sequence:

6.1.2.1 printer's name,

6.1.2.2 production reference number,

6.1.2.3 production date;

6.1.3 the content of the following neutral air waybill boxes may be printed:

6.1.3.1 issuing carrier's agent, name and city box with the issuing carrier's agent's name and city,

6.1.3.2 agent's IATA code box with the agent's IATA code number,

6.1.3.3 signature of shipper or his agent box with the agent's name.

6.2 Nothing additional may be printed and/or overprinted on the neutral air waybill.

7. DESCRIPTION OF THE REVERSE SIDE OF THE AIRLINE AND NEUTRAL AIR WAYBILL

7.1 The currently effective IATA Conditions of Contract shall be printed on a minimum of the three Original copies of the airline and neutral air waybill.

7.2 Domestic Conditions of Contract, separate from the currently effective IATA Conditions of Contract, may additionally be printed on the airline air waybill at carrier's option.

RESOLUTION 600a

Attachment 'A' Appendix 'D'

| Shipper's Name and Address | | Shipper's Account Number | | Not Negotiable | | | |
|---|------------------|------------------------------|----------------------------------|---|-----------------------------|--|---|
| | | | | Air Waybill | | | |
| | | | | Issued by | | | |
| | | | | Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity. | | | |
| Consignee's Name and Address | | Consignee's Account Number | | It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF CONTRACT ON THE REVERSE HEREOF. ALL GOODS MAY BE CARRIED BY ANY OTHER MEANS INCLUDING ROAD OR ANY OTHER CARRIER UNLESS SPECIFIC CONTRARY INSTRUCTIONS ARE GIVEN HEREON BY THE SHIPPER, AND SHIPPER AGREES THAT THE SHIPMENT MAY BE CARRIED VIA INTERMEDIATE STOPPING PLACES WHICH THE CARRIER DEEMS APPROPRIATE. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required. | | | |
| Issuing Carrier's Agent Name and City | | Accounting Information | | | | | |
| Agent's IATA Code | | Account No. | | | | | |
| Airport of Departure (Addr. of First Carrier) and Requested Routing | | | | Reference Number | | | |
| | | | | Optional Shipping Information | | | |
| To | By First Carrier | Routing and Destination | to | by | to | | |
| | | | | | | | |
| Airport of Destination | | Requested Flight/Date | | Currency | Declared Value for Carriage | | |
| | | | | CHGS Code: PPD COLL | Other PPD COLL | | |
| | | | | Amount of Insurance | Declared Value for Customs | | |
| | | | | INSURANCE - If carrier offers insurance, and such insurance is requested in accordance with the conditions thereof, indicate amount to be insured in figures in box marked "Amount of Insurance". | | | |
| Handling Information | | | | | | | |
| SCI | | | | | | | |
| No. of Pieces RCP | Gross Weight | kg lb | Rate Class Commodity Item No. | Chargeable Weight | Rate / Charge | Total | Nature and Quantity of Goods (incl. Dimensions or Volume) |
| | | | | | | | |
| Prepaid | | Weight Charge | | Collect | | Other Charges | |
| Valuation Charge | | | | | | | |
| Tax | | | | | | | |
| Total Other Charges Due Agent | | | | | | Shipper certifies that the particulars on the face hereof are correct and that insofar as any part of the consignment contains dangerous goods, such part is properly described by name and is in proper condition for carriage by air according to the applicable Dangerous Goods Regulations. | |
| Total Other Charges Due Carrier | | | | | | Signature of Shipper or his Agent | |
| Total Prepaid | | Total Collect | | | | | |
| Currency Conversion Rates | | CC Charges in Dest. Currency | | | | Executed on (date) at (place) Signature of Issuing Carrier or its Agent | |
| For Carrier's Use only at Destination | | Charges at Destination | | Total Collect Charges | | | |

RESOLUTION 600a

Attachment 'A' Appendix 'E'

| | | | | | | | |
|---|------------------|---------------------------------|----------------------------------|---|----------------|---|---|
| Shipper's Name and Address | | Shipper's Account Number | | Not Negotiable | | | |
| | | | | Air Waybill | | | |
| | | | | Issued by | | | |
| | | | | Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity. | | | |
| Consignee's Name and Address | | Consignee's Account Number | | | | | |
| | | | | | | | |
| Issuing Carrier's Agent Name and City | | | | Accounting Information | | | |
| Agent's IATA Code | | Account No. | | | | | |
| Airport of Departure (Addr. of First Carrier) and Requested Routing | | | | Reference Number | | Optional Shipping Information | |
| To | By First Carrier | Routing and Destination | to | by | to | by | |
| | | | | | | | |
| Airport of Destination | | Requested Flight/Date | | Amount of Insurance | | INSURANCE - If carrier offers insurance, and such insurance is requested in accordance with the conditions thereof, indicate amount to be insured in figures in box marked "Amount of Insurance". | |
| Handling Information | | | | | | | SCI |
| No. of Pieces RCP | Gross Weight | kg lb | Rate Class Commodity Item No. | Chargeable Weight | Rate Charge | Total | Nature and Quantity of Goods (incl. Dimensions or Volume) |
| | | | | | | | |
| Prepaid | | Weight Charge | | Collect | | Other Charges | |
| | | | | | | | |
| | | Valuation Charge | | | | | |
| | | Tax | | | | | |
| | | Total Other Charges Due Agent | | | | | |
| | | Total Other Charges Due Carrier | | | | | |
| | | Total Prepaid | | Total Collect | | | |
| | | Currency Conversion Rates | | CC Charges in Dest. Currency | | | |
| | | Charges at Destination | | Total Collect Charges | | | |
| For Carrier's Use only at Destination | | | | Executed on (date) | | at (place) Signature of Issuing Carrier or its Agent | |
| | | | | | | | |

RESOLUTION 600a

Attachment 'A' Appendix 'F/1'

| | | |
|---------------------------------------|----------------------------|--|
| Shipper's Name and Address | Shipper's Account Number |  Not Negotiable Air Waybill Issued by Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity. |
| Consignee's Name and Address | Consignee's Account Number | |
| Issuing Carrier's Agent Name and City | | Accounting Information |

| | | |
|---------------------------------------|----------------------------|--|
| Shipper's Name and Address | Shipper's Account Number | Not Negotiable Air Waybill Issued by  Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity. |
| Consignee's Name and Address | Consignee's Account Number | |
| Issuing Carrier's Agent Name and City | | Accounting Information |



| | | |
|---------------------------------------|----------------------------|--|
| Shipper's Name and Address | Shipper's Account Number | Not Negotiable Air Waybill Issued by Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity. |
| Consignee's Name and Address | Consignee's Account Number | |
| Issuing Carrier's Agent Name and City | | Accounting Information |

RESOLUTION 600a

Attachment 'A' Appendix 'F/2'

| Shipper's Name and Address | | Shipper's Account Number | | Not Negotiable | | | |
|---|------------------|------------------------------|----------------------------------|---|----------------|---|---|
| | | | | Air Waybill | | | |
| | | | | Issued by | | | |
| | | | | Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity. | | | |
| Consignee's Name and Address | | Consignee's Account Number | | It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF CONTRACT ON THE REVERSE HEREOF. ALL GOODS MAY BE CARRIED BY ANY OTHER MEANS INCLUDING ROAD OR ANY OTHER CARRIER UNLESS SPECIFIC CONTRARY INSTRUCTIONS ARE GIVEN HEREON BY THE SHIPPER, AND SHIPPER AGREES THAT THE SHIPMENT MAY BE CARRIED VIA INTERMEDIATE STOPPING PLACES WHICH THE CARRIER DEEMS APPROPRIATE. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required. | | | |
| Issuing Carrier's Agent Name and City | | | | Accounting Information | | | |
| Agent's IATA Code | | Account No. | | | | | |
| Airport of Departure (Addr. of First Carrier) and Requested Routing | | | | Reference Number | | Optional Shipping Information | |
| To | By First Carrier | Routing and Destination | to | by | to | by | Currency |
| | | | | | | | CHS WT/VAL Code PFD COLL Other PFD COLL |
| Airport of Destination | | Requested Flight/Date | | Amount of Insurance | | INSURANCE - If carrier offers insurance, and such insurance is requested in accordance with the conditions thereof, indicate amount to be insured in figures in box marked "Amount of Insurance". | |
| Handling Information | | | | | | | SCI |
| No. of Pieces RCP | Gross Weight | kg lb | Rate Class Commodity Item No. | Chargeable Weight | Rate Charge | Total | Nature and Quantity of Goods (incl. Dimensions or Volume) |
| | | | | | | | |
| Prepaid | | Weight Charge | | Collect | | Other Charges | |
| Valuation Charge | | | | | | | |
| Tax | | | | | | | |
| Total Other Charges Due Agent | | | | | | | |
| Total Other Charges Due Carrier | | | | | | | |
| Total Prepaid | | Total Collect | | | | Signature of Shipper or his Agent | |
| Currency Conversion Rates | | CC Charges in Dest. Currency | | | | | |
| Executed on (date) | | at (place) | | | | Signature of Issuing Carrier or its Agent | |
| For Carrier's Use only at Destination | | Charges at Destination | | Total Collect Charges | | | |

ORIGINAL 3 (FOR SHIPPER)

RESOLUTION 600a

Attachment 'A' Appendix 'F'

| Shipper's Name and Address | | Shipper's Account Number | | Not Negotiable Air Waybill Issued by Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity. | | | |
|---|------------------|------------------------------|----------------------------------|---|---------------|-------------------------------|---|
| Consignee's Name and Address | | Consignee's Account Number | | It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF CONTRACT ON THE REVERSE HEREOF. ALL GOODS MAY BE CARRIED BY ANY OTHER MEANS INCLUDING ROAD OR ANY OTHER CARRIER UNLESS SPECIFIC CONTRARY INSTRUCTIONS ARE GIVEN HEREON BY THE SHIPPER, AND SHIPPER AGREES THAT THE SHIPMENT MAY BE CARRIED VIA INTERMEDIATE STOPPING PLACES WHICH THE CARRIER DEEMS APPROPRIATE. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required. | | | |
| Issuing Carrier's Agent Name and City | | | | Accounting Information | | | |
| Agent's IATA Code | | Account No. | | | | | |
| Airport of Departure (Addr. of First Carrier) and Requested Routing | | | | Reference Number | | Optional Shipping Information | |
| To | By First Carrier | Routing and Destination | to | by | to | by | Currency |
| | | | | | | | OGS Code PPD WT/VAL COLL Other PPD COLL |
| Airport of Destination | | | | Requested Flight/Date | | Declared Value for Carriage | |
| | | | | Amount of Insurance | | Declared Value for Customs | |
| Handling Information | | | | INSURANCE - if carrier offers insurance, and such insurance is requested in accordance with the conditions thereof, indicate amount to be insured in figures in box marked "Amount of Insurance". | | | |
| | | | | | | | SCI |
| No. of Pieces RCP | Gross Weight | kg lb | Rate Class Commodity Item No. | Chargeable Weight | Rate / Charge | Total | Nature and Quantity of Goods (incl. Dimensions or Volume) |
| | | | | | | | |
| Prepaid | | Weight Charge | | Collect | | Other Charges | |
| Valuation Charge | | | | | | | |
| Tax | | | | | | | |
| Total Other Charges Due Agent | | | | Shipper certifies that the particulars on the face hereof are correct and that insofar as any part of the consignment contains dangerous goods, such part is properly described by name and is in proper condition for carriage by air according to the applicable Dangerous Goods Regulations. | | | |
| Total Other Charges Due Carrier | | | | | | | |
| Signature of Shipper or his Agent | | | | | | | |
| Total Prepaid | | Total Collect | | | | | |
| Currency Conversion Rates | | CC Charges in Dest. Currency | | Executed on (date) at (place) Signature of Issuing Carrier or its Agent | | | |
| For Carrier's Use only at Destination | | Charges at Destination | | Total Collect Charges | | | |

ORIGINAL 3 (FOR SHIPPER)

RESOLUTION 600a

Attachment 'B' - COMPLETION, DISTRIBUTION AND TRANSMISSION OF THE AIR WAYBILL

1. GENERAL

1.1 The air waybill is a document which shall be either an air waybill referred to as an "airline air waybill", with preprinted issuing carrier identification, or an air waybill referred to as a "neutral air waybill" without preprinted identification of the issuing carrier in any form and used by other than an air carrier.

1.2 The issuing carrier or its agent shall ensure that, upon execution of the air waybill, all necessary entries are made.

1.2.1 Any amendments (including additions) to information shown or required on the air waybill, made by any participating carrier subsequent to initial issue, must be made on all remaining copies of the air waybill and must properly identify the carrier making such amendments. Identification of the carrier must be placed as closely as possible to the item(s) amended without obliterating any other information. Such identification shall include the official IATA airline name or designator and the IATA location identifier of the airport or city to show the place where the amendments are made. Amendments to the air waybill amounts shall be in accordance with Resolution 612.

1.3 When a consignment is returned because of non-delivery, the new air waybill for the returning carriage shall have:

1.3.1 the original air waybill number inserted in the "Accounting Information" box;

1.3.2 all charges which should have been, but were not collected from the original consignee, inserted in the "Other Charges" box and the total inserted in the "Total Other Charges Due Carrier" box of the "Collect" column.

1.4 The issuing carrier shall not insert or permit insertion on the air waybill of any instruction that charges shown as to be collected from the consignee are to be collected from any person other than from the consignee; provided that this shall not prevent payment of such charges by such other person on behalf of the consignee to the collecting carrier.

1.5 In the case of a neutral air waybill, the party completing it on behalf of the issuing carrier shall first ensure that its use has been authorized by the issuing carrier.

2. COMPLETION OF THE AIR WAYBILL

The boxes on the face of the air waybill shall be completed correctly. See the IATA Air Waybill Handbook (Attachment 'B', Appendix 'C'), published separately.

The boxes shaded and with title are for carrier's use only.

The boxes shaded and without title shall not be used.

The circled numbers to the right of the titles and any bracketed numbers in the following text, correspond with the numbers in the boxes of the specimen air waybill illustrated in Appendix 'A'.

2.1 Air Waybill Number

When not preprinted, the air waybill number provided by the issuing carrier shall be inserted in the upper left corner, in the upper right corner and in the lower right corner. The air waybill number shall have dimensions sufficient to make it readable and shall consist of:

2.1.1 Airline Code Number ①

The issuing carrier's three-digit IATA airline code number shall be inserted.

2.1.2 Separating Hyphen

A hyphen shall be inserted between boxes 1A and 1B, and only in the upper right and lower right corners.

2.1.3 Serial Number ①

2.1.3.1 A serial number of eight digits including a check digit placed in the extreme right position shall be inserted.

2.1.3.2 This check digit shall be determined by using the unweighted Modulus 7 system as illustrated in Appendix 'D'.

2.1.3.3 A space may be inserted in the serial number between the fourth and fifth digits.

2.1.4 Minimum Timeframe for Re-use

An air waybill number shall not be re-issued by a carrier within a 12-month timeframe.

2.2 Airport of Departure ①

The IATA three-letter code of the airport of departure (or city when the name of the airport is unknown) shall be inserted and shall correspond to information shown in 2.9.1.1.

2.3 Issuing Carrier's Name and Address ①

When not preprinted, the issuing carrier's name and head office address corresponding to the airline code number shown in 2.1.1, shall be inserted in accordance with the issuing carrier's instructions.

2.4 Reference to Originals ①

This box shall not be completed.

2.5 Reference to Conditions of Contract ①

This box shall not be completed unless used by the issuing carrier at its option.

2.6 Shipper

2.6.1 Shipper's Name and Address ②

2.6.1.1 The name, address and country (or two-letter country code) of the shipper (or IATA Cargo Intermediary when acting in its capacity as a Forwarder) shall be inserted.

2.6.1.2 One or more method of contact (telephone, telex or telefax) and number may be inserted below.

2.6.2 Shipper's Account Number ③

This box shall not be completed unless used by the

This box shall not be completed unless used by the issuing carrier at its option.

2.7 Consignee

2.7.1 Consignee's Name and Address ④

2.7.1.1 The name, address and country (or two-letter country code) of the consignee shall be inserted.

2.7.1.2 One or more method of contact (telephone, telex or telefax) and number may be inserted below.

2.7.2 Consignee's Account Number—For Carrier Use Only ⑤

This box shall not be completed unless used by the last carrier at its option.

2.8 Issuing Carrier's Agent

2.8.1 Issuing Carrier's Agent Name and City ⑥

When not preprinted, the name and location (airport or city) of the issuing carrier's IATA Cargo Agent (or IATA Cargo Intermediary when acting in its capacity as the issuing carrier's agent) shall be inserted. An IATA Cargo Intermediary when acting in its capacity as a Forwarder and its name appears in Box 2, it shall leave this box blank.

2.8.2 Agent's IATA Code ⑦

This box shall be used for accounting, identification, and/or system purposes only. When not preprinted, the IATA code of the Cargo Agent (or IATA Cargo Intermediary when acting in its capacity as the issuing carrier's agent), indicated in 2.8.1, or IATA Cargo Intermediary when acting in its capacity as a Forwarder, indicated in 2.6.1.1 shall be inserted as follows:

2.8.2.1 in non-CASS areas, the IATA seven-digit code shall be inserted;

2.8.2.2 in CASS areas, the IATA seven-digit code shall be followed by a three-digit CASS address code and a check digit. This check digit shall be determined by using the unweighted Modulus 7 system.

2.8.3 Account No. ⑧

This box shall not be completed unless used by the issuing carrier at its option.

2.9 Routing

2.9.1 Airport of Departure (Address of First Carrier) and Requested Routing ⑨

2.9.1.1 The name of the airport of departure shall be inserted as the first entry and shall correspond to information shown in 2.2.

2.9.1.2 Any requested routing shall be inserted.

2.9.2 Routing and Destination

2.9.2.1 To (by First Carrier) ⑪

The IATA three-letter code of the airport of destination or first transfer point (or city when the name of the airport is unknown because the city is served by more than one airport) may be inserted.

2.9.2.2 By First Carrier ⑪

The name of the first carrier (either full name or IATA two-character code) shall be inserted.

2.9.2.3 To (by Second Carrier) ⑪

The IATA three-letter code of the airport of destination or second transfer point (or city when the name of the airport is unknown because the city is served by more than one airport) may be inserted.

2.9.2.4 By (Second Carrier) ⑪

The IATA two-character code of the second carrier may be inserted.

2.9.2.5 To (by Third Carrier) ⑪

The IATA three-letter code of the airport of destination or third transfer point (or city when the name of the airport is unknown because the city is served by more than one airport) may be inserted.

2.9.2.6 By (Third Carrier) ⑪

The IATA two-character code of the third carrier may be inserted.

2.9.3 Airport of Destination ①

The airport of destination of the last carrier (or city when the name of the airport is unknown because the city is served by more than one airport) shall be inserted.

2.9.4 Requested Flight/Date ⑲ and ⑲

These boxes are to be completed by the carrier/agent/shipper effecting the booking.

2.10 Accounting Information ①

Only accounting information required by the participating carriers may be inserted such as:

2.10.1 payment by cash or cheque;

2.10.2 payment by Miscellaneous Charges Order (MCO) is only acceptable for baggage shipped as cargo; the MCO number and value of the Exchange Coupon in the currency of the air waybill shall be shown followed, if necessary, by the amount deducted from the MCO coupon and, in all cases, by the passenger's ticket number and flight/date/routing used;

2.10.3 payment by Government Bill of Lading (GBL); the GBL number shall be shown;

2.10.4 consignment returned because of non-delivery; the original air waybill number shall be shown on the new air waybill for the returning carriage;

2.10.5 shipper's reference number as indicated by the shipper or his agent.

2.10.6 payment by credit card; the credit card number shall be shown.

2.10.7 the words "Also Notify" may be printed after the title of the "Accounting Information" box (applicable for domestic transportation only).

2.11 Currency ①

2.11.1 The ISO three-letter currency code of the currency applicable in the country of departure, according to the applicable rating rules, shall be inserted.

2.11.2 All amounts entered on the air waybill, other than those entered in the "Collect Charges in Destination Currency" boxes (33A) to (33D), shall be in the currency as specified in 2.11.1.

2.12 Charges Codes—For Carrier Use Only ①

When the air waybill data is transmitted by electronic means, this box shall be completed using one of the following codes:

CA — —partial collect credit—partial prepaid cash

CB — —partial collect credit—partial prepaid credit

CC — —all charges collect

CE — —partial collect credit card—partial prepaid cash

CG — —all charges collect by GBL

CH — —partial collect credit card—partial prepaid credit

CP — —destination collect cash

CX — —destination collect credit

CZ — —all charges collect by credit card

NC — —no charge

NG — —no weight charge—other charges prepaid by GBL

NP — —no weight charge—other charges prepaid cash

NT — —no weight charge—other charges collect

NX — —no weight charge—other charges prepaid credit

NZ — —no weight charge—other charges prepaid by credit card

PC — —partial prepaid cash—partial collect cash

PD — —partial prepaid credit—partial collect cash

PE — —partial prepaid credit card—partial collect cash

PF — —partial prepaid credit card—partial collect credit card

PG — —all charges prepaid by GBL

PH — —partial prepaid credit card—partial collect credit

PP — —all charges prepaid by cash

PX — —all charges prepaid by credit

PZ — —all charges prepaid by credit card

2.13 Charges

2.13.1 Weight/Valuation Charges ¹⁴ and ¹⁴

2.13.1.1 The shipper or agent shall insert an “X”, as appropriate, in box (14A) or (14B).

2.13.1.2 The charges entered into boxes (24A), (25A) or (24B), (25B) must be wholly prepaid or wholly collect respectively.

2.13.2 Other Charges at Origin ¹⁵ and ¹⁵

2.13.2.1 The shipper or agent shall insert an “X”, as appropriate, in box (15A) or (15B).

2.13.2.2 Any charges entered into boxes (27A), (28A) or (27B), (28B) must be wholly prepaid or wholly collect respectively.

2.13.3 If the information indicated as required in 2.13.1 and 2.13.2 is in conflict with the information required by 2.20 and 2.21, the latter shall take precedence.

2.14 Declared Value For Carriage ¹

2.14.1 The declared value for carriage, as specified by the shipper, shall be inserted.

2.14.2 Where no value is declared, “NVD” shall be inserted.

Note:

Declared value for carriage shall not be amended after dispatch of the consignment from the airport of departure shown on the Air Waybill.

2.15 Declared Value For Customs ¹

The shipper or agent may declare and insert a customs value, which may be NCV, or leave the box blank.

2.16 Amount of Insurance ²

2.16.1 When the box is unshaded, and only when and where the issuing carrier offers such a service, the amount to be insured shall be inserted.

2.16.2 When the box is unshaded and the service is not provided by the issuing carrier or no insurance is requested by the shipper, “XXX” shall be inserted.

2.16.3 “Insurance” Clause Box ²⁰

2.17 Handling Information ²

Only clear and concise information as required by the participating carriers shall be inserted.

2.17.1 In the case of dangerous goods for which a Shipper's Declaration is required, a statement: "Dangerous Goods as per attached Shipper's Declaration" or "Dangerous Goods as per attached DGD" and where applicable the statement "Cargo Aircraft Only" or "CAO".

2.17.2 When dangerous goods are contained in a consignment with non-dangerous goods, the number of pieces of dangerous goods must be indicated either before or after the statement "Dangerous Goods as per attached Shipper's Declaration" or "Dangerous Goods as per attached DGD".

2.17.3 Other handling information using, where available, the codes and abbreviations in Cargo-IMP, may be inserted, such as:

2.17.3.1 marks and numbers which appear on the consignment and method of packing;

2.17.3.2 name, address, country or two-letter country code and one or more method of contact (telephone, telex or telefax) and number of any person to be notified of arrival of the consignment in addition to the consignee;

2.17.3.3 name of documents to accompany the air waybill, such as the "Shipper's Certification for Live Animals";

2.17.3.4 special handling instructions that may be required;

2.17.3.5 when not preprinted, and if the air waybill is issued in the United States, the statement: "These commodities, technology or software were exported from the United States in accordance with the Export Administration Regulations. Diversion contrary to USA law prohibited";

2.17.3.6 Agent Nomination

when a consignment's details, including house waybill details, must be reported to Customs and the agent has elected to undertake that reporting, the human readable statement "House Information transmitted to (country name) by:", or the coded statement "(Country ISO Code) - AGT-" shall be entered in the Handling Information box on the master air waybill and either statement shall be followed by the appropriate agent identifier as specified by that country (multiple entries may be necessary if more than one country requires information).

2.17.3.7 when a local transfer at destination is required and known the statement "Local transfer at destination to:" or "FIRMS-" shall be entered in the Handling Information box on the air waybill followed by the appropriate location identifier, e.g. FIRMS code for the United States.

2.17.3.8 Special Customs Information (SCI) ²¹

When a consignment is loaded or reloaded at an airport in a European Union country, the Customs Origin Code shall be inserted. When a consignment is not loaded or reloaded at an airport in a European Union country, then this box may be used for other customs information.

2.18 Consignment Rating Details ²² to ²²

A separate set of entries shall be made for each rated group of items, each set commencing on a new line, dangerous goods items, if any, being entered first.

Each set of entries shall be as described in **Appendix 'B'**, the detail of each box being as shown below.

2.18.1 Number of Pieces and RCP

2.18.1.1 The number of pieces for the applicable rating entry shall be inserted.

2.18.1.2 When the applicable rate or charge shown in box 22G is the result of a combination of rates or charges, the IATA three-letter code of the rate combination point (RCP) shall be inserted as an additional line entry.

2.18.2 Gross Weight ²²

2.18.2.1 The gross weight of the pieces for the applicable rating entry shall be inserted.

2.18.2.2 The tare weight of the unit load device, when applicable, shall be inserted as an additional line entry on the "X" rate class line.

2.18.3 Kg/Lb ²²

The unit of weight used (K or L) shall be inserted in the first rating line only.

2.18.4 Service Code ²²

This box shall not be completed except by the issuing carrier at its option and in accordance with Recommended Practice 1600d.

2.18.5 Rate Class ²²

One of the following codes shall be inserted as appropriate:

M — —minimum charge

N — —normal rate

Q — —quantity rate

B — —basic charge (optional use)

K — —rate per kilogram (optional use)

P — —international priority service rate

C — —specific commodity rate

R — —class rate reduction

S — —class rate surcharge

U — —unit load device basic charge or rate

E — —unit load device additional rate

X — —unit load device additional information

Y — —unit load device discount

W — —weight increase

2.18.6 Commodity Item Number ²²

This box shall be completed as follows:

2.18.6.1 when a specific commodity rate applies, the IATA item description number shall be inserted on the “C” or “U” rate class line;

2.18.6.2 when a class rate reduction applies, the percentage which is applied to the appropriate charge or rate shall be inserted on the “R” rate class line, preceded by the rate class code to which it refers, e.g. 33% reduction on the normal rate shall be expressed as N67;

2.18.6.3 when a class rate surcharge applies, the percentage which is applied to the appropriate charge or rate shall be inserted on the “S” rate class line, preceded by the rate class code to which it refers, e.g. 50% surcharge of the minimum charge shall be expressed as M150;

2.18.6.4 when a unit load device rate applies, the ULD rate class type used shall be inserted on the “X” rate class line.

2.18.7 Chargeable Weight ²²

2.18.7.1 The applicable chargeable weight, calculated according to applicable rating rules, shall be inserted.

2.18.7.2 When a unit load device rate applies:

2.18.7.2(a) where it is based on a pivot charge, the applicable pivot weight shall be inserted on the “U” rate class line;

2.18.7.2(b) where it is based on a pivot charge and an over pivot rate, the weight in excess of the pivot weight shall be inserted on the “E” rate class line;

2.18.7.2(c) where a tare weight allowance is applicable, such weight shall be inserted on the “X” rate class line;

2.18.7.2(d) where a discount applies, the weight to which it refers shall be inserted on the “Y” rate class line.

2.18.8 Rate/Charge 22

The applicable rate or charge shall be inserted as follows:

2.18.8.1 when a minimum charge applies, this charge shall be inserted on the “M” rate class line;

2.18.8.2 when a normal rate applies, the applicable rate per unit of weight shall be inserted on the “N” rate class line;

2.18.8.3 when a quantity rate applies, the applicable rate per unit of weight shall be inserted on the “Q” rate class line;

2.18.8.4 when an “Experimental Special Rate within Europe” applies:

2.18.8.4(a) the applicable basic charge shall be inserted on the “B” rate class line,

2.18.8.4(b) the applicable rate per kilogram shall be inserted on the “K” rate class line;

2.18.8.5 when an international priority service rate applies, the applicable rate per unit of weight shall be inserted on the “P” rate class line;

2.18.8.6 when a specific commodity rate applies, the applicable rate per unit of weight shall be inserted on the “C” rate class line;

2.18.8.7 when a class rate reduction applies, this rate per unit of weight or charge as applicable shall be inserted on the “R” rate class line;

2.18.8.8 when a class rate surcharge applies, this rate per unit of weight or charge as applicable shall be inserted on the “S” rate class line;

2.18.8.9 when a unit load device rate applies:

2.18.8.9(a) where it is based on a pivot charge or flat charge, such charge shall be inserted on the “U” rate class line,

2.18.8.9(b) where it is based on a rate per unit of weight, such rate shall be inserted on the “U” rate class line,

2.18.8.9(c) where it is based on a pivot charge and an over pivot rate, such over pivot rate per unit of weight shall be inserted on the “E” rate class line,

2.18.8.9(d) where it is a discount, either a flat amount or discount per unit of weight, such discount shall be inserted on the “Y” rate class line preceded by a minus symbol (-);

2.18.8.10 wherever possible, when a weight surcharge applies, this should be inserted immediately following the last rate line entry.

2.18.9 Total 22

2.18.9.1 The total charge or discount for each line entry shall be inserted on the same horizontal line.

2.18.9.2 Where it is a total discount, such discount shall be preceded by the minus symbol (-).

2.18.10 Nature and Quantity of Goods (including Dimensions or Volume) 22

This box shall be completed as follows:

2.18.10.1 the description of the goods comprising the consignment shall be inserted;

2.18.10.2 for Dangerous Goods, the entry shall be as shown in the IATA Air Waybill Handbook and in accordance with instructions published in the IATA Dangerous Goods Regulations;

2.18.10.3 for "live animals", the entry shall be as shown in the IATA Air Waybill Handbook and in accordance with instructions published in the IATA Live Animals Regulations;

2.18.10.4 for "consolidated consignments", where any air waybill has one or more associated house waybills, the entry shall show "Consolidation as per attached list";

2.18.10.5 the consignment dimensions, comprising the greatest length, greatest width, greatest height, unit of measurement and number of pieces:

2.18.10.5(a) if a consignment is consolidated as one movable part, then only the dimensions of the overall consolidated consignment are required,

2.18.10.5(b) dimensions are not required for cargo tendered intact in authentic pre-built aircraft containers or pallets,

2.18.10.5(c) if the dimensions are not available and/or cannot be included on the air waybill at the time of completion, then total volume of the consignment shall be inserted,

2.18.10.5(d) if the dimensions and total volume are not available and cannot be included on the air waybill at the time of completion, then this must be clearly indicated by inserting the words "No Dimensions Available";

2.18.10.6 when a unit load device is used, its identification code shall be inserted on the "X" rate class line;

2.18.10.7 where the number of pieces indicated in box 22A is different from the actual number of pieces, the actual number of pieces within or on each loaded piece (e.g. ULD or skid) shall be shown as "... SLAC", (shipper's load and count). This SLAC should be recorded on a blank line. The corresponding ULD identification designation shall be recorded on the line below when a unit load device is used;

2.18.10.8 in addition to the description of the goods, the shipper or his agent may enter the appropriate harmonized commodity description and coding system number; and, where applicable, the country of origin of the goods.

2.18.11 Total Number of Pieces ²²

Where there is more than one numeric entry in box 22A, the total number of pieces shall be inserted.

2.18.12 Total Gross Weight ²²

Where there is more than one entry in box 22B, the total gross weight shall be inserted.

2.18.13 Total ²²

Where there is more than one entry in box 22H, the sum shall be inserted.

2.19 Other Charges ²

2.19.1 Other charges incurred at origin shall be inserted at the time of air waybill issuance as either wholly prepaid or wholly collect.

2.19.2 Other charges incurred en route or at destination may also be inserted at the time of air waybill issuance as either wholly prepaid or wholly collect.

2.19.3 Other charges shown as collect shall be treated as disbursements under the provisions of Resolution 614.

2.19.4 Other charges incurred en route or at destination and not shown in box (23) shall be collect only and treated in accordance with 2.25.3.

2.19.5 Descriptions and amounts of other charges except taxes shown in Boxes 26A and 26B shall be inserted.

2.19.6 When the air waybill data is transmitted by electronic means, the other charges codes shown in Appendix 'C' shall be used. (Also refer to Recommended Practice 1682.)

2.19.7 When the air waybill data is not transmitted by electronic means, it is recommended that the above procedure is used. If not, the plain language description shall clearly indicate to whom the charge accrues, i.e. due carrier or due agent.

2.19.8 The sum of the various other charges shown in box (23) shall be entered in boxes (27A), (27B), (28A) or (28B).

2.19.9 When a consignment is returned because of non-delivery, the new air waybill for the returning carriage shall have all charges, which should have been but were not collected from the original consignee, inserted in this box.

2.19.10 The same charge code with the same entitlement code can only be shown once on the Air Waybill.

2.20 Prepaid

2.20.1 Prepaid Weight Charge ²⁴

2.20.1.1 The weight/volume charge for air carriage shall be inserted and shall correspond to the total shown in 2.18.9.1 or 2.18.13.

2.20.1.2 The weight/volume charge, the valuation charge and tax shall be inserted as either wholly prepaid or wholly collect.

2.20.2 Prepaid Valuation Charge ²⁵

2.20.2.1 The valuation charge, if applicable, shall be inserted. The assessment of a valuation charge is dependent on the value declared for carriage as per 2.14 and the applicable rating rules.

2.20.2.2 The weight/volume charge, the valuation charge and tax shall be inserted as either wholly prepaid or wholly collect.

2.20.3 Prepaid Tax ²⁶

2.20.3.1 Any applicable tax shall be inserted.

2.20.3.2 The weight/volume charge, the valuation charge and tax shall be inserted as either wholly prepaid or wholly collect.

2.20.3.3 The details of the tax shall not be entered in box (23).

2.20.4 Total Other Prepaid Charges

The total "Other Charges" prepaid must be the aggregate of the prepaid charges shown in the "Other Charges" box (23).

2.20.4.1 Due Agent ²⁷

This box shall not be used unless agreed locally.

2.20.4.2 Due Carrier ²⁸

The total of prepaid other charges due to carrier specified in 2.19 shall be inserted.

2.20.5 Untitled Box ²⁹

This box shall not be completed unless used by the issuing carrier at its option.

2.20.6 Total Prepaid ³⁰

The total of all the prepaid charges, i.e. weight/volume charge, valuation charge, other prepaid charges due carrier and, if applicable, tax and other charges due agent, shall be inserted.

2.21 Collect

2.21.1 Collect Weight Charge ²⁴

2.21.1.1 The weight/volume charge for air carriage shall be inserted and shall correspond to the total shown in 2.18.9.1 or 2.18.13.

2.21.1.2 The weight/volume charge, the valuation charge and tax shall be inserted as either wholly prepaid or wholly collect.

2.21.2 Collect Valuation Charge ²⁵

2.21.2.1 The valuation charge, if applicable, shall be inserted. The assessment of a valuation charge is dependent on the value declared for carriage as per 2.14 and the applicable rating rules.

2.21.2.2 The weight/volume charge, the valuation charge and tax shall be inserted as either wholly prepaid or wholly collect.

2.21.3 Collect Tax ²⁶

2.21.3.1 When this box is unshaded, any applicable tax shall be inserted.

2.21.3.2 The weight/volume charge, the valuation charge and tax shall be inserted as either wholly prepaid or wholly collect.

2.21.3.3 The details of the tax shall not be entered in box (23).

2.21.4 Total Other Collect Charges

The total "Other Charges" collect must be the aggregate of the collect charges shown in the "Other Charges" box (23).

2.21.4.1 Due Agent ²⁷

The total disbursements due to agent, specified in 2.19, shall be inserted.

2.21.4.2 Due Carrier ²⁸

The total disbursements due to carrier, specified in 2.19, shall be inserted.

2.21.5 Untitled Box ²⁹

This box shall not be completed unless used by the issuing carrier at its option.

2.21.6 Total Collect ³⁰

The total of all the collect charges, i.e. weight/volume charge, valuation charge, other collect charges due carrier and agent and, if applicable, tax, shall be inserted.

2.22 Shipper's Certification Box ³¹

When not preprinted, the signature of the shipper or his agent (printed, signed or stamped) shall be inserted.

2.23 Carrier's Execution Box

2.23.1 Executed on (Date) ³²

The date of execution of the air waybill shall be inserted in the sequence of day, month and year. The month shall be expressed alphabetically, either abbreviated or in full.

2.23.2 At (Place) ³²

The name of the place of execution (airport or city) of the air waybill shall be inserted.

2.23.3 Signature of Issuing Carrier or its Agent ³²

The signature of the issuing carrier or its agent shall be inserted.

2.24 For Carrier's Use Only at Destination

This box shall not be completed.

2.25 Collect Charges in Destination Currency—For Carrier Use Only 33 to 33

The last carrier may complete the Original 2 (for Consignee) as follows:

2.25.1 Currency Conversion Rate 33

The destination currency code followed by the conversion rate shall be inserted.

2.25.2 Collect Charges in Destination Currency 33

The amount shown in the "Total Collect" box (30B) shall be inserted after conversion to the destination currency at the currency conversion rate shown in box (33A).

2.25.3 Charges at Destination 33

Charges levied at destination accruing to the last carrier shall be inserted in destination currency.

2.25.4 Total Collect Charges 33

The sum of boxes (33B) and (33C) shall be inserted.

2.26 Optional Shipping Information 34 to 34

The shipper or its Agent may enter the appropriate optional shipping information as agreed upon with the issuing carrier. Shading of these boxes will indicate non-use.

2.26.1 Reference Number 34

When this box is unshaded, a reference number may be inserted as per shipper/agent/issuing carrier agreement.

2.26.2 Untitled Box 34

This box shall not be completed unless used by the issuing carrier at its option.

2.26.3 Untitled Box 34

This box shall not be completed unless used by the issuing carrier at its option.

2.27 Bar Coded Air Waybill Number 9

These areas shall not be completed unless used to include a bar coded air waybill number in accordance with Recommended Practice 1600t.

2.28 Neutral Air Waybill

Any alteration to the airline code number, air waybill serial number, airline name or head office address shall automatically render such neutral air waybill null and void.

3. DISTRIBUTION OF THE AIR WAYBILL

The various copies of the air waybill shall be distributed as follows:

3.1 Original 3 (for Shipper) to be given to the shipper and to serve as:

3.1.1 proof of receipt of the goods for shipment,

3.1.2 documentary evidence of carrier's and shipper's signature to the contract of carriage;

3.2 Copy 8 (for Agent) to be retained by the agent or the carrier executing the air waybill;

3.3 Original 1 (for Issuing Carrier) to be retained by the carrier issuing the air waybill for accounting purposes and to serve as documentary evidence of carrier's and shipper's signature to the contract of carriage;

3.4 Original 2 (for Consignee) to accompany consignment to final destination and to be tendered to the consignee on delivery;

3.5 Copy 4 (Delivery Receipt) to be available at final destination and to be signed by consignee, and to be retained by last carrier as:

3.5.1 receipt of delivery of consignment,

3.5.2 evidence of carrier's completion of contract of carriage;

3.6 Copies 5, 6 and 7 (Extra Copies) to be available for carriers use only.

4. TRANSMISSION OF THE AIR WAYBILL

In case of transmission of the content of the air waybill boxes via electronic means, either the "FWB" message, as described in the IATA/A4A Cargo Interchange Message Procedures (Cargo-IMP) Manual (Resolution 670, Attachment 'A'), or the IFTMIN message, as described in the IATA Cargo-FACT Message Manual (Cargo-FACT) (Recommended Practice 1672, Attachment 'A'), may be used.

In the event that some or all of the content found in boxes 1E, 20A and 31 of the air waybill cannot be transmitted via Cargo-IMP or Cargo-FACT messaging due to technical limitations, any other means to transmit such content may be used including, but not limited to, within or accompanying the text of an EDI Agreement.

Where such data is transmitted by an Agent, this shall be in accordance with Resolution 833, Paragraph 2.4, of the Cargo Agency Conference.

4.1 Responsibility for Particulars

The shipper is responsible for the correctness of the data relating to the cargo inserted by the shipper or on the shipper's behalf on the air waybill or furnished by the shipper or on the shipper's behalf to the carrier for insertion in the shipment record.

4.1.1 Where such information is provided by means of Electronic Data Interchange, it is the responsibility of the shipper or the shipper's agent to verify contents, accuracy and completeness of the EDI messages and subsequent messages according to the agreed standards and specifications.

4.1.2 The shipper or the shipper's agent shall indemnify the carrier against all damage suffered by it, or by any other person to whom the carrier is liable, by reason of the irregularity, incorrectness or incompleteness of the particulars and statements furnished by the shipper or on the shipper's behalf.

RESOLUTION 600a

Attachment 'B' Appendix 'A'

| | | | |
|---|---|---|--|
| 1A Shipper's Name and Address 2 | 1B Shipper's Account Number 3 | 99 Not Negotiable 99 Air Waybill Issued by 99 | 1A 1B 1C 1D Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity. |
| 99 4 Consignee's Name and Address | 5 Consignee's Account Number | It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF CONTRACT ON THE REVERSE HEREOF. ALL GOODS MAY BE CARRIED BY ANY OTHER MEANS INCLUDING ROAD OR ANY OTHER CARRIER UNLESS SPECIFIC CONTRARY INSTRUCTIONS ARE GIVEN HEREOF BY THE SHIPPER, AND SHIPPER AGREES THAT THE SHIPMENT MAY BE CARRIED VIA INTERMEDIATE STOPPING PLACES WHICH THE CARRIER DEEMS APPROPRIATE. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required. | |
| 6 Issuing Carrier's Agent Name and City | Accounting Information 10 11C 11D 11E 11F 12 13 14A 14B 15A 15B 15C 15D 15E 16 17 18 19A 19B 20 20A 21 21A SCI | | |
| 7 Agent's IATA Code | 8 Account No. | 9 Airport of Departure (Addr. of First Carrier) and Requested Routing | Reference Number Optional Shipping Information |
| 11A To | 11B By First Carrier | Routing and Destination to by to by | Currency GROSS WT/VOL Code PRO COL Code PRO COL Other Code PRO COL Code PRO COL Declared Value for Carriage Declared Value for Customs |
| 18 Airport of Destination | | Requested Flight/Date | Amount of Insurance INSURANCE - If carrier offers insurance, and such insurance is requested in accordance with the conditions thereof, indicate amount to be insured in figures in box marked "Amount of Insurance". |
| Handling Information 21 19A 19B 20 20A 21A SCI | | | |
| 22A No. of Pieces RCP | 22B Gross Weight lb 22C 22D 22E 22F 22G 22H 22I 22J 22K 22L 22M 22N 22O 22P 22Q 22R 22S 22T 22U 22V 22W 22X 22Y 22Z | Rate Class Commodity Item No. | Chargeable Weight Rate Charge Total Nature and Quantity of Goods (incl. Dimensions or Volume) |
| 24A Prepaid 24B Collect 25A Valuation Charge 25B Tax 26A Total Other Charges Due Agent 27A Total Other Charges Due Carrier 28A Total Prepaid 30A Currency Conversion Rates 33A For Carrier's Use only at Destination 33 | | Other Charges 23 Shipper certifies that the particulars on the face hereof are correct and that insofar as any part of the consignment contains dangerous goods, such part is properly described by name and is in proper condition for carriage by air according to the applicable Dangerous Goods Regulations. 31 Signature of Shipper or his Agent 32A 32B 32C Executed on (date) at (place) Signature of Issuing Carrier or its Agent Total Collect Charges 33D | |

ORIGINAL 3 (FOR SHIPPER)

RESOLUTION 600a

Attachment 'B' Appendix 'B'

ALTERNATIVE RATE CLASS LINE ENTRIES (see 2.18)

| No. of Pieces RCP (22A) | Gross Weight (22B) | kg lb (22C) | Rate Class (22D) | Commodity Item No. (22E) | Chargeable Weight (22F) | Rate/Charge (22G) | Total (22H) | Nature and Quantity of Goods (22I) |
|---|--------------------|-------------|------------------|--|----------------------------------|--|---------------------|------------------------------------|
| No. of pieces | Gross weight | K or L | M | — | Chargeable weight | Minimum charge | Box 22G | Nature of goods |
| No. of pieces | Gross weight | K or L | N | — | Chargeable weight | Rate per unit of weight | Box 22Fx Box 22G | Nature of goods |
| No. of pieces | Gross weight | K or L | Q | — | Chargeable weight | Rate per unit of weight | Box 22Fx Box 22G | Nature of goods |
| No. of pieces | Gross weight | K | B | — | Chargeable weight | Basic charge | Box 22G | Nature of goods |
| — | — | — | K | — | Chargeable weight | Rate per kilogram | Box 22Fx Box 22G | Nature of goods |
| No. of pieces | Gross weight | K or L | C | Commodity item number | Chargeable weight | Rate per unit of weight | Box 22Fx Box 22G | Nature of goods |
| No. of pieces | Gross weight | K or L | R | Applicable rate class code followed by reduced percentage applicable to charge | Chargeable weight | Reduced charge | Box 22G | Nature of goods |
| No. of pieces | Gross weight | K or L | R | Applicable rate class code followed by reduced percentage applicable to rate | Chargeable weight | Reduced rate per unit of weight | Box 22Fx Box 22G | Nature of goods |
| No. of pieces | Gross weight | K or L | S | Applicable rate class code followed by increased percentage applicable to charge | Chargeable weight | Surcharged charge | Box 22G | Nature of goods |
| No. of pieces | Gross weight | K or L | S | Applicable rate class code followed by increased percentage applicable to rate | Chargeable weight | Surcharged rate per unit of weight | Box 22Fx Box 22G | Nature of goods |
| No. of pieces | Gross weight | K or L | U | Commodity item number | Chargeable weight | Rate per unit of weight | Box 22Fx Box 22G | Nature of goods |
| No. of pieces | Gross weight | K or L | U | Commodity item number | Pivot weight | Pivot charge | Box 22G | Nature of goods |
| No. of pieces | Gross weight | K or L | U | Commodity item number | Chargeable weight | Flat charge | Box 22G | Nature of goods |
| — | — | — | E | — | Weight in excess of pivot weight | Over pivot rate per unit of weight | Box 22Fx Box 22G | Nature of goods |
| — | ULD tare weight | — | X | ULD rate class type | ULD tare weight allowance | — | — | ULD ID code |
| — | — | — | Y | — | Chargeable weight | A minus symbol followed by ULD flat discount | Box 22G | Nature of goods |
| — | — | — | Y | — | Chargeable weight | A minus symbol followed by ULD discount per unit of weight | Box 22Fx Box 22G | Nature of goods |
| — | — | K or L | W | — | Gross weight | Weight increase per unit of weight | Box 22Fx Box 22G | Nature of goods |
| Rate combination point Boxes 22B to 22I to be completed when applicable. Cannot be placed as first rating line entry. | | | | | | | | |
| 22J | 22K | — | — | — | — | — | 22L | 22I |
| Total Number of pieces | Total gross weight | — | — | — | — | — | Total charge | Nature of goods |

RESOLUTION 600a

Attachment 'B' Appendix 'C'

| CHARGE CODE | CATEGORY | DESCRIPTION |
|-------------|-------------------|--|
| AC | Live Animals | Animal container |
| AS | Unit Load Device | Assembly |
| AT | Live Animals | Attendant |
| AW | Documentation | Air waybill/shipment record preparation fee |
| BF | Administration | Copies of documents |
| BI | Administration | Import/export documents processing |
| BM | Administration | Withdrawal of shipment after acceptance by carrier |
| BR | Administration | Bank hold fee for bank release |
| CA | Customs | Bonding |
| CB | Customs | Completion/preparation of documents |
| CC | Customs | Manual data entry for customs purposes |
| CD | Customs | Customs/regulatory handling at destination |
| CF | Customs | Inventory and/or inspection for customs purposes |
| CG | Customs | Electronic processing or transmission of data for customs purposes |
| CH | Customs | Customs/regulatory handling at origin |
| CI | Customs | Customs overtime fee and other charges |
| CJ | Customs | Removal (carrier warehouse to warehouse) |
| DB | Administration | Disbursement fee collected from consignee for advance charges |
| DC | Documentation | Certificate of Origin |
| DD | Documentation | Preparation of Cargo manifest |
| DF | Documentation | Non-standard distribution channel service fee |
| DG | Documentation | Air waybill cancellation before acceptance |
| DH | Documentation | Air waybill amendment by Cargo Charges Correction Advice |
| DI | Documentation | AWB re-waybilling |
| DJ | Documentation | Proof of delivery |
| DK | Documentation | Release order |
| DV | Documentation | Documentation for veterinary and/or phytosanitary purposes |
| EA | Handling | Express cargo |
| FA | Handling | Airport arrival |
| FB | Handling | Domestic shipments |
| FC | Administration | Charges collect fee |
| FE | Handling | General |
| FF | Handling | Loading/unloading |
| FI | Handling | Weighing |
| GA | Handling | Diplomatic consignment |
| GT | Tax | Government tax |
| HB | Human remains | Mortuary |
| HR | Human remains | Handling of human remains |
| IA | Handling | Very important cargo (VIC) |
| IN | Administration | Insurance premium |
| JA | Customs | Customs/regulatory clearance |
| KA | Heavy/Bulky cargo | Handling |

| CHARGE CODE | CATEGORY | DESCRIPTION |
|--------------------|----------------------|---|
| LA | Live animals | Live animals related services |
| LC | Live animals | Cleaning |
| LE | Live animals | Hotel |
| LF | Live animals | Quarantine |
| LG | Live animals | Veterinary physical/documentary inspection |
| LH | Live animals | Storage |
| MA | Miscellaneous | Miscellaneous—due agent (see Note 1) |
| MB | Miscellaneous | Miscellaneous—unassigned (see Note 2) |
| MC | Miscellaneous | Miscellaneous—due carrier (see Note 3) |
| MD to MN | Miscellaneous | Miscellaneous—due last carrier |
| MO to MX | Miscellaneous | Miscellaneous—due issuing carrier |
| MY | Surcharge | Fuel surcharge—due issuing carrier |
| MZ | Miscellaneous | Miscellaneous—due issuing carrier |
| NS | Surcharge | Navigation surcharge—due issuing carrier |
| PA | Perishables | Handling |
| PB | Perishables | Cool/cold room, freezer |
| PK | Packaging | Packing/repacking |
| PU | Pick-up and delivery | Pick-up service |
| RA | Dangerous goods | Dangerous goods physical/documentary inspection |
| RB | Dangerous goods | Rejection |
| RC | Administration | Referral of charge |
| RD | Dangerous goods | Radio-active room |
| SA | Pick-up and delivery | Delivery service |
| SB | Pick-up and delivery | Delivery notification |
| SC | Security | Security charge |
| SD | Pick-up and delivery | Delivery service surface charge—destination |
| SE | Pick-up and delivery | Proof of delivery |
| SF | Pick-up and delivery | Delivery Order |
| SI | Transit | Shipment stopped in transit at customer request |
| SO | Storage | Storage—origin |
| SP | Handling | Early release of shipment |
| SR | Storage | Storage—destination |
| SS | Administration | Signature service |
| ST | Taxes | State sales tax |
| SU | Pick-up and delivery | Pick-up service surface charge—origin |
| TC | Taxes | Stamp |
| TI | Taxes | Value Added Tax for import only |
| TR | Transit | Transit handling |
| TV | Taxes | Value Added Tax general or for export |
| TX | Taxes | General |
| UB | Unit Load Device | Disassembly |
| UC | Unit Load Device | Adjusting of improperly loaded Unit Load Device |
| UD | Unit Load Device | Demurrage |
| UE | Unit Load Device | Leasing |
| UF | Unit Load Device | Recontouring |
| UG | Unit Load Device | Unloading |
| UH | Unit Load Device | Handling |
| VA | Valuable cargo | Handling |
| VB | Valuable cargo | Security (armed guard/escort) handling |

| CHARGE CODE | CATEGORY | DESCRIPTION |
|-------------|--------------------|-------------------------|
| VC | Valuable cargo | Strongroom |
| WA | Vulnerable cargo | Handling |
| XB | Surcharge/premiums | Security |
| XD | Surcharge/premiums | War risk |
| ZA | Storage | Re-warehousing |
| ZB | Storage | General |
| ZC | Storage | Cool/cold room, freezer |

Note 1: MA code is used if the miscellaneous charge is due agent but cannot be further identified.

Note 2: MB code is used if the miscellaneous charge is either due agent or due carrier.

Note 3: MC code is used if the miscellaneous charge is due carrier but cannot be further identified.

To indicate whether such other charges accrue to carrier or agent, one of the following entitlement codes: A (due agent) or C (due carrier) shall be used following the above codes and preceding the amounts.

RESOLUTION 600b(*) - Air Waybill—Conditions of Contract

CSC(32)600b

Expiry: Indefinite

Type: B

RESOLVED that:

The following Conditions of Contract and Notices be included on an Air Waybill^o.

I. NOTICE APPEARING ON THE FACE OF THE AIR WAYBILL

It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF CONTRACT ON THE REVERSE HEREOF. ALL GOODS MAY BE CARRIED BY ANY OTHER MEANS INCLUDING ROAD OR ANY OTHER CARRIER UNLESS SPECIFIC CONTRARY INSTRUCTIONS ARE GIVEN HEREON BY THE SHIPPER, AND SHIPPER AGREES THAT THE SHIPMENT MAY BE CARRIED VIA INTERMEDIATE STOPPING PLACES WHICH THE CARRIER DEEMS APPROPRIATE. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required.

II. CONDITIONS OF CONTRACT ON REVERSE SIDE OF THE AIR WAYBILL

NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY

If the carriage involves an ultimate destination or stop in a country other than the country of departure, the Montreal Convention or the Warsaw Convention may be applicable to the liability of the Carrier in respect of loss of, damage or delay to cargo. Carrier's limitation of liability in accordance with those Conventions shall be as set forth in subparagraph 4 unless a higher value is declared.

CONDITIONS OF CONTRACT

1. In this contract and the Notices appearing hereon:

CARRIER includes the air carrier issuing this air waybill and all carriers that carry or undertake to carry the cargo or perform any other services related to such carriage.

SPECIAL DRAWING RIGHT (SDR) is a Special Drawing Right as defined by the International Monetary Fund.

WARSAW CONVENTION means whichever of the following instruments is applicable to the contract of carriage:

the Convention for the Unification of Certain Rules Relating to International Carriage by Air, signed at Warsaw, 12 October 1929;

that Convention as amended at The Hague on 28 September 1955;

that Convention as amended at The Hague 1955 and by Montreal Protocol No. 1, 2, or 4 (1975) as the case may be.

MONTREAL CONVENTION means the Convention for the Unification of Certain Rules for International Carriage by Air, done at Montreal on 28 May 1999.

2./2.1 Carriage is subject to the rules relating to liability established by the Warsaw Convention or the Montreal Convention unless such carriage is not "international carriage" as defined by the applicable Conventions.

2.2 To the extent not in conflict with the foregoing, carriage and other related services performed by each Carrier are subject to:

2.2.1 applicable laws and government regulations;

2.2.2 provisions contained in the air waybill, Carrier's conditions of carriage and related rules, regulations, and timetables (but not the times of departure and arrival stated therein) and applicable tariffs of such Carrier, which are made part hereof, and which may be inspected at any airports or other cargo sales offices from which it operates regular services. When carriage is to/from the USA, the shipper and the consignee are entitled, upon request, to

receive a free copy of the Carrier's conditions of carriage. The Carrier's conditions of carriage include, but are not limited to:

2.2.2.1 limits on the Carrier's liability for loss, damage or delay of goods, including fragile or perishable goods;

2.2.2.2 claims restrictions, including time periods within which shippers or consignees must file a claim or bring an action against the Carrier for its acts or omissions, or those of its agents;

2.2.2.3 rights, if any, of the Carrier to change the terms of the contract;

2.2.2.4 rules about Carrier's right to refuse to carry;

2.2.2.5 rights of the Carrier and limitations concerning delay or failure to perform service, including schedule changes, substitution of alternate Carrier or aircraft and rerouting.

3. The agreed stopping places (which may be altered by Carrier in case of necessity) are those places, except the place of departure and place of destination, set forth on the face hereof or shown in Carrier's timetables as scheduled stopping places for the route. Carriage to be performed hereunder by several successive Carriers is regarded as a single operation.

4. For carriage to which the Montreal Convention does not apply, Carrier's liability limitation for cargo lost, damaged or delayed shall be 19 SDRs per kilogram unless a greater per kilogram monetary limit is provided in any applicable Convention or in Carrier's tariffs or general conditions of carriage.

5/5.1 Except when the Carrier has extended credit to the consignee without the written consent of the shipper, the shipper guarantees payment of all charges for the carriage due in accordance with Carrier's tariff, conditions of carriage and related regulations, applicable laws (including national laws implementing the Warsaw Convention and the Montreal Convention), government regulations, orders and requirements.

5.2 When no part of the consignment is delivered, a claim with respect to such consignment will be considered even though transportation charges thereon are unpaid.

6/6.1 For cargo accepted for carriage, the Warsaw Convention and the Montreal Convention permit shipper to increase the limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required.

6.2 In carriage to which neither the Warsaw Convention nor the Montreal Convention applies Carrier shall, in accordance with the procedures set forth in its general conditions of carriage and applicable tariffs, permit shipper to increase the limitation of liability by declaring a higher value for carriage and paying a supplemental charge if so required.

7/7.1 In cases of loss of, damage or delay to part of the cargo, the weight to be taken into account in determining Carrier's limit of liability shall be only the weight of the package or packages concerned.

7.2 Notwithstanding any other provisions, for "foreign air transportation" as defined by the U.S. Transportation Code:

7.2.1 in the case of loss of, damage or delay to a shipment, the weight to be used in determining Carrier's limit of liability shall be the weight which is used to determine the charge for carriage of such shipment; and

7.2.2 in the case of loss of, damage or delay to a part of a shipment, the shipment weight in 7.2.1 shall be prorated to the packages covered by the same air waybill whose value is affected by the loss, damage or delay. The weight applicable in the case of loss or damage to one or more articles in a package shall be the weight of the entire package.

8. Any exclusion or limitation of liability applicable to Carrier shall apply to Carrier's agents, employees, and representatives and to any person whose aircraft or equipment is used by Carrier for carriage and such person's agents, employees and representatives.

9. Carrier undertakes to complete the carriage with reasonable dispatch. Where permitted by applicable laws, tariffs and government regulations, Carrier may use alternative carriers, aircraft or modes of transport without notice but with due regard to the interests of the shipper. Carrier is authorized by the shipper to select the routing and all intermediate stopping places that it deems appropriate or to change or deviate from the routing shown on the face hereof.

10. Receipt by the person entitled to delivery of the cargo without complaint shall be prima facie evidence that the cargo has been delivered in good condition and in accordance with the contract of carriage.

10.1 In the case of loss of, damage or delay to cargo a written complaint must be made to Carrier by the person entitled to delivery. Such complaint must be made:

10.1.1 in the case of damage to the cargo, immediately after discovery of the damage and at the latest within 14 days from the date of receipt of the cargo;

10.1.2 in the case of delay, within 21 days from the date on which the cargo was placed at the disposal of the person entitled to delivery;

10.1.3 in the case of non-delivery of the cargo, within 120 days from the date of issue of the air waybill, or if an air waybill has not been issued, within 120 days from the date of receipt of the cargo for transportation by the Carrier.

10.2 Such complaint may be made to the Carrier whose air waybill was used, or to the first Carrier or to the last Carrier or to the Carrier, which performed the carriage during which the loss, damage or delay took place.

10.3 Unless a written complaint is made within the time limits specified in 10.1 no action may be brought against Carrier.

10.4 Any rights to damages against Carrier shall be extinguished unless an action is brought within two years from the date of arrival at the destination, or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped.

11. Shipper shall comply with all applicable laws and government regulations of any country to or from which the cargo may be carried, including those relating to the packing, carriage or delivery of the cargo, and shall furnish such information and attach such documents to the air waybill as may be necessary to comply with such laws and regulations. Carrier is not liable to shipper and shipper shall indemnify Carrier for loss or expense due to shipper's failure to comply with this provision.

12. No agent, employee or representative of Carrier has authority to alter, modify or waive any provisions of this contract.

*: * This Resolution is in the hands of all IATA Cargo Agents.

1: 1 In order to ensure consistency with any future changes in liability limits for loss of, damage, or delay to cargo under Article 24 of the Montreal Convention, the IATA Secretariat is authorized to conform the provisions of this Resolution 600b (and any other affected Cargo Services Conference Resolutions or Recommended Practices) to such changes without further Conference action. Conforming changes shall take effect on the date specified in written notice to Members by the IATA Secretariat which shall include a copy of the revised Resolution.

RESOLUTION 606(*) - Bar Coded Label

CBPP(08)606

Expiry: Indefinite

Type: B

RESOLVED that:

Section 1—General

1.1 For the carriage of cargo, identification label(s) in the form of a bar coded label may be used and attached to each package, adjacent to the consignee's name and address where space permits. In certain cases, more than one label may be required, such as when shipments have labels applied by different parties, e.g. shippers, forwarders, airlines, or when the amount of optional information does not fit onto the label stock in use.

1.2 For purposes of this Resolution, a bar coded label is one containing bar code(s). The label may be printed automatically on demand, or preprinted.

1.3 A bar code may be primary or secondary. A primary bar code is one which contains the master air waybill and piece number. Secondary bar codes contain other information and may also be included on the same, or separate, label(s).

1.4 Bar coded labels shall contain the following mandatory information:

1.4.1 airline name;

1.4.2 air waybill number;

1.4.3 destination;

1.4.4 primary bar code.

1.5 Bar coded labels may contain optional information; for example:

1.5.1 airline insignia;

1.5.2 transfer points;

1.5.3 piece number;

1.5.4 weight of this piece;

1.5.5 total number of pieces;

1.5.6 total weight of this shipment;

1.5.7 handling information;

1.5.8 house waybill number;

1.5.9 house waybill piece number;

1.5.10 origin;

1.5.11 total number of house waybill pieces;

1.5.12 total weight of house waybill pieces;

1.5.13 product name;

1.5.14 other information;

1.5.15 secondary bar code.

1.6 Bar coded label quality should be of a type with equal or better characteristics than commonly used in preprinted cargo labels. These specific characteristics include:

1.6.1 adhesion holding power;

1.6.2 service temperature range;

1.6.3 moisture resistance.

Section 2—Technical Specifications

2.1 The layout and minimum dimensions of bar code labels are defined in Attachments 'C' and 'D' of this Resolution.

2.2 Bar coded information shall be in accordance with Recommended Practice 1600t and as shown in Attachments 'A' and 'B' of this Resolution.

2.3 Notwithstanding the provisions of this Resolution, carriers and their customers who use the bar coded labels of different dimensions may continue to use them, provided the data encoding requirements specified in Attachments 'A' and 'B' of this Resolution are met.

Section 3—Completion

3.2.1 Airline Name ¹

The airline name.

3.2.2 Air Waybill Number ²

The airline code and air waybill number of the shipment. The serial number may be shown as two groups of four digits.

3.2.3 Destination ³

The IATA three-letter code of the airport of destination. When the airport code is unknown or the city is served by more than one airport the IATA three-letter city code may be used.

3.2.4 Primary Bar Code ⁵

The primary bar code contains all data elements described in Attachment 'A' of this Resolution. Whenever more than one bar code is printed on a label containing the primary bar code, the primary code must appear first.

3.3 When used, completion of the optional information on the labels shall be as follows:

3.3.1 Airline Insignia ¹

The airline insignia.

3.3.2 Transfer Points ⁶

The IATA three-letter code of the airport(s) of transfer. When the airport code is unknown or the city (cities) is (are) served by more than one airport the IATA three-letter city code may be used.

3.3.3 Piece Number ⁶

The air waybill piece number.

3.3.4 Weight of this Piece ⁴

The weight of the specific package to which the label is attached, together with the unit of weight (K or L).

3.3.5 Total No. of Pieces ⁴

The total number of pieces comprising the shipment.

3.3.6 Total Weight of this Shipment ⁶

The total weight of the shipment, together with the unit of weight (K or L).

3.3.7 Handling Information ⁶

Any information which pertains to the handling of the shipment.

3.3.8 HWB No. (6)

The house waybill (HWB) number.

3.3.9 HWB Piece No. (6)

The house waybill (HWB) piece number.

3.3.10 Origin (6)

The IATA three-letter code of the airport of origin. When the airport code is unknown or the city is served by more than one airport the IATA three-letter city code may be used.

3.3.11 Total No. of HWB Pieces (6)

The total number of pieces comprising the shipment being shipped under this house waybill.

3.3.12 Total Weight of HWB Pieces (6)

The total weight of pieces represented by the house waybills, together with the unit of weight (K or L).

3.3.13 Product Name (6)

The marketing name associated with the type of freight movement.

3.3.14 Other Information (6)

Information which may be added at the user's discretion.

3.3.15 Secondary Bar Code (5)

The secondary bar code(s) is printed in box 6 of Attachment 'C' of this Resolution whenever a primary bar code is included on the label; otherwise it may be printed in box 5. The secondary bar code(s) contains data elements identified in Attachment 'B' of this Resolution.

RESOLUTION 606(*)

Attachment 'A' - Primary Bar Code (Air Waybill/Piece Number Information)

A primary bar code, of sixteen continuous numeric characters, in which the encoded data shall comprise the following fields:

= the three-digit numeric airline prefix;

= the eight-digit numeric air waybill number;

= a single digit separator (shall always be zero);

= a four-digit numeric unique piece number, indicating each individual piece in a multi-piece shipment. If this field is not used, it shall comprise four zeros;

Note:

The bar code may have human readable translation of all digits in the field.

Examples:

(a)

air waybill 777-12345675, piece number 3: 7771234567500003

(b)

air waybill 777-76543213, piece number 122: 777654321300122

(c)

air waybill 777-32176546, pieces field not used: 7773217654600000

The primary bar code shall be printed on the cargo label as indicated in Attachments 'C' and 'D'. There should be no box around the bar code in order to maximise reading efficiency.

The bar code shall be printed in Code 128 with a minimum width of the narrow bar (x dimension) of 0.5 mm (0.02 in). The bar code shall be printed vertically (picket fence) with a minimum bar height of 21.6 mm (0.85 in).

The bar code includes the following top and bottom quiet zones:



Top quiet zone: M minimum 2.54 mm (0.1 in)
N



Bar code: 21.6 mm (0.85 in)

Bottom quiet zone: M minimum 6.35 mm (0.25 in)
N



The side quiet zones shall be as specified in Recommended Practice 1600t.

The optical characteristics of the bar code shall be such as to be readable:

= using a contact scanner (wand reader);

= at a distance of up to 1.80 m (6 ft) using a non-contact scanner;

= using a fixed scanner on a conveyor moving at speeds of approximately 1.80 metres per second (6 feet per second) and a depth of field ranging from 12.7 to 803 mm (½ to 32 in).

RESOLUTION 606(*)

Attachment 'B' - Secondary Bar Code

Where more than one secondary bar code is printed on a label, the bar code containing the house waybill number shall be printed as the first of these secondary bar codes.

The secondary bar codes can be variable in length, depending on the fields used. One-character field identifiers will be used as specified below. Printing characteristics of the secondary bar code, including narrow bar dimensions, quiet zones and optical characteristics, shall be the same as specified for the primary bar code. The industry standard (AIM) check digit will be the last character in the bar coded string of data.

Symbology

The secondary bar code shall be printed using CODE 128 and using the standard described in Recommended Practice 1600t.

Specifications

Field Identifier

The field identifier shall consist of a single alpha character as defined below:

| Field | Identifier | Format (Cargo-IMP Standard) |
|-------------------------------|-------------------|--|
| Destination | D | aaa |
| Total No. of Pieces | P | n[...4] |
| Transfer Points | C | aaa |
| Weight of this Piece | W | n[...7]p |
| Total Weight of this Shipment | T | n[...7]p |
| Handling Information | B | t[...38] |
| Origin | O | aaa |
| HWB No. | H | m[1...12] |
| HWB Piece No. | Y | n[...4] |
| Total No. of HWB Pieces | S | n[...4] |

| | | |
|--|---|-----------|
| Total Weight of HWB Pieces | A | n[...7]p |
| Carrier/Customer Specific Information ^(*) | Z | t(1...65) |
| Unique Piece Identifier | J | t(1...35) |

Field Delimiter

The delimiter shall be the Plus Sign (+).

Remarks: A, W and T fields to include K or L as the last character to denote kilograms or pounds.

Bar Code Format

The format shall consist of the field identifier immediately followed by the field data. The field delimiter immediately follows. This sequence is repeated until all data is encoded. The industry standard (AIM) check digit will be the last character in the bar coded string of data. As with the primary bar code, the check digit will not be printed in human-readable format. There is no continuation character. If the amount of data to be coded is too great to fit on the label in one secondary bar code, then another bar code must be used. Each bar code will contain complete information for the data fields specified by the field identifier.

Examples:

(a) HWB No.: CHZH8-1234567

(b) Destination: ABY, Number of HWB Pieces: 99.

This data will not fit onto a 4 in (102 mm) label, so two bar codes are used. The data strings are formatted as follows:

Bar Code No. 1

HCHZH81234567

Bar Code No. 2

DABY+S0099

Bar Code Examples:

Bar Code Examples:

Example Number One:



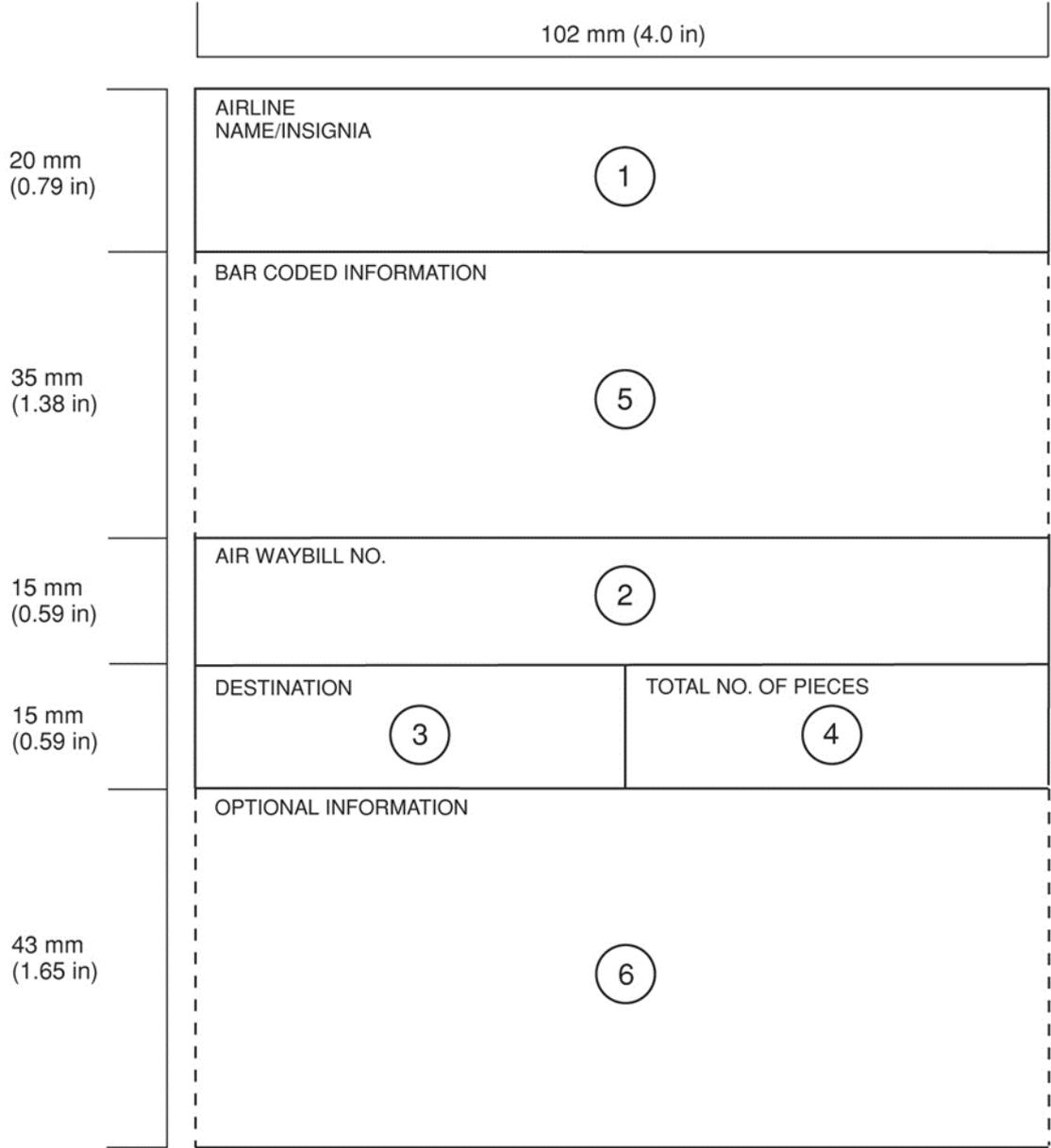
Example Number Two:



RESOLUTION 606(*)

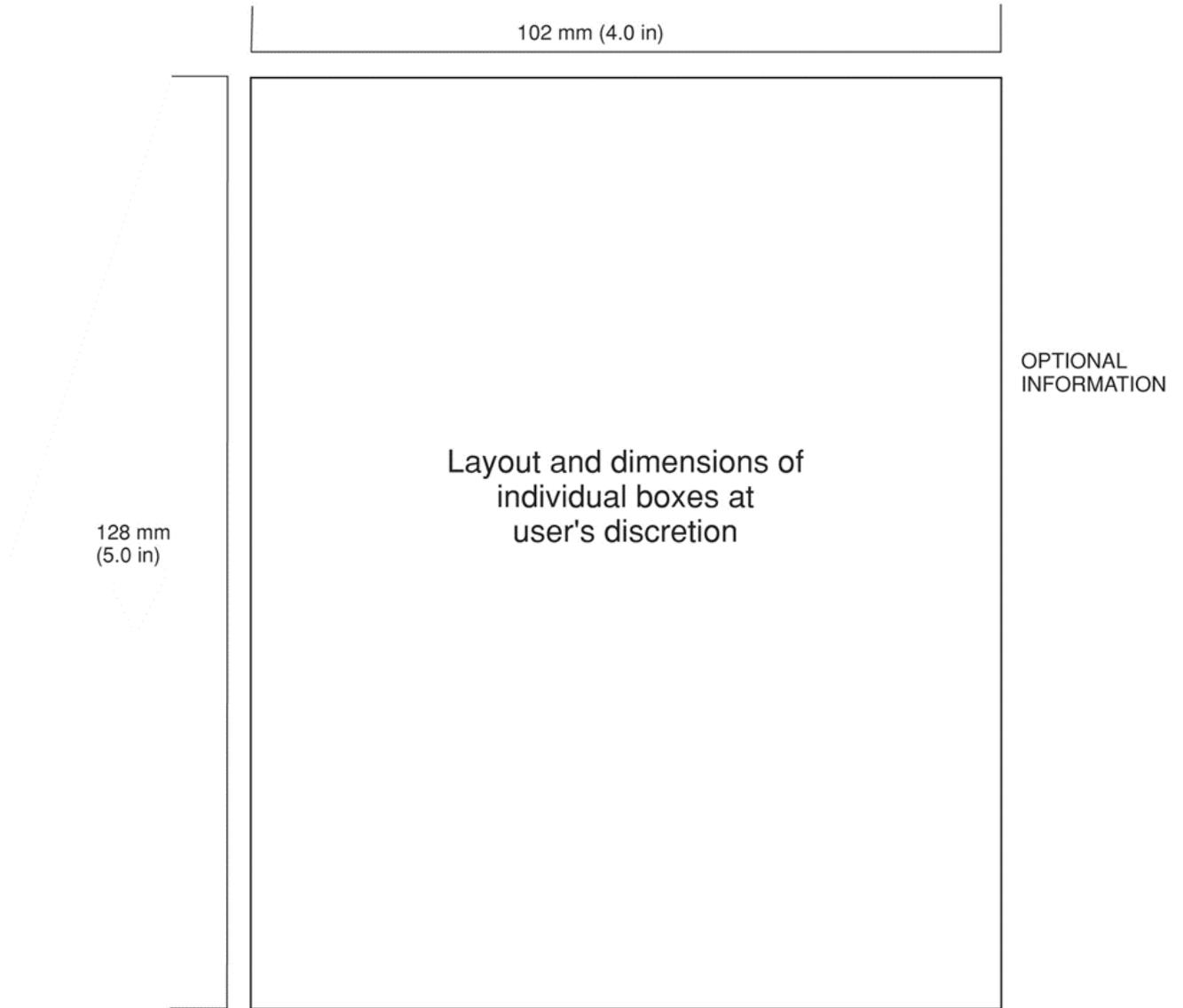
Attachment 'C'

BAR CODED LABEL



Note: Boxes containing human readable information must be titled.

BAR CODED LABEL



Note: Boxes containing human readable information must be titled.

RESOLUTION 606(*)

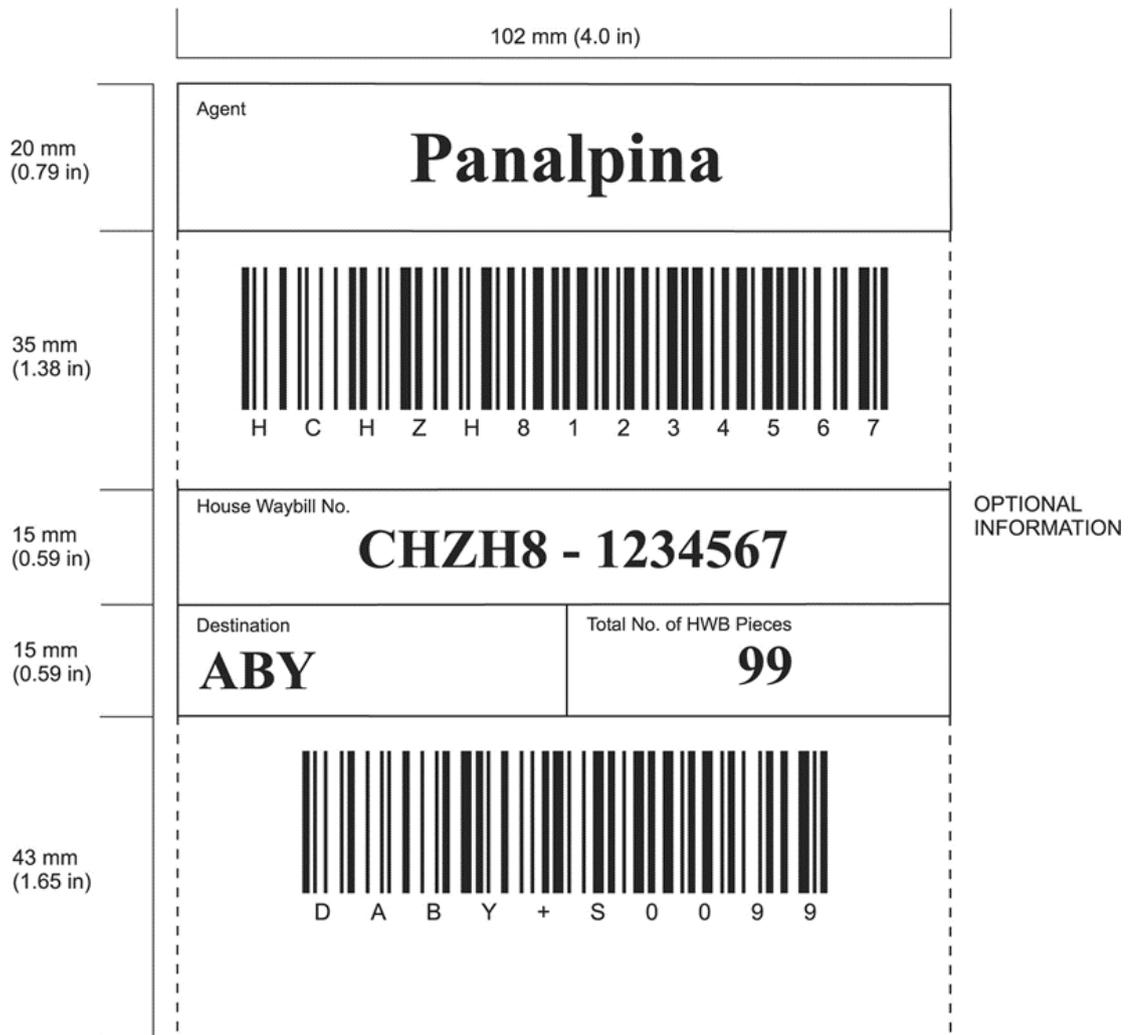
Attachment 'D'

BAR CODED LABEL



Note: Boxes containing human readable information must be titled.

BAR CODED LABEL



Note: Boxes containing human readable information must be titled.

- *: * This Resolution is in the hands of all IATA Cargo Agents.
- *: * Encoding of carrier-/customer-specific information must be the last data encoded.

RESOLUTION 606a(*) - Non-Bar Coded Label

CSC(21)606a

Expiry: Indefinite

Type: B

RESOLVED that:

Section 1—General

1.1 For the carriage of cargo, unless a bar coded label in accordance with Resolution 606 is used, identification label(s) in the form of a non-bar coded label shall be used and attached to each package, adjacent to the consignee's name and address where space permits.

In certain cases, more than one label may be required, such as when shipments have labels applied by different parties, e.g. shippers, forwarders, airlines, or when the amount of optional information does not fit onto the label stock in use. For example, a forwarder may add a label containing house waybill information, and a second label, containing air waybill information, may be subsequently added on shipment consolidation.

1.2 For the purposes of this Resolution, a non-bar coded label is one which does not contain bar codes. The label may be preprinted and completed manually, but in some cases may be printed automatically on demand.

1.3 Notwithstanding 1.1, the label need not be used for online carriage of cargo.

1.4 Labels shall contain the following mandatory information:

1.4.1 airline name;

1.4.2 air waybill number;

1.4.3 destination;

1.4.4 total number of pieces.

1.5 Labels may contain *optional* information; for example:

1.5.1 airline insignia;

1.5.2 transfer points;

1.5.3 piece number;

1.5.4 weight of this piece;

1.5.5 total weight of this shipment;

1.5.6 house waybill number;

1.5.7 house waybill piece number;

1.5.8 handling information;

1.5.9 origin;

1.5.10 total number of house waybill pieces;

1.5.11 total weight of house waybill pieces;

1.5.12 product name;

1.5.13 other information which may be added at the user's discretion.

1.6 Label quality should be of a type with equal or better characteristics than commonly used in preprinted cargo labels. These specific characteristics include:

1.6.1 adhesion holding power;

1.6.2 service temperature range;

1.6.3 moisture resistance.

Section 2—Technical Specifications

2.1 A specimen label, showing the location and labeling of the various boxes, is shown in Attachment 'A' of this Resolution.

2.2 The dimensions of the label and information entered shall be as follows:

2.2.1 the minimum dimensions of individual boxes shall be 76 mm in width and 20 mm in height;

2.2.2 where two boxes are shown horizontally alongside each other, they may be less than 76 mm but at least 38 mm in width;

2.2.3 the minimum height of the information entered in the boxes shall be 5 mm.

Section 3—Completion

3.1 The circled numbers to the right of the titles below, correspond with the numbers in the boxes of the specimen label illustrated in Attachment 'B' of this Resolution.

3.2 The completion of the *mandatory* boxes on the label shall be as shown below:

3.2.1 Airline Name ¹

The airline name.

3.2.2 Air Waybill Number ²

The air waybill number of the shipment. The serial number may be shown as two groups of four digits.

3.2.3 Destination ³

The IATA three-letter code of the airport of destination. When the airport code is unknown or the city is served by more than one airport the IATA three-letter city code may be used.

3.2.4 Total No. of Pieces ⁴

The total number of pieces comprising the consignment.

3.3 When used, completion of the optional information on the labels shall be as follows:

3.3.1 Airline Insignia ¹

The airline insignia.

3.3.2 Transfer Points ⁵

The IATA three-letter code of the airport(s) of transfer. When the airport code is unknown or the city (cities) is (are) served by more than one airport the IATA three-letter city code may be used.

3.3.3 Piece Number ⁶

The air waybill piece number.

3.3.4 Weight of this Piece ⁷

The weight of the specific package to which the label is attached, together with the unit of weight (K or L).

3.3.5 Total Weight of this Shipment ⁸

The total weight of the shipment, together with the unit of weight (K or L).

3.3.6 Handling Information ⁹

Any information which pertains to the handling of the shipment.

3.3.7 HWB No. (10)

The house waybill (HWB) number.

3.3.8 HWB Piece No. (11)

The house waybill (HWB) piece number.

3.3.9 Origin (6)

The IATA three-letter code of the airport of origin. When the airport code is unknown or the city is served by more than one airport the IATA three-letter city code may be used.

3.3.10 Total No. of HWB Pieces (13)

The total number of pieces comprising the shipment being shipped under this house waybill.

3.3.11 Total Weight of HWB Pieces (14)

The total weight of pieces represented by the house waybills, together with the unit of weight (K or L).

3.3.12 Product Name (15)

The marketing name associated with the type of freight movement.

3.3.13 Other Information (16)

Information which may be added at the user's discretion.

Attachment 'A'

NON-BAR CODED LABEL

| | |
|--|---|
| AIRLINE NAME/INSIGNIA <i>(optional)</i> | |
| AIR WAYBILL NO. | |
| DESTINATION | TOTAL NO. OF PIECES |
| TRANSFER POINTS <i>(optional)</i> | PIECE NUMBER <i>(optional)</i> |
| WEIGHT OF THIS PIECE <i>(optional)</i> | TOTAL WEIGHT OF THIS SHIPMENT <i>(optional)</i> |
| HANDLING INFORMATION <i>(optional)</i> | |
| HWB NO. <i>(optional)</i> | HWB PIECE NO. <i>(optional)</i> |
| ORIGIN <i>(optional)</i> | TOTAL NO. OF HWB PIECES <i>(optional)</i> |
| TOTAL WEIGHT OF HWB PIECES <i>(optional)</i> | PRODUCT NAME <i>(optional)</i> |
| OTHER INFORMATION | |

Note: Each box appearing on the label must be titled.

Attachment 'B'

NON-BAR CODED LABEL

| | | | |
|--|----|---|----|
| AIRLINE NAME/INSIGNIA | | (optional) | 1 |
| AIR WAYBILL NO. | | | 2 |
| DESTINATION | 3 | TOTAL NO. OF PIECES | 4 |
| TRANSFER POINTS (optional) | 5 | PIECE NUMBER (optional) | 6 |
| WEIGHT OF THIS PIECE (optional) | 7 | TOTAL WEIGHT OF THIS SHIPMENT (optional) | 8 |
| HANDLING INFORMATION | | (optional) | 9 |
| HWB NO. (optional) | 10 | HWB PIECE NO. (optional) | 11 |
| ORIGIN (optional) | 12 | TOTAL NO. OF HWB PIECES (optional) | 13 |
| TOTAL WEIGHT OF HWB PIECES (optional) | 14 | PRODUCT NAME (optional) | 15 |
| OTHER INFORMATION | | | 16 |

Note: Each box appearing on the label must be titled.

*: * This Resolution is in the hands of all IATA Cargo Agents.

RESOLUTION 607(*) - Standards for Labels and Tags for Special Shipments

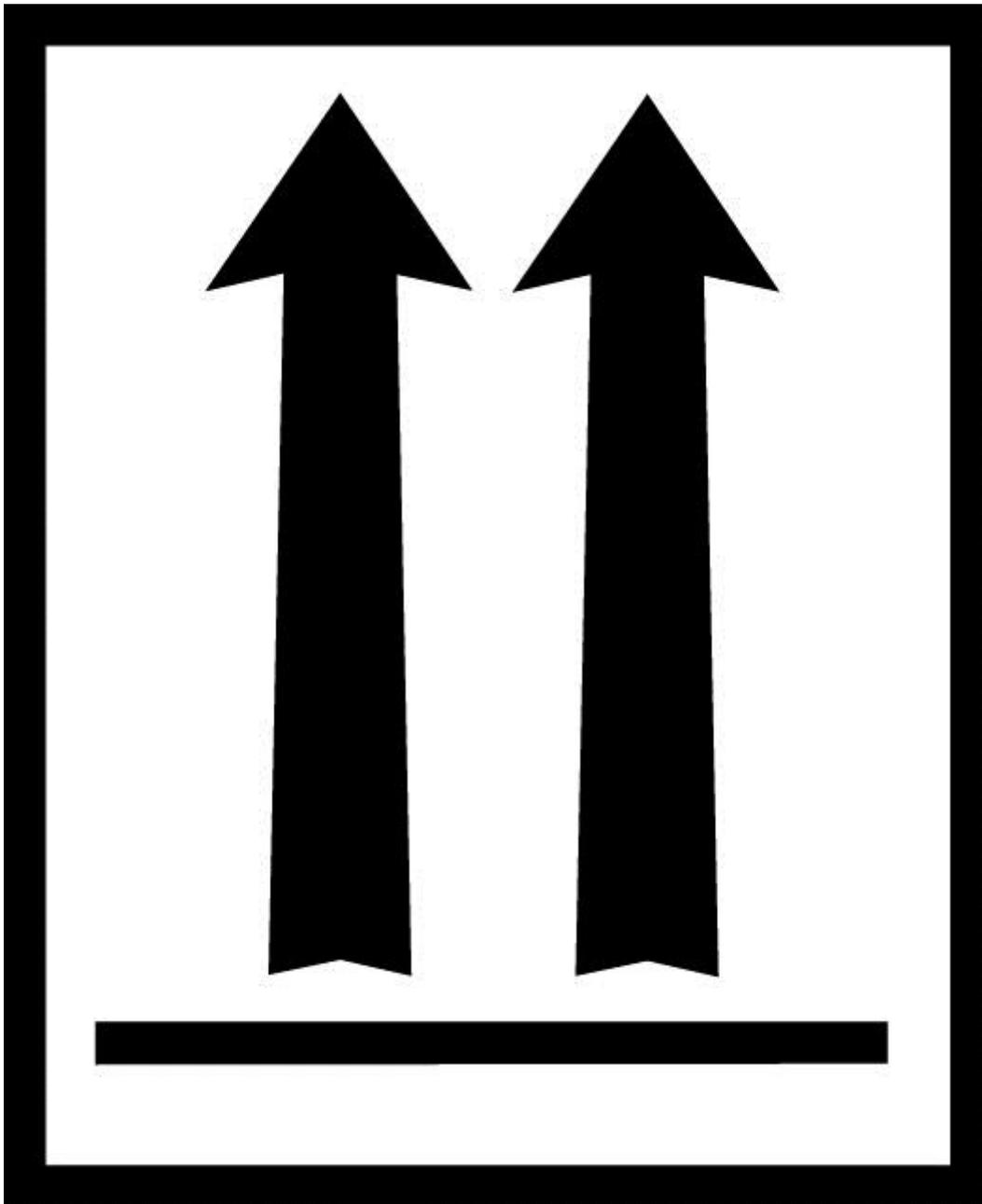
CSC(32)607

Expiry: Indefinite
Type: B

RESOLVED that:

- 1.** Members desiring to use labels or tags for special consignments shall use the labels or tags set forth herein. In the case of dangerous goods the use of labels as per Attachment 'A' to Resolution 618, in the case of live animals as per Attachment 'A' to Resolution 620, or in the case of perishables, including time and temperature sensitive goods, as per Attachment 'A' to Resolution 622 is mandatory.
- 2.** The outside measurements of these labels and tags (except the "This Way Up" label) shall be not less than 74 mm (2 15/16 in) in width by 105 mm (4 1/8 in) in height.
- 3.** The colours, symbols, language, wording and form of the labels and tags and the respective classification of the special consignments they cover shall be as set forth in Attachment 'A'.
- 4.** Where space permits, the standard labels and tags for special shipments shall be attached adjacent to the consignee's name and address.
- 5.** Notwithstanding Paragraphs 2 and 3, Members shall use the labels and tags shown in Attachment 'A' not later than when replacing their present stock of labels and tags.
- 6.** Not more than two languages may be shown on the labels in Attachment 'A' provided that one language must be English.

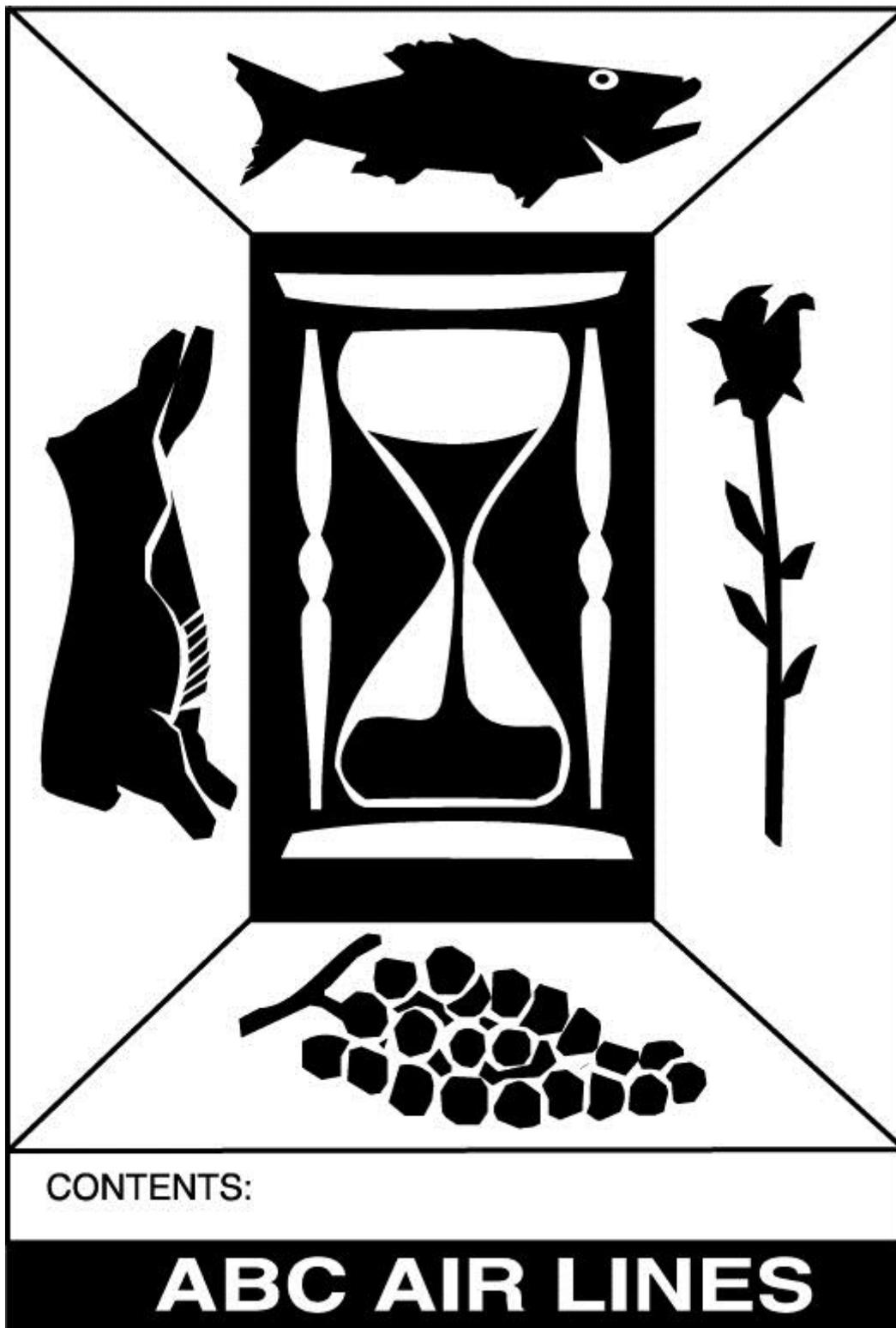
Attachment 'A'



Name of Label: Package Orientation (This Way Up)

Description: Red or Black on a contrasting background. Dimensions not less than 74 mm (2 15/16 in) in width by 105 mm (4 1/8 in) in height.

Optional: Carrier identification may be printed outside the border of the label.



Name of Label: Perishable

Description: White with blue symbols and white printing. Dimensions not less than 74 mm (2 15/16 in) in width by 105 mm (4 1/8 in) height.

Language: Carrier's name only (optional).



Name of Label: Fragile.

Description: Red with white symbol and printing. Dimensions not less than 74 mm (2 15/16 in) in width by 105 mm (4 1/8 in) in height.

Language: Carrier's name only (optional) and the word "Fragile" in not more than two languages.

*: * This Resolution is in the hands of all IATA Cargo Agents.

RESOLUTION 612(*) - Shipper's Request for Changes to Air Waybill and Shipment Record Amounts

CSC(10)612
CSC(19)612

Expiry: Indefinite
Type: B

RESOLVED that:

1. PREPAID/COLLECT PAYMENT OF TRANSPORTATION CHARGES

A request to change transportation charges from collect to prepaid or vice versa, shall be made by the shipper or his agent in writing prior to delivery of the consignment to the consignee or his agent.

2. DISBURSEMENT AMOUNT

A request to change disbursement(s) amount(s) shall be made by the shipper or his agent in writing prior to delivery of the consignment to the consignee or his agent.

3. DECLARED VALUE FOR CARRIAGE

A request for a change of the declared value for carriage amount shall be made by the shipper or his agent in writing prior to departure from the airport of origin of the consignment. The declared value for carriage entered on the air waybill or in the shipment record shall not be amended after dispatch of the consignment from the airport of departure shown on the air waybill or in the shipment record.

4. AMOUNT OF INSURANCE

A request for a change of the amount of insurance shall be made by the shipper or his agent in writing prior to departure from the airport of origin of the consignment. The amount of insurance entered on the air waybill or in the shipment record shall not be amended after dispatch of the consignment from the airport of departure shown on the air waybill or in the shipment record.

5. CHANGE OF AN AIR WAYBILL OR SHIPMENT RECORD AMOUNT

Notwithstanding the provisions specified above, shipper's request for change of an air waybill or shipment record amount will only be dealt with by carrier subject to timely settlement of all corrective action required by the appropriate department(s) of the delivering and/or issuing carrier concerned. In case the air waybill or shipment record cannot be altered before dispatch from the airport of departure, it will be (considered to be) amended only upon receipt by the first and/or issuing carrier at the airport of departure of a confirmation of successful corrective action taken and reported by the delivering carrier.

GOVERNMENT RESERVATIONS

ZAMBIA

For shipments from/to Zambia, modification from "charges pre-paid" to "charges collect" basis or vice versa at any stage after the issue of the original air waybill, may be made only against delivery of specific written authority for such modification, issued by the Zambian Government Department which issued the import/export permit/license. (24.8.1977)

*: * This Resolution is in the hands of all IATA Cargo Agents.

RESOLUTION 614(*) - Procedures for Disbursements

CSC(18)614
CSC(19)614

Expiry: Indefinite
Type: B

RESOLVED that:

1. For the purposes of this resolution, a disbursement is an amount(s) collected at destination, for the provision of services incurred at origin incidental to the air carriage of the consignment. Such services will be limited to prior transportation, handling and documentation.
2. The disbursement is collected by the last carrier and is due to the issuing carrier for payment to an agent or to another carrier where such amount(s) relate to services performed prior to air carriage from the point of departure indicated on the air waybill or in the shipment record.
3. Where applicable, charges for collection of disbursements shall be levied in accordance with Resolutions 509 and 509e.
4. Such disbursement amount(s) must be entered on the air waybill or in the shipment record in accordance with Resolution 600a, Attachment 'B'. These disbursement amount(s) and applicable charge shall be shown separately on the air waybill or in the shipment record in the following manner:
 - 4.1 each separate disbursement amount shall be entered as due agent or due carrier in the "Other Charges" box in accordance with Resolution 600a;
 - 4.2 the disbursement charge levied in accordance with Resolution 509 and 509e shall be entered as an amount due carrier in the "Other Charges" box in accordance with Resolution 600a;
 - 4.3 the total of the amounts in accordance with 4.1 and 4.2 shall be entered in the "Total Other Collect Charges Due Agent" or "Total Other Collect Charges Due Carrier" box;
 - 4.4 no amendment of the disbursement amount(s) shall be permitted except that if the shipper or his agent requests an amendment in writing prior to the delivery of the consignment to the consignee or his agent, and following collection of such amended amount from the consignee, the difference resulting from the amendment may be settled at origin.
5. Where the disbursement amount and applicable charge cannot be collected from the consignee and have therefore been debited to the issuing carrier, these amounts shall be recharged to the shipper or agent, under the provisions of Resolution 801r when applicable.

*: * This Resolution is in the hands of all IATA Cargo Agents.

RESOLUTION 618(*) - IATA Dangerous Goods Regulations

CSC(06)618

Expiry: Indefinite
Type: B

RESOLVED that:

1. In scheduled and/or unscheduled operations, no dangerous goods shall be accepted and carried unless they comply fully with the international standards and recommended practices of Annex 18 to the Convention on International Civil Aviation—"The Safe Transport of Dangerous Goods by Air" and its associated Technical Instructions as reflected in the "IATA Dangerous Goods Regulations" as set forth in Attachment 'A' ⁽¹⁾. In cases of extreme urgency, when other forms of transport are inappropriate, or full compliance with the prescribed requirements is contrary to the public interest, the States concerned ⁽²⁾ may grant exemptions from these requirements; provided that in such cases every effort shall be made to achieve an overall level of safety in transport which is equivalent to the level of safety provided by the applicable Regulations.

GOVERNMENT RESERVATIONS

UNITED KINGDOM

1. In regard to Resolutions 618, 619, 745, 745a, 745b and 801, or any other Resolution dealing with the carriage of dangerous goods or weapons, fire arms and ammunition, as cargo or by passengers, the legislation in the UK takes precedence over these Resolutions. The UK legislation is contained in Air Navigation Order and the Air Navigation (Dangerous Goods) Regulations (April 1985).

*: * This Resolution is in the hands of all IATA Cargo Agents.

1: ¹ Attachment 'A' has been promulgated by IATA as a separate document.

2: ² The States concerned are the States of origin, transit, overflight and destination of the consignment and the State(s) of the operator.

RESOLUTION 620(*) - IATA Live Animals Regulations

RESOLVED that:

1. The acceptance, packing and handling of live animals for transportation by air shall be in accordance with the principles and provisions as specified in the IATA Live Animals Regulations, as set forth in Attachment 'A'⁽¹⁾.
2. Notwithstanding the foregoing, Members may accept consignments of live animals according to criteria different from, but of no less a standard than, those in Attachment 'A', for the type of animals to be transported.
3. Nothing in this Resolution shall obligate any Member to comply with these principles and provisions for the acceptance and carriage of live animals in full aircraft loads.
4. Members shall inform the IATA Live Animals and Perishables Board of new species being carried in order that criteria can be established for the acceptance and carriage of such species.

GOVERNMENT RESERVATIONS

CANADA

1. Such criteria, standards, charges, rates or conditions of carriage which may be specified in the IATA Live Animals Manual shall not apply in respect of transportation to or from Canada unless clearly provided for in the carrier's tariff in effect and on file with the National Transportation Agency of Canada. (17.1.74)

*: * This Resolution is in the hands of all IATA Cargo Agents.

1: 1 Attachment 'A' has been promulgated by IATA as a separate document.

RESOLUTION 622 - IATA Perishable Cargo Regulations

CSC(29)622

Expiry: Indefinite
Type: B

RESOLVED that:

- 1.** The acceptance, packing and handling of perishable cargo for transportation by air shall be in accordance with the principles and provisions of the IATA Perishable Cargo Regulations, as set forth in Attachment 'A'⁽¹⁾.
- 2.** Notwithstanding the foregoing, Members may accept consignments of perishable cargo according to criteria different from, but of no less a standard than, those in Attachment "A", for the type of cargo to be transported.
- 3.** Members shall inform the IATA Live Animals and Perishables Board of new classes of perishable cargo being carried in order that criteria can be developed for the acceptance and carriage of such new classes of perishable cargoes.

1: Attachment 'A' has been promulgated by IATA as a separate document.

RESOLUTION 651 - Consignment Security Declaration (CSD) and Electronic Consignment Security Declaration (e-CSD)

CSC(37)651

Expiry: Indefinite
Type: B

RECOGNISING the action taken by Contracting Member States of the International Civil Aviation Organization (ICAO) and recognizing that ICAO has accorded the highest priority to aviation Security in adopting and maintaining Annex 17 to safeguard civil aviation operations against Acts of Unlawful Interference;

RECOGNISING, that the Cargo Service Conference adopted Recommended Practice 1630 establishing a format for the Consignment Security Declaration (CSD) and a standard for the electronic Consignment Security Declaration (e-CSD); and

RECOGNISING, the need to harmonize CSD and e-CSD among all countries and industry operators, IATA Member Carriers hereby wish to complement the Recommended Practice 1630 with this Resolution

RESOLVED that:

1. SCOPE OF RESOLUTION

1.1 This Resolution covers the use of the Consignment Security Declaration (CSD) and its electronic version (e-CSD). It shall be applicable between entities that have defined Air Cargo Security measures, policies, procedures, performance standards and methods of implementation consistent with Regulations.

2. DEFINITIONS

The following definitions are adopted and will follow ICAO Annex 17 and ICAO Aviation Security Manual Doc. 8973:

2.1 "ACCOUNT CONSIGNOR". A consignor who originates Cargo or Mail for its own account for carriage on all-cargo aircraft only and who applies procedures meet common Security rules and standards set by the appropriate authority sufficient to allow carriage of its Cargo and Mail on all-cargo aircraft.

2.2 "AIRCRAFT OPERATOR". Air Cargo or Mail Carrier, approved by an appropriate authority, operating into a destination Country from a departing Country Airport.

2.3 "AIR CARGO SECURE SUPPLY CHAIN". Set of interconnected Security procedures that are applied to a Cargo and Mail consignment to maintain the integrity of such a consignment from the point where Screening or other Security Controls are applied until the consignment arrives at its last airport of arrival, including through Transit and/or Transfer points.

2.4 "CARGO". Any property carried on an aircraft other than Mail, stores and accompanied or mishandled baggage.

2.5 "CONSIGNMENT SECURITY DECLARATION". The ICAO document certifying the Screening, protection and chain of custody of Cargo and Mail throughout its movement in the secure supply chain.

2.6 "ELECTRONIC CONSIGNMENT SECURITY DECLARATION (e-CSD)". The IATA electronic version of the Consignment Security Declaration (CSD).

2.7 "HIGH-RISK CARGO OR MAIL". Cargo or Mail presented by an unknown entity or showing signs of tampering shall be considered high risk if, in addition, it meets one of the following criteria:

(a) specific intelligence indicates that the Cargo or Mail poses a threat to civil aviation; or

(b) the Cargo or Mail shows anomalies that give rise to suspicion; or

(c) the nature of the Cargo or Mail is such that baseline Security measures alone are unlikely to detect prohibited items that could endanger the aircraft.

Regardless of whether the Cargo or Mail comes from a known or unknown entity, a State's specific intelligence about a consignment may render it as high risk.

2.8 “KNOWN CONSIGNOR”. A consignor who originates Cargo or Mail for its own account and whose procedures meet common Security rules and standards sufficient to allow carriage of Cargo or Mail on any aircraft.

2.9 “MAIL”. Dispatches of correspondence and other items tendered by and intended for delivery to postal services in accordance with the rules of the Universal Postal Union (UPU).

2.10 “REGULATED AGENT”. An agent, freight forwarder or any other entity who conducts business with an Aircraft Operator and provides Security Controls that are accepted or required by the appropriate authority in respect of Cargo or Mail.

2.11 “REGULATED CARRIER”. Air Cargo or Mail Carrier, approved by an appropriate authority, operating into a destination Country from a departing Country Airport.

2.12 “SCREENING”. The application of technical or other measures which are intended to identify and/or detect weapons, explosives or other dangerous devices, articles or substances which may be used to commit an Act of Unlawful Interference.

2.13 “SECURITY”. Safeguarding civil aviation against Act of Unlawful Interference. This objective is achieved by a combination of measures and human and material resources.

2.14 “SECURITY CONTROL”. A means by which the introduction of weapons, explosives or other dangerous devices, articles or substances which may be used to commit an Act of Unlawful Interference can be prevented.

2.15 “TRANSFER CARGO AND MAIL”. Cargo and Mail departing on an aircraft other than that on which it arrived.

2.16 “TRANSIT CARGO AND MAIL”. Cargo and Mail departing on the same aircraft as that on which it arrived.

3. GENERAL PRINCIPLES

3.1 All Cargo and Mail consignments intended to be carried on passenger or all-cargo aircraft shall be subject to Screening to effectively detect prohibited items unless appropriate Security Controls have been applied by a Regulated Agent, a Known Consignor or Account Consignor and the Cargo and Mail consignment has been protected against any unlawful interference from the time those Security Controls have been applied until loading.

4. CONSIGNMENT SECURITY DECLARATION (CSD) AND ELECTRONIC CONSIGNMENT SECURITY DECLARATION (e-CSD)

4.1 The Consignment Security Declaration in paper (CSD) or electronic format (e-CSD) ensures that Secure Cargo and Mail consignments remain uncompromised throughout the Secure Supply Chain by providing an unbroken and verifiable audit trail of which Regulated Agent secured a consignment, how such consignment was secured and at what point and time in the supply chain.

4.2 For paper Consignment Security Declarations (CSD), the form shown in Attachment ‘A’ “Consignment Security Declaration” shall be used. Completion instructions are shown as Attachment ‘B’. An example of the completed form is shown in Attachment ‘C’.

4.3 Electronic Consignment Security Declaration (e-CSD) can be provided by means of IATA CARGO-IMP messages and IATA CARGO-XML messages. The Message Completion Technical Instructions are provided in Attachment ‘D’.

4.4 The temporary storage of the paper Consignment Security Declaration (CSD) form or the electronic Consignment Security Declaration (e-CSD) establishes an audit trail that can be accessed by the regulators if requested.

4.5 The Consignment Security Declaration in paper (CSD) or electronic format (e-CSD) may contain part or all of the following information according to the requirements of the appropriate regulation:

1. unique identification number of the Regulated Agent issuing the Security Status;
2. unique means of reference, such as the air waybill number or house waybill number;
3. content of the consignment and/or indication of consolidation, if applicable;
4. origin of the consignment;
5. destination of the consignment;
6. transfer or Transit point of the consignment (if known);
7. the Security Status of the consignment, stating whether it is secure for:

- (a) passenger, all-Cargo and all-Mail aircraft (SPX);
 - (b) all-Cargo and all-Mail aircraft only (SCO); or
 - (c) passenger, all-Cargo and all-Mail aircraft, in accordance with High-Risk requirements (SHR);
8. the reason the Security Status was issued, indicating whether the consignment is:
- (a) received from an approved Known Consignor;
 - (b) received from an Account Consignor;
 - (c) screened using appropriate Screening methods (methods as defined by ICAO); or
 - (d) exempted from Screening (grounds for exemption as defined by ICAO);
9. the unique identification number of any Regulated Agent accepting the Security status and stating that the consignment has been kept secure and not tampered with while in custody;
10. the name or unique identification number of a Regulated Agent staff member with the proper training and authority to issue the declaration;
11. the date and time when the security declaration was issued, if requested by regulation;
12. any additional Security information or emergency amendment that may be required by the appropriate authority.
- 4.6 Consignment Security Declarations shall be issued only once the appropriate Security Controls, which may include Screening, have been applied.
- 4.7 Consignments not accompanied by or associated with valid declarations shall be treated as unsecure Cargo or Mail.

5. GUIDELINES

Guidelines for the practical implementation of Cargo Security procedures are described in the IATA Security Manual, ICAO Annex 17 and ICAO Aviation Security Manual Doc. 8973.

Attachment 'A'

Consignment Security Declaration (*)

| | | | |
|--|---|---|-------------------------------|
| Regulated Entity Category (RA, KC or AO) and Identifier (of the regulated party issuing the security status) | | Unique Consignment Identifier (if AWB format is nnn-nnnnnnnn) | |
| | | | |
| | | | |
| | | | |
| Contents of Consignment | | | |
| | | | |
| <input type="checkbox"/> Consolidation | | | |
| | | | |
| Origin | Destination | Transfer/Transit points (if known) | |
| | | | |
| Security Status | Reasons for issuing the Security Status | | |
| | Received from (codes) | Screening Method (codes) | Grounds for Exemption (codes) |
| | | | |
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| | | | |
| | | | |
| Other (if applicable) | Screening | Method(s) | |
| | | | |

| | |
|---|--------------------------------------|
| | |
| Security Status Issued by | Security Status Issued on |
| | |
| Name of Person or Employee ID | Date (ddmmmy) Time (tttt) |
| | |
| Regulated Entity Category (RA,KC or AO) and Identifier (of any regulated party who has accepted the security status given to a consignment by another regulated party) | |
| | |
| | |
| Additional Security Information | |
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Attachment 'B'

Completion Instructions

| Box | Description |
|-----|--|
| 1 | Regulated Entity Category (RA, KC or AO) and Identifier: |
| | The Regulated Agent, Known Consignor or Aircraft Operator that originally issued the security status, identified by its category (i.e. RA, KC or AO) and its unique identifier, must be entered. |
| 2 | Unique Consignment Identifier: |
| | The identification of the consignment itself must be entered. This may be an air waybill (format is nnn-nnnnnnn), a house bill or a mail consignment identifier. |
| 3 | Contents of the consignment: |
| | The identification of the consignment details (e.g. goods description) must be entered for a direct air waybill or house waybill shipment. |
| | For a consolidation shipment, i.e. a master air waybill with associated house waybill(s), the consolidation box should be ticked in lieu of the goods description. |
| 4 | Origin: |
| | The identification of the origin of the consignment must be entered. This is the origin related to the appropriate transport documentation (air waybill or house waybill) as identified in Box 2 (e.g. IATA three-letter airport or city code). |
| 5 | Destination: |
| | The identification of the final destination of the consignment must be entered. This is the Destination related to the appropriate transport documentation (air waybill or house waybill) as identified in Box 2 (e.g. IATA three-letter airport or city code). |
| 6 | Transfer/Transit points: |
| | The identification of an en-route stopping point where cargo may be transferred to another aircraft or remain on board the same aircraft should be entered if known to the issuer, (e.g. IATA three-letter airport or city code). Otherwise this entry may be blank. |
| 7 | Security Status: |
| | The coded identification of the security status assigned to the consignment must be entered to indicate whether the consignment is secure for: (a) passenger, all-cargo and all-mail aircraft (some regions use the code "SPX"); |

| | |
|----|--|
| | <p>(b) all-cargo and all-mail aircraft only (some regions use the code “SCO”); or</p> <p>(c) passenger, all-cargo and all-mail aircraft, in accordance with high-risk requirements (some regions use the code “SHR”).</p> |
| 8 | <p>Received from:</p> <p>The coded identification of the category (i.e. Regulated Agent, Known Consignor, or Aircraft Operator) that tendered the consignment must be entered. If no other reason, i.e. “screening method” or “grounds for exemption” is indicated and the consolidation box is not ticked then this entry cannot be blank.</p> |
| 9 | <p>Screening Method:</p> <p>The coded identification of the screening methods (ICAO codes are under development) used by the Regulated Agent, Known Consignor, or Aircraft Operator when securing the consignment may be entered as a reason that the Security status was issued, e.g. screening method codes. If no other reason, i.e. “received from” or “grounds for exemptions” is indicated and the consolidation box is not ticked, then this entry cannot be blank. In some cases a single screening method may not be sufficient to inspect all types of consignments, therefore more than one screening methods may be listed.</p> |
| 10 | <p>Grounds for Exemptions:</p> <p>The coded identification (ICAO codes are under development) indicating why a consignment is exempted from screening as defined in State National Civil Aviation Security Programmes may be entered as a reason that the security status was issued, e.g. screening exemptions codes. If no other reason, i.e. “received from” or “screening method” is indicated and the consolidation box is not ticked then this entry cannot be blank.</p> |
| 11 | <p>Other Screening Method(s):</p> <p>If the code entered in Box 9 indicates that any other means were applied then text specifying the other means used must be entered.</p> |
| 12 | <p>Security status issued by:</p> <p>If the consolidation box is not ticked then the individual of the Regulated Agent, Known Consignor, or Aircraft Operator who issued the security status must be identified by name or employee number.</p> |
| 13 | <p>Security Status issued on:</p> <p>If the consolidation box is not ticked then the exact date and time when the security status was issued by Regulated Agent, Known Consignor, or Aircraft Operator employee must be indicated.</p> |
| 14 | <p>Regulated Entity Category (RA, KC or AO) and Identifier:</p> <p>The identifier of any Regulated Agent, Known Consignor, or Aircraft Operator that accepts custody of the cargo and accepts the security status originally issued by Regulated Agent, Known Consignor, or Aircraft Operator identified in Box 1 must be entered. This entry would confirm that the cargo has remained secure and would follow any other entries for other Regulated Agent, Known Consignor, or Aircraft Operator that have also accepted the original security status.</p> |

15

Additional Security information:

Any additional Security information that may be required by an ICAO Member State, e.g. any national regulation applicable to the responsibilities in the event of a false declaration, or any applicable emergency amendment. A signature of the responsible person initially issuing a hardcopy Consignment Security Declaration set out in box 1 should be inserted when the supply chain is paper based.

Attachment 'B' Appendix 'A'

Consignment Security Declaration

| | | | | |
|--|---|---|--------|-------------------------------|
| Regulated Entity Category (RA, KC or AO) and Identifier (of the regulated party issuing the security status) | | Unique Consignment Identifier (if AWB format is nnn-nnnnnnnn) | | |
| 1 | | 2 | | |
| Contents of Consignment | | 3 | | |
| <input type="checkbox"/> Consolidation | | | | |
| | | | | |
| Origin | Destination | Transfer/Transit points (if known) | | |
| 4 | 5 | 6 | | |
| Security Status | Reasons for issuing the Security Status | | | |
| | Received from (codes) | Screening (codes) | Method | Grounds for Exemption (codes) |
| 7 | 8 | 9 | | 10 |
| | | | | |
| | | | | |
| | | | | |
| Other Screening Method(s) (if applicable) | | 11 | | |

| | | | |
|--|----|---|----|
| | | | |
| Security Status Issued by | | Security Status Issued on | |
| | 12 | | 13 |
| Name of Person or Employee ID | | Date (ddmmyy) Time (tttt) | |
| | | | |
| Regulated Entity Category (RA, KC or AO) and Identifier (of any regulated party who has accepted the security status given to a consignment by another regulated party) | | | |
| 14 | | | |
| | | | |
| Additional Security Information | | | |
| 15 | | | |
| | | | |

Attachment 'C'

Consignment Security Declaration

| | | | |
|--|---|---|-------------------------------|
| Regulated Entity Category (RA, KC or AO) and Identifier (of the regulated party issuing the security status) | | Unique Consignment Identifier (if AWB format is nnn-nnnnnnnn) | |
| GB/RA/001-0110213 | | 125-12345675 | |
| Contents of Consignment | | | |
| <input type="checkbox"/> Consolidation | | | |
| Origin | Destination | Transfer/Transit points (if known) | |
| EDI | LIT | LHR, JFK | |
| Security Status | Reasons for issuing the Security Status | | |
| SPX | Received from (codes) | Screening Method (codes) | Grounds for Exemption (codes) |
| | | | |
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| | | | |
| Other (if applicable) | Screening | | Method(s) |

| | |
|--|--------------------------------------|
| | |
| Security Status Issued by | Security Status Issued on |
| | |
| Name of Person or Employee ID | Date (ddmmyy) Time (tttt) |
| | |
| Regulated Entity Category (RA, KC or AO) and Identifier (of any regulated party who has accepted the security status given to a consignment by another regulated party) | |
| GB/RA/002-022/0215 | |
| US/RA/003-033/0316 | |
| | |
| Additional Security Information | |
| | |

Attachment 'D' - Message Completion Technical Instructions

IATA EDI messages, e.g. CARGO IMP or CARGO-XML, can be used to exchange the required security information for a consignment.

For the purpose of these instructions, references used are the following:

- IATA Cargo Interchange Message Procedures (CARGO-IMP);
- IATA Cargo XML Toolkit
- Air Waybill Data-message (FWB-XFWB);
- Status Update-message including OCI-data (FSU-OCI-XFSU OCI)
- Consolidation List respectively House Waybill-message (FHL-XFZB) used as the reference
- OCI composition rule table simplified with the scope of accommodating the e-CSD information

| | |
|---|---|
| 1 | Regulated Entity Category (RA, KC or AO) and Identifier of the Regulated Entity issuing the Security status: |
| | Ref. 29 Other Customs, Security and Regulatory Control Information in particular |
| | Ref. 29.3 ISO Country Code + Ref. 29.5 Information Identifier (ISS) + Ref. 29.7 |
| | Customs, Security and Regulatory Control Information Identifier (RA and ED) + |
| | Ref. 29.9 Supplementary Customs, Security and Regulatory Control Information |
| | ISS - the Regulated Agent issuing the security status |
| | OCI/GB/ISS/RA/001-011 |
| | ///ED/0213 |
| 2 | Unique Consignment Identifier: |
| | Ref. 2.1 AWB Identification |
| | 125-12345675LHRJFK/T1K40.0 |
| 3 | Contents of the consignment: |
| | Ref. 12.11 Goods Description or Ref. 12.12 Consolidation |
| | /NC/CONSOLIDATION |

| | |
|---|---|
| | |
| 4 | Origin: |
| | Ref. 2.2.1 Airport/City Code (of Origin) |
| | 125-12345675LHRJFK/T1K40.0 |
| 5 | Destination: |
| | Ref. 2.2.2 Airport/City Code (of Destination) |
| | 125-12345675LHRJFK/T1K40.0 |
| 6 | Transfer/Transit points: |
| | Ref. 4.2.2 Airport/City Code and 4.3.2 Airport/City Code |
| | RTG/JFKII |
| 7 | Security Status: |
| | Ref. 25. Special Handling Details |
| | SPH/SPX |
| 8 | Received from: |
| | This entry identifies the Known Consignor or Account Consignor reference in case the Secure Cargo was tendered to the Regulated Agent (RA) by a Known Consignor (KC) or Account Consignor (AC). |
| | Ref. 29 Other Customs, Security and Regulatory Control Information in particular |
| | Ref. 29.3 ISO Country Code + Ref. 29.5 Information Identifier (ISS) + Ref. 29.7 |

| | |
|---|--|
| | <p>Customs, Security and Regulatory Control Information Identifier (KC + ED) +</p> <p>Ref. 29.9 Supplementary Customs, Security and Regulatory Control Information:</p> <p>OCI/GB//KC/001-011</p> <p>///ED/0213</p> |
| 9 | <p>Screening Method(s):</p> <p>This entry identifies codes assigned to the application of Screening Methods which have been used to secure the Cargo against Acts of Unlawful Interference. IATA defined 3 digits screening codes.</p> <p>Ref. 29 Other Customs, Security and Regulatory Control Information in particular</p> <p>Ref. 29.7 Customs, Security and Regulatory Control Information Identifier (SM) + Ref. 29.9 Supplementary Customs, Security and Regulatory Control Information</p> <p>///SM/RES</p> |
| 10 | <p>Grounds for Exemptions:</p> <p>This entry identifies codes assigned to certain types of Cargo and Mail that due to their special nature will be exempted from Screening or will be screened with alternative methods. Such exemptions, and the use of alternative Security Measures, should be limited and clearly defined in a State's National Civil Aviation Security Programme.</p> <p>IATA defined 4 digits screening exemption codes</p> <p>Ref. 29 Other Customs, Security and Regulatory Control Information in particular</p> <p>Ref. 29.7 Customs, Security and Regulatory Control Information Identifier (L) +</p> <p>Ref. 29.9 Supplementary Customs, Security and Regulatory Control Information</p> <p>///L/DIPL</p> |

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| | |
| <p style="text-align: center;">11</p> | <p>Other Screening Method(s):</p> |
| | <p>Subjected to any other means: this entry should be followed by free text specifying what other methods were used to secure the Cargo in accordance with requirements of the appropriate authority.</p> |
| | <p>Ref. 29 Other Customs, Security and Regulatory Control Information in particular</p> |
| | <p>Ref. 29.7 Customs, Security and Regulatory Control Information Identifier (SM) +</p> |
| | <p>Ref. 29.9 Supplementary Customs, Security and Regulatory Control Information</p> |
| | <p>///SM/AOM-SPECIFY ANY OTHER MEANS</p> |
| <p style="text-align: center;">12</p> | <p>Security status issued by:</p> |
| | <p>This is a free text entry identifying the secure operator (RA or AO) issuing the Security Status</p> |
| | <p>Ref. 29 Other Customs, Security and Regulatory Control Information in particular</p> |
| | <p>Ref. 29.7 Customs, Security and Regulatory Control Information Identifier (SN) +</p> |
| | <p>Ref. 29.9 Supplementary Customs, Security and Regulatory Control Information</p> |
| | <p>///SN/JOHNNY WALKER</p> |
| <p style="text-align: center;">13</p> | <p>Security Status issued on:</p> |
| | <p>SD is an alphanumeric entry identifying the exact date and time when the Security Status was issued by the Regulated Agent or Aircraft Operator. The format is ddmmyytttt.</p> |
| | <p>Ref. 29 Other Customs, Security and Regulatory Control Information in particular</p> |
| | <p>Ref. 29.7 Customs, Security and Regulatory Control Information Identifier (SD) +</p> |
| | <p>Ref. 29.9 Supplementary Customs, Security and Regulatory Control Information</p> |
| | <p>///SD/05MAR131200</p> |

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| | |
| <p style="text-align: center;">14</p> | <p>Regulated Entity Category (RA, KC or AO) and Identifier (of any regulated party who has accepted the Security Status given to a consignment by another regulated party):</p> |
| | Ref. 29 Other Customs, Security and Regulatory Control Information in particular |
| | Ref. 29.3 ISO Country Code + Ref. 29.5 Information Identifier (OSS) + |
| | Ref. 29.7 Customs, Security and Regulatory Control Information Identifier (RA and ED) + |
| | Ref. 29.9 Supplementary Customs, Security and Regulatory Control Information |
| | OSS - the Regulated Agent accepting the security status given by another Regulated Agent |
| | OCI/GB/ISS/RA/001-011 |
| | ///ED/0213 |
| | /US/OSS/RA/002-022 |
| | ///ED/0213 |
| <p style="text-align: center;">15</p> | <p>Additional security information:</p> |
| | This entry is used to capture any ad hoc Security statement required by state regulators. |
| | Ref. 29 Other Customs, Security and Regulatory Control Information in particular |
| | Ref. 29.7 Customs, Security and Regulatory Control Information Identifier (ST) + |
| | Ref. 29.9 Supplementary Customs, Security and Regulatory Control Information |
| | ///ST/THIS MASTER AIR WAYBILL CONTAINS NO |
| | ///ST/1. FREIGHT FROM THAT COUNTRY |
| | ///ST/2. TONER CARTRIDGE GREATER THAN 550 |
| | ///ST/GRAMS TRANSFERRING THIS COUNTRY |

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*: * The dimensions of the boxes set forth in this form are for illustrative purposes only and are not fixed by this Resolution. Accordingly, the sizes of the boxes may be modified to accommodate the security information to be included in each box. Additionally, supplementary pages may be added if necessary.

RECOMMENDED PRACTICE 1600t - Use of Bar Codes and Bar Code Equipment in Cargo Applications

CSPC(21)1600t

Expiry: Indefinite
Type: B

RECOMMENDED that:

1. Where Members wish to use bar codes on cargo traffic documents, labels and ancillary equipment, any of the following three Uniform Symbol Specifications (USS) may be used:

1.1 Code 39, where the requirement is for discrete alphanumeric applications;

1.2 CODABAR, where the requirement is for discrete numeric applications; and

1.3 Code 128, where the requirement is for full ASCII character set or double density numeric applications.

2. The technical specifications of these three symbologies are those embodied in the Association of Identification Manufacturers (AIM) and ISO Standards. These specifications are nominated Attachments 'A', 'B' and 'C' and are available from AIM.

3. Where Members have bar codes preprinted on documents, labels, etc. the code shall comply with the dimensions and tolerances defined in the AIM/ISO Standards described above.

4. Where Members use dot matrix or other similar equipment to print bar codes on labels, the equipment should be set up to print as near as possible to the dimensions and tolerances defined in the AIM/ISO Standards described above.