基礎コース 手引書 1.9版対応

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Module 1 – INDUSTRY REGULATIONS
国際航空貨物輸送に関わりのある国際機関の機能・役割

1. **ICAO** [International Civil Aviation Organization] 国際民間航空機関
   - is a specialized agency of the United Nations
     *国連の専門機関
   - is composed of representatives from the contracted states.
     *条約批准国の代表で構成
   - Senior members of National Aviation Authorities represent their countries at ICAO meetings.

2. **NAA** [National Aviation Authorities] 航空行政を所轄する官庁
   - National aircraft registration, Aircraft safety and security, etc.

3. **IATA** [International Air Transport Association] 国際航空運送協会
   - was founded in 1945.
   - is a voluntary non-political association which represents Member Airlines
   - composed of Representatives from IATA member airlines.

1) IATA’s mission:
   To **represent, lead, and serve** the airline industry.

2) IATA主要な組織

   ① **ITDI** [IATA Training and Development Institute]
      Cargo agents training, etc

   ② **IDFS** [Industry Distribution and Financial Services]

   ③ **CAC** [Cargo Agency Conference]
      CAC is composed of Representatives from IATA member airline.
      Publication: Cargo Agents Handbook

   ④ **CASS** [Cargo accounts Settlement System]
      simplify the reporting of cargo sales and settling of accounts between cargo agents and carriers

      (1) CASS – Export  advantages: Centralization of error handling

      (2) CASS – Import
5. **CSC [Cargo services Conference]**

Exchange industry information  航空業界に係わる情報交換

(1) The primary objectives

a. Setting standards for cargo industry procedures
b. Developing common industry position on broad cargo services issues
c. Providing direction and guidance to the permanent subgroups

(2) The subgroup of CSC

ULD Panel, Dangerous Goods Board,
Live animal and Perishable Board, etc.

(3) Publications

CSC issues *Cargo Services Conference Resolutions Manual (CSCRM)* once a year.

3) IATA Cargo Priorities：優先項目 Text P25

* Cargo Safety / Cargo Security / Cargo Environment

安全 保安 環境保全

* Modernization of agency program, etc

* 最新化＝ updating

4. **FIATA [International Federation of Freight Forwarders Association]** Text P29 - 31

- was founded in Vienna in 1926.
- Members: national freight forwarder associations & Individual forwarding firms.

* FIATA's main objectives：5 項目

* FIATA's Air Freight Institute
Module 2  The Air Cargo Agency

IATA 航空貨物代理店、及び混載業者の業務・役割

1. IATA Cargo Agent

IATA 航空貨物代理店  （port to port）

Text P39

1）役割:

① Prepares shipments and related documents for delivery to the airline.
② Handles shipments and the related documents for delivery to the airline.
③ Acts as a carrier agent and *intermediary between the shipper and the carrier

*荷主と運送人の仲介役を務める

2）資格要件

To become an IATA Cargo Agent, the applicant must provide evidence of

*financial resources 財務上の資金力
*qualified staff 適格な（資格を備えた）スタッフ
*adequate facilities 相応しい貨物取扱施設

3）権利・義務（6項目）

The rights and obligations of an IATA Cargo Agent are published in IATA Cargo Agents Handbook.

☞教材参照  Text P41

*The IATA Cargo Agents receive commission from IATA airlines on export cargo

*The IATA Cargo Agents must present shipments to airlines “READY FOR CARRIAGE”

根据 the requirements of IATA Resolution 833  TACT 2.3.2.

a. Air Waybill
b. Documentation
c. Marking of packages
d. Packing *
e. Labeling of packages
f. Shipper’s Declaration for Dangerous Goods 危険物申告書
g. Shipper’s Certification for Live Animals 生動物証明書

d.Packing: 通常の輸送に耐えうる適正な梱包

補足 *The contents of each consignment must be properly packed
so as to withstand all normal transportation incidents.

*Dangerous Goods must be packed
in accordance with the applicable dangerous goods regulations.

適用すべき全ての危険物規則に基づく梱包
2. Consolidator （混載業者）

1)役割:
   ① That of a carrier, whereby the consolidator is responsible to the shipper. This applies to each individual shipment in the consolidation.
   ② That of principal in relation to the airline, as carrier, for the carriage of the whole consolidation as one shipment.

2)業務内容
   ① Undertaking the consolidation of cargo.
   ② Delivering the bulk cargo to airlines ready for carriage.
   ③ Loading cargo into aircraft ULDs (Unit Load Devices) for delivery to airlines ready for carriage.
   ④ Arranging customs clearance and pick-up/delivery (door-to-door).

2) 混載の出荷方法
   Consolidated shipment:
   Master air waybill + House air waybill
   for Each individual consignment
   *The MAWB can be executed either prepaid or charges collect.
   *Act as a consolidator, the IATA cargo agent sells his transport system at his own tariff.

3) Break bulk agent 仕分代理店

   1) Break-down consolidation at destination
      2) Collect freight & charges from consignor and remit to consolidator

3. Air Cargo Agent's operations & service functions

4. The three key functions that air cargo agencies require
   To operate effectively and provide high quality services to customers,
   1) Staff educations
   2) Up-to-date accounting
   3) Communication facilities

5. その他

Charge Collect の受託条件

Charge Collect shipment may be accepted on the following conditions
   1) ConsigneeがShipperと同一でない、或いはGovernment Agencyでないこと
   2) Currency Regulations of destination or the delivering carrier permit.
   3) 下記品目は航空会社の事前了解を必要とする。
      ① Human Remains ② Live animals ③ Perishable ④ Personal effects
Claim (Pre-) Notice to the carrier

TACT 2.1.4.

a) **visible damage to or partial loss of the goods.**

immediately after its discovery and **at the latest within 14 days**

**from the date of receipt of the goods.**

Chartering Services

料金支払い時期、契約内容等

*All charter costs are payable **prior to the flight departure.**

*A charterer is normally charged on the basis of round trip cost.*

Combined Transport Service

*FBL (FIATA Bill of Lading)*

Road Feeder Services on shorter route

トラックによる定期輸送サービス

Integrated Operators

Controls movement of the goods **from door to door.**

70 年後半から米国で始まった規制緩和の進展に伴い、自ら航空機を運航し、従来のフォワーダと航空会社の両方の機能を合わせ持ち、自前の輸送システムの中で完結するドア・ツー・ドア輸送を提供する輸送業者

（Fedex, UPS, DHL, TNT etc）
1. IATA Areas and Sub Areas

Definition of IATA Areas

A. IATA Traffic Conference Area

運賃を設定する上で、便宜上 世界を3つの地域に分類

① TC 1 4 Sub AREA
1) Caribbean sub-area
2) Mexico sub-area
3) Long haul sub-area
4) South America

② TC 2 3 Sub AREA
1) Within Europe * Algeria/Morocco/Tunisia 北アフリカ3国を含む
2) Within Middle East * Egypt, Sudan を含む
3) Within Africa * 5Div.

③ TC 3 4 Sub AREA
1) South Asian Subcontinent sub-area
2) South East Asia sub-area
3) South West Pacific sub-area * Class Rate 適用で除外規定適用に注意！
4) Japan/Korea sub-area

B. Other Definition

エリア単位の定義
例：Baltic states, ECAA (European Common Aviation Area and related States/Territories),
EU (European Union) countries, French Monetary Area, etc.
2. CODING AND DECODING OF CITIES

A. CODING OF CITIES

Column 1: two-letter codes for states/provinces
Column 2: two-letter country codes
Column 3: three-letter city codes

<table>
<thead>
<tr>
<th>Cities</th>
<th>1</th>
<th>2</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALEXANDRIA</td>
<td>EG</td>
<td>ALY</td>
<td></td>
</tr>
<tr>
<td>ALEXANDRIA</td>
<td>LA</td>
<td>US</td>
<td>AEX</td>
</tr>
<tr>
<td>ALEXANDRIA</td>
<td>NY</td>
<td>US</td>
<td>AXB</td>
</tr>
</tbody>
</table>

複数空港を有する都市

TOKYO  JP
Narita    NRT
Haneda    HND

OSAKA  JP
Kansai International  KIX
Itami     ITM

SEOUL  KR
Inchon Int'l  ICN
Kimpo Int'l  GMP

NEW YORK  US
John F. Kennedy Int'l  JFK
Newark Int'l  EWR
La Guardia  LGA

LONDON  GB
Heathrow  LHR
Gatwick   LGW

PARIS  FR
Charles de Gaulle  CDG
Orly     ORY
3. CODING AND DECODING OF AIRLINES

3-1) CODING OF AIRLINES

In addition to the airlines’ full names in alphabetical order,
the list below also contains:

Column 1: the airlines’ Prefix numbers (Cargo)
Column 2: the airlines’ 2 character designators
Column 3: the airlines’ 3 letter designators

Explanation of symbols:

+  IATA Member
&  IATA Associate Member
#  Party to the IATA Standard Interline Traffic Agreement
©  Cargo carrier only
%  IATA Clearing House Member  運賃料金の共同清算
=  Non-Scheduled Airline

<table>
<thead>
<tr>
<th>AIRLINE</th>
<th>1</th>
<th>2</th>
<th>3</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Airlines Inc.</td>
<td>+#%</td>
<td>001</td>
<td>AA</td>
</tr>
<tr>
<td>All Nippon Airways Co. Ltd.</td>
<td>+#%</td>
<td>205</td>
<td>NH</td>
</tr>
<tr>
<td>Japan Airlines International Co., Ltd.</td>
<td>+#%</td>
<td>131</td>
<td>JL</td>
</tr>
<tr>
<td>Nippon Cargo Airlines</td>
<td>+#©%</td>
<td>933</td>
<td>KZ</td>
</tr>
</tbody>
</table>

4. Special Handling Code

PEF  Flowers
PEM  Meat
PEP  Fruits and Vegetables
PER  Perishable cargo
PES  Fish / Seafood
PIL  Pharmaceuticals  医薬品、化学薬品
5．Time Difference 時差

1) International Time Calculator 国際時刻早見表

*Standard Clock Time (GMT) & Daylight saving Time(DST) 標準時、及びサマータイム

<table>
<thead>
<tr>
<th>*同一国で複数のLocal Timeを設定している国</th>
</tr>
</thead>
<tbody>
<tr>
<td>USA・Canada等：ゾーン毎に表示</td>
</tr>
<tr>
<td>Eastern Time NYC・YYZ・YUL</td>
</tr>
<tr>
<td>Central Time CHI</td>
</tr>
<tr>
<td>Pacific Time LAX・SFO・YVR</td>
</tr>
<tr>
<td>Hawaiian islands HNL</td>
</tr>
</tbody>
</table>

Australia等は州毎に表示

※DST適用：+1hr

2) Time difference 時差

都市間の時差：

例題参照 Text P151-159

6．Transportation time 飛行時間

例題参照 Text P163-165

1）飛行時間＝到着時刻－出発時刻

2）OAG Training Edition Int'l time calculatorを参照して

Local Timeの到着・出発時刻を標準時に仮定した時刻を設定

Local Timeが標準時より進んでいる場合(+)：時差の時間を引く

Local Timeが標準時より遅れている場合(−)：時差の時間を足す

3）留意事項

①運航日が Summer Time実施期間中であれば、1時間足す

尚、南半球では Summer Time実施は冬の期間
Module 4  Use of Guides

Air Cargo Guide (OAG)の使用方法

1. 3種類のGuide 国際線時刻表  
① OAG Cargo Guide  
下部のデッキに ULD を搭載できる大型機、コンビ機、および貨物専用機のみを抜粋したもの

② OAG World Flight Guide  
世界中を運航している旅客機を対象

③ OAG North America Flight Guide  
北米発着の旅客機を対象

・ Above are published by OAG Worldwide every month.
・ OAG Cargo Guide publishes double transfer connections, i.e.connections via two transfer points.
・ OAG Cargo Guide also publishes RFS (road Feeder service)

2. OAG World Flight Guideの見方

参照 OAG P38（英語版）OAG P43（日本語版）

* Days of the week 運航曜日
* Validity 運航期間
* Departure & arrival times (published at local time) 出発到着時刻
* Day indicators 日付 【出発日を基準に ＋１；翌日 －１；前日】
* Airline code & flight nr. 航空会社コードと便名
* Aircraft codes 航空機コード
* Class of service 運航クラス 【AC, BC, PC, P】
* No of stops 寄港回数 【M; Multi-stop more than 8 stops】

3. Flight の種類

1-1) Direct FLT（直行便）  
最終仕向地まで同一便名で運航される FLT
途中、何回寄港してもよい。

1-2) Non-stop FLT（ノンストップ便）  
Direct FLT の中でも、最終仕向地まで一度も寄港しない FLT
時刻表では STOP 回数が 0 または － と表示
*Direct FLT と Non-stop FLT の違い
最終仕向地に到着するまで STOP 回数の有無による。
Non-stop FLT は Direct FLT の一部

2) Connections FLT（乗り継ぎ便）  
最終仕向地まで複数の航空機で運航される
4. OAG CARGO GUIDE の構成

1) Ailine codes  OAG P3-5

2) Aircraft codes  OAG P6-7

3) AIRPORT CODES  OAG P26-30

4) Flight routings  OAG P31-37

5) 時刻表の見方  OAG P38 & P43

6) 時刻表(抜粋)  OAG P45-67
Module 5  Aircraft  航空貨物輸送で使用する航空機及び搭載の条件等

1. Aircraft

1) 航空機の Type : 4 種類

① A C  Freighter
② B C  Wide-body
③ P C  Combi (Mixed) FLT
④ P  Narrow-body

2) 航空機の Category  2 種類

| Narrow Body | Lower Deck に ULD が搭載不可 |
| Wide Body   | Lower Deck に ULD が搭載可  |

* 航空機メーカー別の機種: Narrow Body と Wide Body の識別

Airbus Industrie:
Boeing:
Ilyshin:
Douglas:
Antonov:

*Boeing 747 & Airbus 380 have an upper deck.

* Wide-body aircraft can be divided into Freighter aircraft, Passenger aircraft and Combi aircraft.

*The FWD and AFT cargo holds of a passenger aircrafts are located at lower deck

* A convertible aircraft can be transformed from
  a. Freighter to a passenger aircraft
  b. Passenger to an all-cargo (freighter) aircraft

* The bulk cargo compartments can physically be separated by
  · Solid bulkhead for permanent separation
  · Removable separator net (flexible webbing)

*Cargo securing equipment
  Pallet荷崩れ防止のための用具
  **The four main causes of shifting and directions.
  · Backward motion / forward motion / Sideward motion  ⇒  1.5G
  · Upward motion  ⇒  3G
  **If a compartment or container is filled to capacity, tying down cargo should not be necessary.
  **The force required to restrain cargo depends on
  the weight of the cargo, change in speed & in direction.
3) **Payload** 旅客・貨物・郵便の有償総重量

**TAKE-OFF WEIGHT OF AN AIRCRAFT (TOW) ①+②+③ 離陸時の総重量**

| ① | Dry operating weight (DOW) | Aircraft/Crew/Crew Baggage/Pantry |
| ② | Payload                     | Passenger/Cargo/Mail              |
| ③ | Take-off fuel               |                                   |

*Operating weight ①+③  
*Maximum Zero Fuel Weight ①+②  
*Maximum Landing Weight TOW—Trip Fuel

The reserve fuel of an aircraft : Take-off fuel — trip fuel  
Ramp fuel : Take-off fuel — taxi fuel

* **Maximum Take Off Weight (MTOW) of an aircraft is Determined by manufacturer**  
  **as structural weight limit for take off or operational restrictions.**

*The maximum payload may be effected by the following factors:  
  Actual operational condition (Temperature, wind) & Weight of the fuel

4) **Space Allocation for Cargo and Mail**  
   *Freighter aircrafts carry cargo and mail  
   on the Lower deck compartments or upper deck compartments.

2. **Bulk Loading Limitations** 教材を熟読
   Text P246

1) **Volume Limitations**  
   The weight and volume of a compartment **can be better *utilized**  
   with combination of high and low density commodities.  
   例）Clothing ave.density 120kg per m3  
       Chemicals “ “ 400kg per m3

2) **Maximum Dimensions**  
   Dimension : **Length x width x height**  
   Loading Charts ⇒ the Max permissible length

3) **Floor Loading Limitations**  
   Limits are not exceeds or sufficient spreaders usually made of wood are used.  
   * Refer to example 1
3. Unit Load Devices (ULD)  教材を熟読

1) **UDL Categories** 6 types （A D P R U + S） Text P266

例）A = Certified aircraft container

P = Certified aircraft pallet

Certified: 耐空性審査基準による仕様承認を取得した

* The non-certified ULDs may be loaded on the lower deck of certain aircrafts,

But, it is prohibited on the Main deck of a freighter or a combi aircrafts

* Main deck of Boeing 747(F) can accept

   pallets & containers of 10, 20 & 40 feet long Text p273

2) **Identification of ULD**  識別コード Text P266

例：

<table>
<thead>
<tr>
<th>P</th>
<th>A</th>
<th>J</th>
<th>12345</th>
<th>JL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>

① UDL Categories
② Base Dimensions 注）
③ Compatibility code 他機種との適合性
④ Serial No
⑤ Owner/Resistant

注）Wide-body lower deck ⇒ 88 x 96 in. & 88 x 125 in. pallets

Wide-body main deck ⇒ 88 x 125 in.(10ft.) & 88 x 235.5 in. (20ft.) pallets

3) **The Cargo which cannot be loaded into ULD** Text p277

ULDに積込み不可の品目

①DG ②Live animals ③Valuable cargo ④Human remains

TACT 3.10.3.2

4) **Pivot Weight** 定額限界重量（基本料金で運送することができる最高限度重量。）

= The minimum chargeable weight TACT3.10.5.4

* The above depends on the ULD Type

5) **Interchangeability of ULDs**

*Aircraft Type 別の搭載適合可能な ULD 一覧表 TACT 8.2.3

\[①\textbf{3 key factors} \text{ affecting the acceptance of both bulk cargo & ULD are:}

\text{weight, dimensions, and floor loading limitations.}

②TACT8.3. Information by carrier lists the rules of acceptance of cargo to carriers.\]
Module 6  Handling Facilities

0. GENERAL INFORMATION

IATA Area • Capital or Main City • Local Time • Daylight Saving Time •
Country Code • Local Currency • Bank Information • Public Holidays •

1. AIRPORT INFORMATION

1.1. CUSTOMS AIRPORTS

1.2. AIRPORT FACILITIES

1.2.1. Loading/Unloading equipment
1.2.2. Storage
1.2.3. Clearance
1.2.4. Customs hours
1.2.5. Delivery

2. IMPORT

2.1. GENERAL

2.1.1. Packing
2.1.2. Marking
2.1.3. Routing
2.1.4. Language on documents
2.1.5. Other requirements

2.2. DOCUMENTARY REQUIREMENTS

2.2.1. Commercial consignments
2.2.2. Sample consignments
2.2.3. Gift consignments
2.2.4. Unaccompanied baggage
2.2.5. Other consignments

2.3. RESTRICTIONS

2.3.1. General
2.3.2. Live animals 2.3.3. Plants and plant material 2.3.4. Arms, ammunition and explosives
2.3.5. Narcotics and Drugs 2.3.6. Human remains 2.3.7. Pharmaceutical and chemical products
2.3.8. Medicines and vaccines 2.3.9. Animal products
Module 7  Air Cargo Acceptance  貨物の受託条件

1. Shipper’s Letter of Instructions ( SLI )  荷主輸送指図書

1) By signing the SLI,
☞ 教材参照 Text P342

The shipper authorizes the agent to prepare and sign the AWB on his behalf.

2) Components of the SLI  16項目  重要  ☞ 教材参照 Text P347

2. Special Cargoes  教材を熟読

1）Dangerous goods  危険物

定義: Dangerous goods are articles or substances which are capable of posing a risk to health, safety, property or the environment.

*IATA Dangerous Goods Regulations*
Above Regulations are based on the requirements of Annex 18 to the Convention on international Civil Aviation &Technical Instructions for the Safe Transport of Dangerous goods by air, and are issued annually.

**Classification**  分類・区分

Class 1—9
Class 2,4,5,6はDivisionにて細分化

a) Packing groups  等級

Packing Group I: High danger
Packing Group II: Medium danger
Packing Group III: Low danger

b) Shipper’s Declaration for Dangerous Goods

The shipper must complete in duplicate & in English.

c) Hidden Dangerous goods  目に見えない危険物  50種類

2）Live Animals  生動物  ☞ 教材参照 Text p378-381

The acceptance of live animals consignments is subject to the conditions of the Live Animals Regulations as described in the IATA Live Animals Regulations Manual.

*IATA Live Animals Regulations are issued annually and set out the Minimum required standards. LAR are issued in English, French, Spanish, & Chinese.
Valuable cargo means a consignment which contains one or more of the following articles:

a. any article having a declared value of carriage of USD 1000.00 (or equivalent) or more, per gross kilogram; except in the United Kingdom GBP 450.00, or more per gross kilogram;
b. gold bullion and platinum;
c. legal banknotes, traveller’s cheques, securities, shares, share coupons and stamps and ready for use bank cards and/or credit cards;
d – g. 省略

3） Valuable cargo 貴重品

(1) Definition

Text P412

TACT 3.7.6

Requires advance arrangements

a) Reservation: the most direct route must be used.

: Keeping the transportation time to a strict minimum

b) Container must be leak-proof, escape-proof & adequate ventilation must be provided on at least three sides.

c) At least one ‘LIVE ANIMALS’ label or tag, properly completed, must be attached to each live animal container, and paced “This Way Up” labels on at least two opposite side.

e) (1) Documents by shipper

※ rabies inoculation certificate / Health certificate 狂犬病接種証明書
※ CITES documents

「Convention on International Trade in Endangered Species of Wild Fauna and Flora」（絶滅の恐れのある野生動植物の種の国際取引に関する条約：ワシントン条約）
※ Export / Import Permit
※ Shipper’s Certification for Live Animals

The shipper must complete in duplicate & in English.

(2) Documents by carrier

※ IATA Live Animals acceptance check list
※ NOTOC (Special Load notification to Captain)

機内に危険物/生動物等を搭載する場合、出発前に航空会社は機長に品目の明細と搭載場所を記載した文書を提示する。
(2) Acceptance

Valuables can be accepted provided:

a. they are not consolidated with other goods
   (a consolidated shipment may, however, be wholly composed of valuables)

b. they are packed in such a manner that the contents cannot be tampered with
   or removed without visible evidence thereof remaining.
   For details of minimum sizes refer to the Carrier concerned.

C. advance arrangements have been made.
   Routing : it is preferable to select a direct flight.
   Declared Value for a consignment : over USD100,000 or its equivalent in local currency

4) Perishables

＊定義： Articles of a perishable nature which are liable to deteriorate or perish due to changes in climate,
temperature, altitude, or other normal exposure, or length of time in transit, will be accepted
provided that it is reasonably certain they will reach their destination in good condition.

＊対象品目: 8種類 Text P443
   注) Newspaperは時間が経過すると価値がなくなるのでPerishable Cargoと見做しているが、
   規定では対象外としている。

＊ Advance reservations should be made, and
   packages and documents should be boldly marked “Perishable”.

＊ A special “PERISHABLE” & “THIS WAY UP” label shall be affixed on each package.

＊ The “Time and Temperature Sensitive” label is used on Temperature controlled cargo.

＊ Perishable Cargo Regulations Manual is updated annually, divided into 17 chapters.

5）その他の品目

(1) Wet cargo

事例 : 4品目
Carrier can accept wet cargo, including cooled goods, wetted fresh flowers and vegetables, soft fruits and other goods which
may leak or give off moisture, provided the packing is leakproof.
Advance arrangements have to be made with the nearest office of Carrier before acceptance of salted casings and skins, etc.
(2) **Human remains**

① Cremate remains (ashes) 遺骨

Must be shipped in funeral urns which are efficiently protected against breakage by a cushioning packaging.

② Not cremated remains (human remains in a coffin) 遺体

Must be contained in a soldered inner coffin of lead or zinc, which in its turn must be packed in a wooden coffin.

*Human remains cannot be consolidated with other goods.

They may be shipped only in all-cargo aircraft or in passenger aircraft having outside cargo compartments, subject to advance confirmation of reservations.

(3) **Personal Effects (Unaccompanied Baggage)** 別送手荷物

If personal effects are packed in suitcases, etc., each suitcase, etc. must be well locked.

If keys are sent along with shipment they must be attached to the air waybill by means of an envelope.

(4) **Strongly Smelling Goods** 強い匂い（悪臭等）を出す品目

(5) **Outsized or Heavy Cargo** 長尺・高重量貨物

Outsized Cargo: must be loaded on more than one pallet.

Heavy Cargo: exceeds 150kg which depends on the aircraft type, airport facilities & etc

(6) **Arms, Ammunition, War Material** 武器・弾薬等

(7) **Other Cargo Needing Special Handling**

*Drugs to save life*

*Air mail, newspapers*

*Vulnerable cargo* 損傷・盗難を受けやすい品目

---

**貨物受託に係る TACT 規定**

- Transport documents TACT 7.3. Import/Transit/ Export regulations
- Acceptance for carriage TACT 2.3.2, 2.3.3 & 8.3. Information by carrier
- Booking and advance arrangements TACT2.4. advance arrangements
- Government regulations 7.3. Import/Transit/ Export regulations
- Carrier’s regulations 8.3. Information by carrier

---

**TACT 2.1  CARGO ACCEPTANCE**

**Consignments are accepted by carriers:**

a. through IATA Cargo agents, or

b. directly from shippers
TACT 2.1.2. RESPONSIBILITY OF SHIPPER

The shipper is obligated to comply with all customs regulations and other governmental regulations of any country flown from, to, or over relating to the packing, carriage, and delivery of goods, including the furnishing of such information and documents as may be necessary to meet such requirements;

TACT 2.1.3. CARRIERS' LIABILITY

7. Liability of carrier shall not exceed *19 SDR per kilogram of cargo destroyed, lost, damaged or delayed.

*Special Drawing Rights (特別引出権)

TACT 2.1.4. LIMITATIONS ON CLAIMS AND ACTIONS

2. loss or damage to goods unless a complaint is made to carrier in writing by the person entitled to delivery.

Such complaint shall be made:

a) in the case of visible damage to or partial loss of the goods, 目視による外装損傷や一部の紛失
immediately after its discovery and at the latest within fourteen (14) days from the date of receipt of the goods;

b) in the case of other damage to the goods, (concealed, /invisible damage)
within fourteen (14) days from the date of receipt of the goods;

c) in the case of delay,
within twenty-one (21) days from the date on which the goods were placed at the disposal of the person entitled to delivery;

d) in the case of non-delivery of the goods,
within one hundred twenty (120) days of the date of issue of the air waybill or the date of the shipment record, whichever is applicable.

3. Any right to damages against carrier shall be extinguished, unless an action is brought within 2 years after the occurrence of the events giving rise to claim.

TACT 2.1.4. RESTRICTIONS DUE TO VALUE

1. Valuation limit of one consignment

Consignments exceeding a certain declared value for carriage (in many cases in excess of USD 100,000 or its equivalent) will not be accepted for carriage unless advance arrangements have been made with the carrier(s) concerned.
Module 8  Cargo Booking Procedures 貨物予約方法・搭載優先品目

1. Mandatory information required by the Airlines 必須な情報項目 Text P452

8項目：AWB番号・重量・個数・サイズ・発着空港・品目
リクエスト便（経由の接続便を含む）・社名及び電話番号

2. Optional information 選択情報項目 Text P454

Special Services Request (SSR)
Ex: keep cool, Keep 5 degrees
Dog must be fed during transportation

3. Other points to be observed Text P455

1) The airlines may refuse to carry consignments on specific booked flights:
under the Force majeure (Acts of God), or Embargo of cargo
*不可抗力 *受託禁止
Force majeure: earthquakes, hurricanes, & tornados
Also, weather condition, or Technical reasons may prevent the airlines
from transporting cargo on booked flights

2) Higher priority items for higher level of loading priority: *優先搭載の品目
Mail and Spare part for aircraft on ground (AOG)

4. Handling of consolidations , Text P458

**Allotments 割当スペース
Agent or freight forwarder may permanently book a certain space in advance on certain routing.
These permanent bookings may be granted by an airline and it is called allotments.

**It is responsibility of agents to fill the blocked space on a particular flight
under blocked space agreement.

**GSA is an abbreviation for General Sales Agent 総販売代理店
Carriers do not accept for interline transportation the following types of consignments unless and until advance arrangements have been made:

a. Consignments requiring special care or attention in transit.
b. Consignments having a declared value in excess of USD 100,000—or its equivalent:
c. Consignments consisting of or including, but not limited to
   pieces of unusual shape or size
   live animals
   perishables
   dangerous goods
   human remains other than ashes.
Module 9  Cargo  Automation

1. SITA

1) SITA was founded in 1949 by 11 airlines, and served over 440 airlines 180 countries.
2) SITA provides **specialised telecommunication networks** and data processing.
3) **Cargo IMP** (Cargo interchange Message Procedures) codes for airline-to-airline data interchange can be used for space allocation, AWB information, flight manifests, etc.
4) Network capabilities:

2. EDI

1) **EDI (Electronic Data Interchange) & UN/EDIFACT**
   EDIFACT is recognized as the industry standard for airline to third party data Interchange.

2) Air cargo agents has developed in-house systems, to cover AWB issuance as well as back-office functions.
   Basic 7 functions by cargo agents systems as follows:

3. CCS (Cargo Community Systems)

1) CCS allows all parties in the air transport chain to exchange information quickly by using messages in Cargo IMP & UN/EDIFACT.

2) CCS functions : Booking (FFR message), Monitoring, AWB details, etc.

4. CASS EDI

1) The advantages of CASS EDI
   (1) Elimination of discussions on pricing of shipments between airlines and agents.
   (2) Elimination of paper production where electronic invoice is legal accepted
   (3) Reduction in data capturing cost

2) An EDI agent must ensure that their system is capable of
   (1) Transmitting messages in accordance with Cargo IMP & Cargo-FACT
   (2) Receiving messages in accordance with Cargo IMP & Cargo-FACT

5. Cargo 2000

1) Air Cargo Industry Initiative aiming at implementing a new quality management system worldwide.
2) The objectives are:
   a. Implementation of processes
   b. Maintain quality standards
   c. Improve the efficiency of air cargo
3) A **route map** for each shipment is monitored and measured in Cargo 2000.
   Phase1  airport to airport
   Phase2  door to door
   Phase3  at the individual piece level
4) Main goal:  
- *Grow revenue*  
- *Reduce operational cost*  
- *Reduce the claims*

6. E-Freight

- Targeting reduction of paper documents for air cargo shipments  
- Reducing the cost and Improving the customer service

1) The benefits of E-Freight  
2) The scope of E-Freight

7. IATA Electric Air Waybill (e-AWB)

1) The use of e-AWB was allowed *by the Montreal Protocol & the Montreal Convention 99.*  
2) The benefits of the e-AWB  
   1. Reduced cost  
   2. Higher productivity (Elimination of repeating data keying, real time access to AWB information,  
      reduction in cargo handling delays due to missing AWB,  
      detection of errors t prior to submitting the physical freight,)  
   3. Better reliability (no risk of losing documentations, reduced number of errors)

3) The IATA target set for 100% e-AWB on feasible routes is *by the end of 2014.*  
4) Contractual requirements for using e-AWB: RP-1670  
5) Technical requirements for e-AWB  
6) Identifying e-AWB shipments with ECC.  

   The advantages of handling code ECC in e-AWB shipments:  
   a. Alerts operational staff  
   b. Alerts interline carriers  
   c. Harmonizes the communication

8. IATA Cargo-XML Standards

1) To modernize Cargo-IMP messages, IATA will migrate to web-based Cargo-XML.  
2) The benefits of XML  
3) IATA’s vision: formulated as air cargo supply chain  
4) IATA’s targets
Module 10 Air Cargo Rates & Charges

**TACT Rate**

2 种類
① Worldwide except North America
② North America

* TACT Rates are issued every four months (Feb., Jun., & Oct.)

* 運賃の通貨 原則: Local currency 発地通貨
例外: USD or EUR

Key Word
「IATA の賃率設定の狙い: 荷主に可能な限り安価な賃率を提供」

The general aim of cargo rate structure is to provide the shipper with the lowest possible rate.

参考: 運賃設定規則は IATA が TACT Rule にて規定しているが、
運賃は各航空会社が発着国当局に申請し認可を受けている。

端数処理（Round Off）

1) 寸法・重量の端数処理

1. 寸法: 小数点第一位置四捨五入

2. 重量:
   ① KG → 0.5kg 単位で切り上げ
   rounded up to the next higher half or full kg
   ② LB → 切り上げ
   rounded up to the next higher full LB

TACT 3.9.4

1) Centimetres - kilogrammes
To obtain the cubic volume, a half or larger fraction of a cm shall be rounded up to the next higher whole cm, a smaller fraction to the next lower whole cm.
Example:
The dimensions 162.2 x 155.6 x 141.4 cm are rounded to 162 x 156 x 141 cm.
The chargeable weight is established by dividing the cubic volume in cubic centimetres by 6000, the resultant equivalent in kg being rounded up to the next higher full or half kilogramme.

Example:
162 x 156 x 141 cm results in a volume of 3,563,351 cubic cm which, divided by 6000, results in 593.892 kg, rounded up to 594 kg.

2.) Inches - kilogrammes
To obtain the cubic volume, a half or larger fraction of an inch shall be rounded up to the next higher whole inch, a smaller fraction shall be rounded down to the next lower whole inch.

Example:
The dimensions of a consignment being 63 7/8 x 61 1/4 x 55 3/8 inches are rounded to 64 x 61 x 55 inches. The chargeable weight is established by dividing the cubic volume in cubic inches by 366, the resultant equivalent in kilogrammes being rounded up to the next higher full or half kilogramme.

Example:
64” x 61” x 55” results in a volume of 214720 cubic inches, which divided by 366, results in, 586.666 kg, rounded up to 587 kg.

3.) Inches - Pounds
Having obtained the cubic volume as indicated in 2. above, the chargeable weight in pounds is obtained by dividing the volume in cubic inches by 166.

Example:
64” x 61” x 55”, results in a volume of 214720 cubic inches, which divided by 166, results in 1293.493 lb, rounded up to 1294 lb.

*容積重量（KG）
最大長 x 最大幅 x 最大高 ÷ 6,000cm³

Text P533

1. The cubic volume of a consignment is established by applying the greatest length, the greatest width and the greatest height of the consignment or its packages.

2. Consignments, the extreme dimensions of which result in an average of more than 6000 cubic cm / 366 cubic inches per kilo) (166 cubic inches per pound), shall be charged on volume basis.

3. The volume weight shall be calculated up to 3 decimal place.
（小数点以下第3位までを対象）
*Gross weight & Volume weight

Low Density Cargo<br>
容積重量適用<br><br>1 kg per 6,000 cm³
1 kg per 366 cu in.
1 lb per 166 cu in.<br><br>High Density Cargo<br>
実重量適用

* 複数梱包の容積重量 (KG)

個々の梱包容積の合計 ÷ 6,000 cm³
(寸法が cm の場合)

2）通貨の端数処理  Currency Rounding Off

＊Currency Codes 通貨コード
Japan: JPY  USA: USD
＊Round off Unit 国ごとに決められた通貨の端数を整理する単位
通貨一覧表 (Currency Table)  TACT5.7.1

【端数処理の方法】Currency Rounding Off Procedures
1) 機軸が 1, 0.1, 0.01 の場合
   R/O Unit の1つ下の数字を四捨五入
2) 機軸が 5, 0.5, 0.05 の場合
   Half Way Point を求め、
   1) 対象数値が大きい場合は切り上げ
   2) “ ” 小さい場合は切り捨て

【端数処理の種類】
1) 運賃・着払貨物取扱料金・立替払手数料などの 端数が生じた場合、
   その都度、Except Minimum Charge を適用
2) 従価料金の算出で端数処理が必要な場合、
   Minimum Charge を適用

Exceptions 例外
For transportation
a. from India for cut flowers and live plants;
b. from Sri Lanka for SCR Items 1024 and 1401;
the formula 7000 cubic cm equals 1 kg. applies.
## TACT 5.7. ROUNDING OFF REGULATIONS

### 5.7.1 CURRENCY TABLE

<table>
<thead>
<tr>
<th>Country</th>
<th>Currency Name</th>
<th>Unit</th>
<th>Code</th>
<th>Rounding off units</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>except min. charges</td>
</tr>
<tr>
<td>United Kingdom 🌎</td>
<td>Pound Sterling</td>
<td>100 Pence</td>
<td>GBP</td>
<td>0.01</td>
</tr>
<tr>
<td>United States</td>
<td>US Dollar</td>
<td>100 Cents</td>
<td>USD</td>
<td>0.01</td>
</tr>
<tr>
<td>Uruguay</td>
<td>Peso Uruguayo +</td>
<td>100 Centimos</td>
<td>UYU</td>
<td>1</td>
</tr>
<tr>
<td>Uzbekistan</td>
<td>Uzbekistan Sum +</td>
<td>100 Tijin</td>
<td>UZS</td>
<td>0.01</td>
</tr>
<tr>
<td>Vanuatu</td>
<td>Vatu</td>
<td>100 Centimes</td>
<td>VUV</td>
<td>5</td>
</tr>
<tr>
<td>Venezuela 🌎</td>
<td>Bolivar Fuerte</td>
<td>100 Centimos</td>
<td>VEF</td>
<td>0.01</td>
</tr>
<tr>
<td>Viet Nam</td>
<td>Dong +</td>
<td>100 San</td>
<td>VND</td>
<td>1</td>
</tr>
<tr>
<td>Virgin Islands</td>
<td>US Dollar</td>
<td>100 Cents</td>
<td>USD</td>
<td>0.01</td>
</tr>
<tr>
<td>Wallis &amp; Futuna Islands</td>
<td>CFP Franc</td>
<td>100 Centimes</td>
<td>XPF</td>
<td>0.10</td>
</tr>
<tr>
<td>Yemen Rep. of</td>
<td>Yemeni Rial</td>
<td>100 Fils</td>
<td>YER</td>
<td>0.05</td>
</tr>
<tr>
<td>Zambia</td>
<td>Kwacha +</td>
<td>100 Ngwee</td>
<td>ZMK</td>
<td>0.01</td>
</tr>
</tbody>
</table>
運賃の種類

① MIN. 最低料金 M  
Minimum charge  
発地国毎に、AREA 別に設定  
※Min に満たない場合は Min を適用

② GCR 一般貨物運賃率  
General Cargo Rates  
Normal N - 45 kg  
Quantity Q + 45 kg, + 100 kg, + 300 kg etc

運賃 = 適用すべき重量 × 適用すべき賃率  
※運賃計算する際の適用重量  
The chargeable weight is the actual gross weight or volume weight, whichever is higher.
実重量、又は容積重量、どちらか大きい方を適用

③ SCR 特定品目賃率 C  
Specific Commodity Rates  
原则 100kg 以上にて設定  
SCR番号 = 4桁  
大分類 1000番台 10 main groups  
中分類 100番台  
*9700－9799番 Several items 記載  
*複数 SCR 番号の優先順位

④ CCR 品目分類賃率 【Class Rates】  
Commodity Classification Rates  
Surcharge (割増対象) S 3 種類  
Items requiring Special Handling  
Reduction (割引対象) R 2 種類  
Frequently Transported goods  
*賃率 & Min. ⇒ TACT 3.7.2  
*Normal GCR と Applicable GCR の違い
TACT 3.4. MINIMUM CHARGES

In no event shall the charge for any consignment be less than the minimum charges shown in the Rates books or in Rule 3.4.2.

Example:

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>JPY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Japan</td>
<td>Korea (Dem. People's Rep. of)</td>
<td>8500</td>
</tr>
<tr>
<td>South Asian Subcontinent</td>
<td>South West Pacific</td>
<td>11500</td>
</tr>
</tbody>
</table>

*独自の最低料金を設定している航空会社はTACT Rateを参照。

TACT 3.5.2. NORMAL GENERAL CARGO RATES

The normal general cargo rate is the 1 kg. rate. For most countries, the Normal general cargo rate is applicable to consignments of less than 45 kg. For some countries, however, the normal general cargo rate will apply to consignments of up to 100 kg.

**Exception: Within Europe (basic charge + a rate per kilogram)**

Between a number of countries in Europe a different rating structure is applicable. This consists of a **basic charge** per shipment regardless of its weight plus a **rate per kilogram**. These charges and rates are as published in the Worldwide Rates Book, Section 4.3. The basic charge is referred to as “B”, while the rate per kilo is shown as “K”.

TACT 3.6.2. PRECEDENCE OF SCR

1) **When a commodity can be classified and rated under more than one description,** the most specific description shall prevail, even if this means a higher charge.

2) However, a less specific description applicable to both a lower minimum weightbreak and a higher rate may be used, until the more specific description at the higher minimum weightbreak and a lower rate becomes applicable.

1）原則：適用可能なSCRが複数ある場合、より限定的なSCRを適用
※限定的SCRの賃率が高い場合でも適用

2）例外：限定的SCRの最低重量が、
包括的SCRの最低重量より重い場合で、
貨物の重量が限定的SCRの最低重量に満たない場合、
⇒包括的SCRが適用可能
1. Definitions of Parts/Accessories/Supplies

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

2) **Supplies** are materials used up with the main article, but other than “Parts”.

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

* Parts are included in commodity descriptions unless specifically excluded;

* Accessories and supplies are excluded from commodity descriptions unless specifically included.

* Exclusively = Only, solely

* Excluding = Except, not included
TACT 3.7. CLASS RATES

TACT 3.7.1. GENERAL

1. Commodities
Listed below are those commodities for which class rates have been established.
In the absence of a SCR for any of these items, the proper rate is to be determined by applying
the percentage indicated below to the normal rate shown for the cargo in question.

TACT 3.7.2. LIVE ANIMALS  生動物

1. Rates covering all areas,
The rates for live animals as stated below are to be determined as follows.

   a. **As a percentage of the Normal GCR (i.e. “150% of the Normal GCR”),**
      such percentage is to be applied to the 1 kg. general cargo rate
      **regardless of the weight of the consignment.**  ※重量に関係なく、N.GCRの料率（例：150％）を適用

   b. **As “the Normal GCR”.**
      the 1 kg. general cargo rate must be applied **regardless of the weight of the consignment.**  ※重量に関係なく、N.GCRを適用

   c. **As (a percentage of) “the applicable GCR”,**
      apply (such percentage) to the general cargo rate **applicable to the weight of the consignment.**  ※適用すべき重量段階の GCRを適用

The weight of the animal container, food etc. will be included in the chargeable weight of the
consignment.

1. Rating

1) **ALL LIVE ANIMALS**  except Baby Poultry less than 72 hours old
   ①Within 1, Within 2, Between 1-2, 175% of Normal GCR
   ②Within 3, Between 1-3, Between 2-3, 150% of Normal GCR

2) **BABY POULTRY**  less than 72 hours old  Normal GCR
   **Exception:** Within and from the South West Pacific sub-area:
   200% of the applicable GCR.

2. Minimum charges covering all areas,
The minimum charge for consignments of live animals is
   **200% of the applicable minimum charge.**

Note: The above charges shall be applicable to carriage of both the animal and its container.
1. Definition

Valuable cargo means a consignment which contains one or more of the following articles:

a. **any article having a declared value of carriage of USD 1000.00 (or equivalent) or more, per gross kilogram**: except in the United Kingdom **GBP 450.00, or more** per gross kilogram;

b. **gold bullion**

c. **legal banknotes, traveller's cheques, securities, shares, share coupons and stamps** (excluding mint stamps from United Kingdom) and ready for use **bank cards and/or credit cards**;

d. **diamonds, rubies, emeralds, sapphires, opals and real pearls**;

e. **jewellery consisting of diamonds, emeralds, sapphires, opals and real pearls (including cultured pearls)**;

f. **jewellery and watches made of silver and/or gold and/or platinum**;

g. **articles made of gold and/or platinum**, other than gold and/or platinum plated.

2. Rating

**All IATA areas**

(Within Europe see also Rule 3.7.1.3.)

200% of the Normal GCR

Exceptions alphabetically listed by country:

- **France to all areas**: 250%
- **Russia to all areas (except Canada, USA)**: 300%
- **Russia to Canada, USA**:
  - Consignments weighing up to 1000 kg. ............. 300%
  - Consignments weighing 1000 kg. or over ..... 200%

3. Minimum charge

The minimum charge for consignments of valuables is **200% of the applicable minimum charge**, provided that it is **not less than USD 50.00** (or equivalent).

Exceptions:

1. From France: **400% of the applicable minimum charge**.

2. In Saudi Arabia: **SAR 190**.
TACT 3.7.7. NEWSPAPERS, MAGAZINES, PERIODICALS, BOOKS, CATALOGUES, 
BRaille TYPE EQUIPMENT, AND TALKING BOOKS FOR THE BLIND

1. Rating
Consignment of the above articles in consignments of 5 kg. or more, will be charged as follows:
Area:
within IATA area 1; 67% of the Normal GCR
within Europe (see also rule 3.7.1.3);
between IATA areas 1 and 2
all other areas 50% of the Normal GCR

Exceptions alphabetically listed by country:
• From and within Germany on Lufthansa Cargo Services .. Applicable GCR

2. Quantity Rate
Where a GCR Quantity Rate results in a lower charge than the rate established by this rule, such lower rate shall apply.

3. Minimum charge
The minimum charge shall be the normal minimum charge as published in section 4.3.
of the Rates books and in Rule 3.4.

TACT 3.7.8. BAGGAGE SHIPPED AS CARGO

1. Applicability
Worldwide.

2. General
Baggage shipped as cargo shall consist of only personal wearing apparel and personal articles of a passenger (including portable musical instruments, portable typewriters and portable sports equipment but excluding machinery, machine or spare parts, money, securities, jewellery, watches, plate and plated ware, furs, films, cameras, tickets, documents, liquors, perfumes and articles of household furnishing, merchandise and salesman samples).

4. Rating
Area/Country: Rate:
From all IATA Areas: Applicable GCR
except from Malaysia and South West Pacific
From Malaysia ........................................ 50% of the Normal GCR
From Papua New Guinea ....................... 75% of the Normal GCR
From New Zealand to Niue, Samoa and Tonga ...... Applicable GCR
From New Zealand to all other countries ............ 50% of the Normal GCR
From the rest of South West Pacific ........... 50% of the Normal GCR
From Croatia ........................................ 75% of the Normal GCR
5. Quantity Rate
Where a GCR Quantity Rate results in a lower charge than the rate established by this rule, such lower rate can be applied.

6. Minimum charge
The rate to be charged shall be not less than the applicable minimum charge as published in section 4.3. of the Rates books and in Rule 3.4. of this tariff.

3.7.9. HUMAN REMAINS
1. Calculation
The charge for transportation of human remains will be assessed as follows:

<table>
<thead>
<tr>
<th>Areas:</th>
<th>Ashes: 遺灰</th>
<th>Coffin: 棺(ひつぎ)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) All IATA areas (except within area 2)</td>
<td>Applicable GCR</td>
<td>Normal GCR</td>
</tr>
<tr>
<td>2) Within IATA area 2 *)</td>
<td>300% of Normal GCR</td>
<td>200% of Normal GCR</td>
</tr>
</tbody>
</table>

*) For transportation within Europe see also rule 3.7.1. paragraph 3.

2. Minimum charge
For transportation of human remains the normal minimum charges are applicable, except for transportation wholly within IATA Area 2 a minimum charge will be levied of 200% of the applicable minimum charge, provided that this shall not be less than USD 65.00 or equivalent.

但し、USD65.00相当額を下回ってはならない。
TACT 3.7.1. GENERAL

Within Europe, however, where a tariff comprising a Basic Charge plus a rate per kilogram is applicable, Class Rates are determined in accordance with paragraph 3. below. The minimum charges (as published in Rule 3.4.2. and in the Rates books) will apply to class rated consignments unless otherwise indicated.

3. Within Europe

Listed below are those commodities for which Class Rates in the Basic charge structure have been established. The correct rate/charge is determined by applying the percentage indicated below to the basic charge (B) first and then to the rate per kilogram (K).

<table>
<thead>
<tr>
<th>Commodity</th>
<th>%</th>
<th>Rule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Live animals (except baby poultry less than 72 hours old)</td>
<td>250</td>
<td>3.7.2</td>
</tr>
<tr>
<td>Baby poultry less than 72 hours old</td>
<td>160</td>
<td>3.7.2</td>
</tr>
<tr>
<td>Valuable cargo</td>
<td>300</td>
<td>3.7.6</td>
</tr>
<tr>
<td>Human remains (ashes)</td>
<td>400</td>
<td>3.7.9</td>
</tr>
<tr>
<td>Human remains (coffins)</td>
<td>350</td>
<td>3.7.9</td>
</tr>
<tr>
<td>Braille type equipment, talking books for the blind, newspapers, periodicals, magazines, books and catalogues)</td>
<td>85</td>
<td>3.7.7</td>
</tr>
</tbody>
</table>

Exceptions and Notes:

1. a. Live tropical fish from Belgium .............................................125%
   b. The charges shall be applicable to carriage of both the animal
      and its container, subject to the provisions of Rule 3.7.3.
   c. These charges do not apply for shell fish.
2. From Switzerland ...........................................................................200%
3. From Switzerland ...........................................................................300%
4. From Switzerland ...........................................................................200%
5. The resulting weight charge may not be lower than the basic charge.
**TACT 3.9.3. CHARGEABLE WEIGHT**

The chargeable weight is the actual gross weight or volume weight, whichever is higher, provided that where a lower charge for a higher minimum weight applies, the latter shall be retained as chargeable weight.

*Example:*

A consignment weighing 35 kg. is to be carried from New York to London.

Assume the normal general cargo rate New York-London is USD 2.85 cents

and the over 45 kg. general cargo rate is USD 2.18 cents.

35 kg. x 2.85 = USD 99.75

45 kg. x 2.18 = USD 98.10

The minimum amount chargeable for 45 kg. (USD 2.18 cents per kg.) is less than the normal rate times the actual weight of the consignment.

Therefore, the charge of USD 98.10 will apply to this consignment.
TACT 3.3. PRECEDENCE OF RATES AND CHARGES

Through published rates take precedence over any combination of sector rates of the same type, between the same points via the same Carriers.

As a rule the following order of precedence applies to the published through rates:

a. **SCR *take precedence over Class rates and GCR.**  

b. **Class rates take precedence over GCR.**

c. **When the GCR applicable to the consignment is lower than the SCR, such lower rate can be applied, except where the SCR has been established for items covered by a Class rate.**

d. **Where the GCR applicable to a consignment of newspapers, magazines, periodicals, books, catalogues, braille type equipment, talking books for the blind and/or baggage shipped as cargo is lower than the Class rate, such lower rate can be applied.**

1）原則： a.&b. **SCR > Class Rate > GCR**  
2）例外：

C. GCR > SCR  
但し、品目が Class Rate も適用可能な場合、SCRを適用  

d. GCR > Class Rate ⇒ 割引対象品目に限定
1. 容積重量を算出。
実重量、または容積重量のどちらか重い方を適用

2. 適用区間の運賃表にて、以下の手順で適用運賃の種類を確定
1) 該当品目の SCR が設定されている場合 ⇒SCR 適用
2) SCR 適用不可で、Class rate 適用可の場合 ⇒ Class rate 適用
3) SCR・Class rate 共に適用不可の場合 ⇒ GCR 適用

3. みなし重量適用の確認

4. 最後に GCR チェックを行う
・SCR・Class rate(割引対象)適用の場合、
  GCR が上記より安ければ GCR を適用
・但し、SCR 適用品目が割増対象の Class rate も適用可能な場合、
  例え GCR が安く設定可能といえば、SCR を適用しなければならない。

1. 運賃の適用優先順位 TACT 3.3.
1) 原則: SCR＞CLASS＞GCR
2) 例外:
   ① GCR＞SCR
       但し、品目が Class Rate も適用可能な場合、SCRを適用
   ② GCR＞Class ⇒ 割引対象品目に限定

2. SCR 適用優先順位
1) 原則: 適用SCRが複数ある場合、より限定的なSCRを適用
2) 例外: 限定的SCRの最低重量が、
   包括的なSCRの最低重量より重い場合で、
   貨物の重量が限定的SCRの最低重量に満たない場合、
   包括的SCRが適用可能
**Valuation Charge (従価料金)**

1. **Shippers must declare a value for carriage on the AWB.** This declaration may be a **specific amount or NVD (No Value Declared).**

   For the purpose of applying valuation charges, the **value per kilogram or per pound must be determined by dividing the shipper's declared value for carriage by the gross weight of the consignment** as declared in the Gross Weight box on the AWB.

   Declared value for carriage may not be entered or (if already entered on the AWB) amended after despatch of the shipment from the airport (or city) of departure shown on the AWB.

---

### TACT 3.2

**VALUATION CHARGES**

**1.** Shippers must declare a value for carriage on the AWB. This declaration may be a specific amount or NVD (No Value Declared).

For the purpose of applying valuation charges, the value per kilogram or per pound must be determined by dividing the shipper's declared value for carriage by the gross weight of the consignment as declared in the Gross Weight box on the AWB.

Declared value for carriage may not be entered or (if already entered on the AWB) amended after despatch of the shipment from the airport (or city) of departure shown on the AWB.
2. Consignments valued at more than SDR 17 per kg will be assessed valuation charges not less than 0.75% of the Shipper's declared value for carriage exceeding SDR 17 per kg.

Exceptions:
1. For traffic to/from Israel
   For diamonds, including diamonds for industrial use the valuation charge will be 0.10% of the total declared value for carriage.

2. For traffic to/from the United States of America
   The liability limits of the carrier in the case of destruction, loss, damage or delay is SDR 19 per kg therefore valuation charges should be calculated accordingly.

3. For traffic to which the Montreal Convention (1999) applies as of December 30, 2009
   The liability limits of the carrier in the case of destruction, loss, damage or delay has increased from SDR 17 per kg to SDR 19 per kg therefore valuation charges should be calculated accordingly.

3. The declared value for carriage applies for the actual gross weight of the consignment, excluding the weight of airline owned ULD's. Value declarations for individual parts of the shipment only or higher or lower value declarations for some parts of a shipment are not possible.

4. See list of the local currency equivalent values of SDR 17.
   To establish these local currency equivalents the following conversion rates will be used:
   a. the March “Clearing House Monthly 5 Day Rate” for implementation from 1 June through 30 September;
   b. the July “Clearing House Monthly 5 Day Rate” for implementation from 1 October through 31 January;
   c. the November “Clearing House Monthly 5 Day Rate” for implementation from 1 February through 31 May.

   The rounding units will be those shown under the Column “Minimum charges” according to Rule 5.7.1

<table>
<thead>
<tr>
<th>Country</th>
<th>Currency</th>
<th>SDR 17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afghanistan</td>
<td>US Dollar</td>
<td>27</td>
</tr>
<tr>
<td>Australia</td>
<td>Australian Dollar</td>
<td>27</td>
</tr>
<tr>
<td>Austria</td>
<td>Euro</td>
<td>19.81</td>
</tr>
<tr>
<td>Brazil</td>
<td>US Dollar</td>
<td>27</td>
</tr>
</tbody>
</table>

41
例題:

Carrier's Liability per Kg

SDR17.00 = CAD28.00

B = CAD28.00 × 30.4 = 851.20

C = (A - B) × 0.75%

KgあたりSDR17.00を超える部分(C)のみ0.75%を乗じる

端数が生じた場合☞Minimum chargeを適用する。

解答:

CADの端数処理単位：5

181.116
180.00
185.00

182.5 (Half way point)

解 答：CAD180.00
1) Charge Collect Fee  (着払い貿易取扱料)

運賃を荷受人が支払う場合、航空会社が着地で運賃回収するための手数料

A = 発地国通貨の運賃 (Weight Charge + Valuation charge)
B = 着地国のUSD1.00に対する換算率
C = 発地国のUSD1.00に対する換算率
D = 着地国通貨に換算された運賃

Dに対して着地国ごとに定められた比率 (原則5%)を乗じてCC feeを求める
算出においては、端数発生の都度、通貨の端数処理を行う。

TACT 7.2. CHARGES COLLECT

7.2.1. GENERAL

Unless otherwise arranged charges are payable by shippers, i.e. charges prepaid.

A consignment may be accepted charges collect (i.e. payable by consignee) provided the following conditions are fulfilled:

a. The consignee is not the same as the shipper, nor a government agency
(except when shipped by a government agent presenting proper credentials).

b) Currency regulations of the country of destination and of the delivering carrier permit collection of charges from the consignee.

The fee for such charges collect services shall not be less than 5% of the weight and valuation charges amount, if there is no exception shown.

The fee for charges collect services shall in no case be less than USD 10 (or the equivalent amount in local selling currency, such amount to be converted at the local banker's rate of exchange), if there is no exception shown.
Note

Human remains, live animals, perishables, personal effects or household goods (used and not for resale) are acceptable on charges collect basis only after prearrangements with the carrier(s) concerned. See also section 8.3. “Information by Carrier”.

TACT 7.2.2. PAYMENT FACILITIES, EXCEPT IN ECAA COUNTRIES AND FROM AUSTRALIA

<table>
<thead>
<tr>
<th>Afghanistan (AF)</th>
<th>Charges Collect Accepted: No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charges Collect Fee</td>
<td>5% of weight and valuation charges</td>
</tr>
<tr>
<td>Minimum: USD 10*</td>
<td></td>
</tr>
</tbody>
</table>

1. Accepted by FG, IC and IR, provided payment is made in hard currency.
2. Accepted by AC on condition of local station approval.
   When approved, the charge shall be 5% of the Weight and Valuation Charges, subject to a Minimum fee of USD 15.00.

例題:
What is the applicable Charges Collect fee in the currency of the country of destination of a shipment from Amman, Jordan to Gothenburg, Sweden? The weight charge on Emirates is JOD 2010.00 and the valuation charge is JOD 140.00 and the Banker’s rate of exchange is:
USD 1 = JOD 0.70848
USD 1 = SEK 7.08440

<table>
<thead>
<tr>
<th>Sweden (SE)</th>
<th>Charges Collect Accepted: Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charges Collect</td>
<td>5% of weight and valuation charges</td>
</tr>
<tr>
<td>Fee: Minimum: SEK 100*</td>
<td></td>
</tr>
</tbody>
</table>

* Applicable to AA and SK. CC Fee applicable to other carriers may vary.

Exception(s):
1. Not accepted by KL.
2. For BA, the charge shall be 5% of the Weight and Valuation Charges, subject to a Minimum fee of SEK 100.
3. For TAP, the charge shall be 5% of the Weight and Valuation Charges, subject to a Minimum fee of SEK 100.
4. Accepted by EK to GOT only.

(解答)
Weight Charge JOD 2010.000
Valuation Charge JOD 140.000
Total Collect Amount JOD 2150.000

Converted to SEK (JOD 2150.000 x SEK 7.08440) ÷ JOD 0.70848 = SEK 21498.786
(Rounding off unit SEK 0.10)
CC Fee SEK 21498.80 x 5% = SEK 1074.90 ⇒ SEK 1074.90
4.2. DISBURSEMENTS AND DISBURSEMENTS FEES

4.2.1. DISBURSEMENTS

1. Definition
Disbursements are amounts collected at destination for the provision of services which are incurred at origin which are incidental to the air carriage of the consignment. Such services will be limited to the transportation, handling and documentation performed prior to the air carriage from the point of departure indicated on the AWB.

Disbursements will be collected by the last carrier and will accrue to the issuing carrier for payment to an agent or to another carrier.

Disbursements must be entered as due agent or due carrier in the “Other Charges” box (23) of the AWB.

2. Restrictions
a. Disbursements apply only if “Charges Collect” shipments are accepted at destination (see section 7.2.).
b. Disbursements do not apply for traffic to Algeria.

4.2.2. DISBURSEMENT AMOUNTS

1. General
Any disbursement amount(s) shall not be in any case in excess of the “Total weight charge” shown in box 24A or 24B (as applicable) of the AWB.

2. Restrictions
a. When the “Total weight charge” is less than USD 100.00 (or equivalent), disbursements of up to USD 100.00 (or equivalent) are permitted (except in Hong Kong (SAR) up to USD 300.00).
b. For traffic to Zambia the maximum amount(s) of any disbursement may not be more than USD 100.00 (or equivalent).
4.2.3. DISBURSEMENT FEES

1. Definition

Such disbursement fee shall also apply to all the other “collect charges” shown in box 23 of the AWB.

2. Disbursement fee calculation

Such fee shall correspond to 10% (1) but not less than USD 20.00 (1) (or equivalent)
(except in Brunei Darussalam 10%, but not less than BND 50.00 and except in Singapore 8%, but not less than USD 17.00) of the amounts shown in box 23 of the AWB.

3. Restrictions

a. Applicable to LH:

From Germany a fee of EUR 12.00 applies for disbursement amounts less than EUR 73.00 and of EUR 30.00 for amounts from EUR 73.00 up to EUR 300.00.

b. Applicable to AZ:

From Italy a fee of EUR 10.00 applies for disbursement amounts less than EUR 50.00.

c. Applicable to TP:

From Portugal a fee of EUR 10.00 applies for disbursement amounts less than EUR 62.50.

4. Conversion of USD into local currency

In countries listed in the table below, the amounts shown shall be used instead of the USD 100.00 and USD 20.00 indicated in paragraphs 4.2.2. and 4.2.3.

<table>
<thead>
<tr>
<th>Country</th>
<th>Code</th>
<th>USD 20.00</th>
<th>USD 100.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canada</td>
<td>CAD</td>
<td>32.50</td>
<td>130.00</td>
</tr>
<tr>
<td>Cyprus (applicable to CY)</td>
<td>EUR</td>
<td>18.00</td>
<td>90.00</td>
</tr>
<tr>
<td>Czech Republic (applicable to OK)</td>
<td>CZK</td>
<td>500.00</td>
<td>2500.00</td>
</tr>
<tr>
<td>Denmark (applicable to SK)</td>
<td>DKK</td>
<td>100.00</td>
<td>700.00</td>
</tr>
<tr>
<td>Eritrea</td>
<td>USD</td>
<td>16.00</td>
<td>81.00</td>
</tr>
<tr>
<td>Ethiopia</td>
<td>USD</td>
<td>16.00</td>
<td>81.00</td>
</tr>
<tr>
<td>Finland (applicable to AY)</td>
<td>EUR</td>
<td>13.46</td>
<td>67.28</td>
</tr>
<tr>
<td>Japan</td>
<td>JPY</td>
<td>5000</td>
<td>25000</td>
</tr>
<tr>
<td>Korea (Rep. of)</td>
<td>KRW</td>
<td>25800</td>
<td>129000</td>
</tr>
<tr>
<td>Malaysia</td>
<td>MYR</td>
<td>57.00</td>
<td>282.00</td>
</tr>
<tr>
<td>Namibia</td>
<td>NAD</td>
<td>40.00</td>
<td>200.00</td>
</tr>
<tr>
<td>New Zealand</td>
<td>NZD</td>
<td>37.00</td>
<td>190.00</td>
</tr>
<tr>
<td>Norway (applicable to SK)</td>
<td>NOK</td>
<td>220.00</td>
<td>700.00</td>
</tr>
</tbody>
</table>

Note: For possible deviating rules in a specific country also see section 7.3.2, information by countries.
4.4. DOCUMENTATION CHARGES

1. Preparation of AWB

A documentation charge must be made when the carrier or its agent issues or completes the AWB, including itemization of costs.

For all countries the documentation charge shall be:

<table>
<thead>
<tr>
<th>Country</th>
<th>Currency</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATA Area 1 (except in Canada, USA)</td>
<td>USD</td>
<td>15.00</td>
</tr>
<tr>
<td>ATA Area 2</td>
<td>USD</td>
<td>15.00</td>
</tr>
<tr>
<td>ATA Area 3 (except in Australia)</td>
<td>USD</td>
<td>15.00</td>
</tr>
</tbody>
</table>

Exceptions:

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

<table>
<thead>
<tr>
<th>Country</th>
<th>Currency</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Japan</td>
<td>JPY</td>
<td>200</td>
</tr>
<tr>
<td>Korea (Rep. of)</td>
<td>KR</td>
<td>3100</td>
</tr>
<tr>
<td>Saudi Arabia</td>
<td>SAR</td>
<td>25.00</td>
</tr>
<tr>
<td>Singapore</td>
<td>SGD</td>
<td>10.00</td>
</tr>
<tr>
<td>South Africa</td>
<td>ZAR</td>
<td>85.00</td>
</tr>
<tr>
<td>Sri Lanka</td>
<td>USD</td>
<td>2.00</td>
</tr>
<tr>
<td>Tanzania</td>
<td>USD</td>
<td>5.00</td>
</tr>
<tr>
<td>Thailand</td>
<td>THB</td>
<td>40.00</td>
</tr>
<tr>
<td>Yemen</td>
<td>YER</td>
<td>2450</td>
</tr>
</tbody>
</table>

Countries of the ECAA

<table>
<thead>
<tr>
<th>Country</th>
<th>Currency</th>
<th>Amount</th>
<th>Conversion Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cyprus</td>
<td>EUR</td>
<td>5.13</td>
<td>CY</td>
</tr>
<tr>
<td>Czech Republic</td>
<td>CZK</td>
<td>200.00</td>
<td>OK</td>
</tr>
<tr>
<td>Denmark</td>
<td>DKK</td>
<td>50.00</td>
<td>SK</td>
</tr>
<tr>
<td>Estonia</td>
<td>EUR</td>
<td>10.00</td>
<td>OV</td>
</tr>
<tr>
<td>Finland</td>
<td>EUR</td>
<td>20.00</td>
<td>AY</td>
</tr>
<tr>
<td>France</td>
<td>EUR</td>
<td>12.85</td>
<td>AF</td>
</tr>
<tr>
<td>Germany</td>
<td>EUR</td>
<td>10.00</td>
<td>LH</td>
</tr>
</tbody>
</table>
4. CHARGES FOR SHIPMENTS OF DANGEROUS GOODS

For the following carriers information concerning charges for shipments of Dangerous Goods is published in \textit{section 8.3, Information by Carrier}:

| Air France | AF |
| Air India | AI |
| Air Malta | KM |
| Air New Zealand | NZ |
| Alitalia | AZ |
| All Nippon Airways | NH |
| American Airlines | AA |
| British Airways | BA |
| Cathay Pacific Airways | CX |
| Delta Air Lines | DL |
| Japan Airlines International | JL |
| KLM - Royal Dutch Airlines | KL |
| Korean Air Lines | KE |
| Lufthansa Cargo | LH |
| Malaysia Airlines | MH |
| Nippon Cargo Airlines | KZ |
| Polar Air Cargo | PO |
| Qantas Airways | QF |
| SAS - Scandinavian Airlines System | SK |
| Singapore Airlines Cargo | SQ |
| South African Airways | SA |
| SriLankan Airlines | UL |
| Swiss International Air Lines | LX |
Module 11  The Air Waybill

1. Definition

An Air Waybill (AWB) is the document made out by or on behalf of the shipper & evidences the contract between the shipper and carrier(s) for carriage of goods

2. Use of Air Waybill

The Air Waybill may only be used:

1) For transportation of individual shipments.
2) For transportation of consolidated shipments.

“Master Waybills” + “House Waybills”

3. Description and distribution

1) The AWB is a non-negotiable document.

2) An “Airline AWB” shall be in a set of 3 originals and a minimum of 8 copies.

3) An “Neutral AWB” shall be same as above

* A Neutral AWB doesn’t bear Airline name, head office address, Logo & AWB Nr.

* Each part of an AWB set bears in the two top corners and in the lower right corner an AWB number composed of the three-digit carrier code number followed by a serial number of eight digits.

* The three AWB originals (part 1, 2 and 3) bear on the reverse the conditions of contract.

4. Interpretations

a. The functions of the AWB

1) Documentary evidence of the conclusion of the Contract of Carriage;

2) Proof of receipt of the goods for shipment;

3) Freight bill;

4) Certificate of Insurance (if carriers' insurance is requested by Shipper);

5) Guide to carriers' staff in handling, dispatching and delivering the consignment.
b. **Validity and Duration of the Contract of Carriage**

1) The validity of the carrier's contract of carriage starts **when the AWB is executed**, which is said to be **when the AWB is signed by the shipper and the carrier**.

   *運送状が発行され、双方署名された時点から効力が開始*

   **Air Waybills, the writing on which has been altered or erased, need not be accepted by carrier.**

   *記載内容が変更、削除された場合、運送人は受託しない*

2) The validity of the carrier's contract of carriage **expires when the consignment is delivered to the consignee stated on the AWB.**

   *貨物が配達された時点で効力が消滅*

c. **Responsibility of Completion**

1) the shipper shall prepare the AWB.

2) The shipper is responsible for the correctness of the particulars and statements.

   *正確な記載の責任を負う。*

d. **Definition of the term 'Not Negotiable'**

1) The term **“Not Negotiable”** printed on top of the AWB

2) **No IATA members issue “to order” or negotiable AWB’s**

   *IATA加盟航空会社は“to order” 又はnegotiable運送状を発行しない。

3) Therefore, **the words “Not Negotiable” must not be crossed out or tampered with.**

   *“Not Negotiable”の文言は、削除或いは変更してはならない。*

e. **Significance of the AWB number**

   It consists of two parts, of which the **first part identifies the airline and the second part identifies the individual consignment.**

**Conditions of Contract on the reverse side of the AWB**

参考 第4項

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.**

注)Montreal Convention は2009年12月に「19 SDR per kilo」に限度額を変更。

2. **ラベリング**

   **Label information**

   ① Airline Name
   ② Air waybill number
   ③ Destination Code (3 letter code)
   ④ Number of pieces
専門用語

1. **Carrier's Liability** （航空会社の賠償責任限度額）

1) 国際航空運送に係わる条約は4条約
   - ①ワルソー条約、②改正ワルソー条約、
   - ③モントリオール第四議定書、④モントリオール条約
2) 運送人の責任限度額
   - ①～③の条約が適用される場合にはSDR 17.00、
   - ④の条約が適用される場合には SDR 19.00
3) 条約の適用優先順位
   - ①～④のうち、出発国、及び到着国が批准している最新の条約を原則とする。
   - 但し、発地国と着地国の批准している条約が異なる場合、どちらか古い方の条約を適用。
   - ＊運行する航空会社は無関係
4) IATA決議600bの採択
   - IATAは2010年3月カナダにてCargo Service Conference (CSC)を開催し、
   - 運送人の責任限度額の変更を内容とする決議600bの改正を採択。
   - この決議は、国際航空貨物に係る運送人の責任限度額を、適用される国際条約
     如何に係らず、原則として、1キログラム当たりSDR19.00に統一するもの。
     注）上記採択の背景
     - 責任限度額の簡素化を図るため、責任限度額をほとんどの国が批准している
       モントリオール条約の責任限度額であるSDR 19.00に統一することとした。

2. **SDR** （Special Drawing Rights） 特別引出権

IMF（国際通貨基金）加盟国が国際収支不均衡となった場合に、外貨を豊富に保有している加盟国から、外貨の融通を受けることができる権利のこと。

SDRは、準備資産の共通表示単位です。加盟国の出資割当額に比例して、国際通貨基金（IMF）から配分される。

外貨を豊富に保有している加盟国は、このSDRを対価に外貨の提供を行う。

現在、SDRの通貨バスケットは、米ドル・ユーロ・日本円・英ポンドから構成されており、SDRの米ドルでの価値は、毎日、IMFのウェブサイトに掲載される（毎日、ロンドン市場の正午の為替相場を基に、この4通貨の特定の額の合計を米ドルに換算したもの）。なお、1SDRの日本円での価値は約157円(2015年1月現在)。