

基礎コース 手引書 2.0版対応

－ 目次 －

手引書の活用方法について	P 1
Module1 Industry Regulations ICAO, National Aviation Authorities, IATA, FIATA等 国際航空貨物輸送に関わりのある国際機関の機能・役割	P 2
Module2 The Air Cargo Agency IATA航空貨物代理店、混載業者の定義、	P 5
Module3 World Geography IATA code, 時差, 飛行時間等の計算方法	P 9
Module4 Use of Guides Air Cargo Guide (OAG)の使用方法	P 13
Module5 Aircraft 航空貨物輸送で使用する航空機及び搭載の条件等	P 15
Module6 Handling Facilities 各国際空港での取扱い規則 (国別情報)	P 19
Module7 Air Cargo Acceptance 貨物の受託条件	P 20
Module8 Cargo Booking Procedures 貨物予約方法・搭載優先品目	P 27
Module9 Cargo Automation 航空貨物産業界における自動化 (EDI, SITA, CCS, Cargo2000, E-Freight, e-AWB)	P 29
Module10 Air Cargo Rates & Charges 運賃、料金に係わる規則、計算方法	P 32
Module11 The Air Waybill 運送状の機能・作成、及びラベリング・マーキング (参考)専門用語	P 57
Textbook 2.0 P.15-P.34掲載 Model Examination 解答・解説	P 61
Textbook 2.0 訂正表・OAG & TACT 2.0 訂正表	P 74

手引書の活用方法について

この手引書には3つの利点があります。

- 1) Module 毎の重要事項に係る概要を把握できますので、Textbook にて本格的学習する際に効率的な自学習が可能になります。
- 2) 各ページには余白のスペースがあるので、自学習、或いは事前講習会へのご参加時に補足説明やメモを記述しておくことにより、受講者独自の補助資料に変身するので効率の良い学習が可能になります。
- 3) 試験直前の復習においても、重要事項＋補足説明・メモ記述でこれまで習得したことが凝縮しているので、おさらい教材としても最適となります。
また、下線を引いた部分、或いは太字部分は出題頻度が高い重要な Key Wordです。

なお、**Module10** は毎回 40 問超えの出題数となっております。特に、航空運賃については、4種類の運賃と運賃適用の優先順位等に係る規定、及びその運賃算出方法を体系的に学習することが必要です。以下に具体的学習手順を説明しますのでご参考として下さい。

- ① 先ず、「航空貨物マニュアル」を使用して運賃の基本的ルールを理解するよう努めてください。
併せて、例題を解くことで運賃算出方法の理解を深めることができます。
- ② 次に、「手引書」にてテーマ毎に重要事項を確認します。
運賃の種類毎に TACT ルールの規定が載っていますので、マークすることをお勧めします。
以上で、概要の把握は終了です。
- ③ 今度は、「Textbook」の学習です。
Unit Overview、Key Learning Point、Unit Summary は必ず熟読してください。
- ④ 最後は、仕上げにとして、**Study Check の練習問題**を解いてください。
運賃関連は計算問題を解くことで、何が理解不足となっているかが明確になり、一層の理解を深めることが可能になります。
試験では、TACT Training Edition を持参ですので、この Edition に重要な規定や賃率をマークしておくことで、該当する規定や賃率の確認が容易になります。
また、重要項に付箋等を貼っておくと、Quick Access が可能となります。
- ⑤ その他：* 運賃・手数料は基礎コースの Main Dish です。このメニューを克服できれば、合格の扉に手が届いたも同然です。
* **他の Module** も「自学習の指針」に沿って着実に学習することができれば、「**Distinction 記載の合格証**」を高い確率で取得することができるでしょう。



合格目指して 頑張ってください！！

Module 1 – INDUSTRY REGULATIONS

ICAO, National Aviation Authorities, IATA, FIATA 等国際航空貨物輸送に関わりのある国際機関の機能・役割を理解する。尚、IATAは5つの主要 Divisions で構成されており、航空貨物関連の3つの Departments (CAC / CASS / CSC) の機能・役割は重要です。

1. ICAO [International Civil Aviation Organization] 国際民間航空機関

– is a specialized agency of the United Nations Text P39

*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

条約: シカゴ条約 (国際民間航空条約)

– The governing body is The Council.

*Senior members of National Aviation Authorities represent their countries

At ICAO meetings.

代表する

2. NAA [National Aviation Authorities] 航空行政を所轄する官庁 Text P41

例: 航空局

– National aircraft registration, Aircraft safety and security, etc.

自国の

登録

安全

保安

3. IATA [International Air Transport Association] 国際航空運送協会 Text P43

– 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.

代表、 先導、

貢献

航空産業界

2) IATAの主要な組織

☞ **教材を熟読**

Text P45–59

The governing body is The Board of Governors.

① **CAC** [**Cargo Agency Conference**]

(1) CAC is composed of Representatives from IATA member airline. *構成する

(2) Publication ; Cargo Agents Handbook

Cargo Agency Conference Resolutions Manual (CACRM) annually.

(3) Cargo Agency Modernization Program (CAMP)

In collaboration with FIATA, IATA is evolving the Cargo Agency Program, and will introduce a new Air Cargo Program.

② **CASS** [**Cargo accounts Settlement System**] 貨物運賃(共同)精算システム
*simplify the reporting of cargo sales and settling of accounts *簡素化する
between cargo agents and carriers

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

間違った取扱いの集中処理

(2) CASS – Import

③ **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

重要

Text P60

* 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 P63 – 66

国際貨物輸送業者協会連合会

– 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[AFI]

《メモ欄》

Module 2 The Air Cargo Agency

IATA 航空貨物代理店については、代理店としての役割、資格要件、及び IATA 決議 833 に基づく6つの受託要又、混載業者については、役割、業務内容、出荷方法、および仕向け地の仕分代理店の役割を理解する。

1. IATA Cargo Agent IATA 航空貨物代理店 (port to port) TextP77

1) 役割:

- ④ Prepares shipments and related documents for delivery to the airline.
- ⑤ Handles shipments and the related documents for delivery to the airline.
- ⑥ 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 Text P78

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(教育を受けた)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 P78

*The IATA Cargo Agents:

- obtain **AWB stocks**, and **credit facilities** from airlines.
- receive **commission** from IATA airlines **on export cargo**

運賃コミッションの收受

*The IATA Cargo Agents must present shipments to airlines **“READY FOR CARRIAGE”**
according to the requirements of IATA Resolution 833. TACT 2.3.1/2

1. Air Waybill
2. Documentation
3. Marking of packages
4. Packing *
5. Labeling of packages
6. Shipper's Declaration for Dangerous Goods 危険物申告書
7. Shipper's Certification for Live Animals 生動物証明書

*4.Packing: 通常の輸送事故に耐えうる適切な包装
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.

適用すべき危険物規則に基づく包装

2. Consolidator 混載業者 (door to door) Text P83

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.
- ① That of *principal in relation to the airline, as carrier, *運送契約の当事者
for the carriage of the whole consolidation as one shipment.

2)業務内容

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

3) 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.

*混載出荷の受託不可品目

Commodities which requires special handling such as valuable cargo,
Live animals, human remains and diplomatic bags must not be included
in a consolidation.

But, under certain conditions, dangerous goods are allowed in a consolidation.

4) Break bulk agent 仕分代理店

役割:

1) Break-down consolidation at destination 仕向地での混載書類・貨物の仕分

2) Collect freight & charges from consignee and remit to consolidator

回収

送金

3. Air Cargo Agent's operations & service functions



教材を熟読

Text P95 - 111

4. The three key functions that air cargo agencies require

Text P121

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

TACT 7.2.1

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) **Country of destination and the delivering carrierのCurrency regulationsが collection of charges from consigneeを permitしていること。**
- 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, 目視による外装損傷や一部の紛失
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

Text P106

*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

Text P108

*FBL (FIATA Bill of Lading)

R F S

Road Feeder Services on shorter route トラックによる定期輸送サービス

Text P108

Integrated Operators

Controls movement of the goods from door to door.

Text P109

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

(Fedx, UPS DHL etc)

《メモ欄》

Module 3 World Geography

運賃を設定するうえでの3つの地域の定義、及び国・都市・航空会社に係る IATA code は、運賃計算や時刻表の見方において重要なコードです。特に、都市・空港の 3 桁コードは以下の利点がある。

- ① 航空運送状、及び貨物に貼付するラベルに記載する都市・空港コードは一目で確認可能。
- ② 都市名が複数ある場合でも、3桁コードで識別が可能となる。

(例) London : LON / GB YXU / US LOZ / CA)

又、時差 (Time Difference) については、都市間の時差、飛行時間等の計算方法を理解する。上記の計算する際には、国際時刻早見表の見方を理解する。

TACT

1.2.2	Definition of IATA Areas
1.2.3-6	City/Airport
1.3.1	Country
1.3.2	State/Province (5Country)
1.3.3	Special Handling Code
1.4	Airline
1.5	Terms (用語の定義)

1. IATA Areas and Sub Areas

Text P169

A. IATA Traffic Conference Area

TACT 1.2.2

運賃を設定する上で、便宜上 世界を3つの地域に分類

- ① TC1 4 Sub AREA
 - 1) Caribbean sub-area
 - 2) Mexico sub-area
 - 3) Long haul sub-area
 - 4) South America
- ② TC2 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 TC3 4 Sub AREA
 - 1) South Asian Subcontinent sub-area
 - 2) South East Asia sub-area
 - 3) South West Pacific sub-area * [Class Rate](#) 適用で例外規定適用に注意！
 - 4) Japan/Korea sub-area

B. Other Definition

要注意

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

TACT

1.2.3.

A. CODING OF CITIES

Column 1: **two-letter codes for states/provinces**

Column 2: **two-letter country codes**

Column 3: **three-letter city codes**

Cities	1	2	3
ALEXANDRA		NZ	ALR
ALEXANDRIA	LA	US	AEX
ALEXANDRIA		EG	ALY

複数空港を有する都市

TACT 1.2.4

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

参考:国コード一覧表 TACT 1.3.1

当該国がどこのエリアに属するかTACTにて検索する場合、エリアの定義(TACT 1.2.2)で確認するよりもこの一覧表にて確認するほうが便利である。

(例)Class Rate適用の運賃問題における発着国

尚、この機会に主要国・都市を付録のWorld Mapにてチェックことは効果的です。

3. CODING AND DECODING OF AIRLINES

3-1) CODING OF AIRLINES

TACT 1.4.1.

Column 1: the airlines' **Prefix numbers** (Cargo) 航空会社の3桁識別番号

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

AIRLINE	1	2	3
American Airlines Inc. + # %	001	AA	AAL
All Nippon Airways Co. Ltd. + # %	205	NH	ANA
Japan Airlines International Co., Ltd. + # %	131	JL	JAL
Nippon Cargo Airlines + # © %	933	KZ	NCA

4. Special Handling Code

TACT1.3.3

PEF	Flowers	
PEM	Meat	
PEP	Fruits and Vegetables	
PER	Perishable cargo	
PES	Fish / Seafood	
PIL	Pharmaceuticals	医薬品

5. Ti

1) International Time Calculator
国際時刻早見表

Text P179-180
OAG P68-69

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

*同一国で複数のLocal Timeを設定している国

USA・Canada等:ゾーン毎に表示		GMT	DST effective period
Eastern Time	NYC・YYZ・YUL	-5	11 Mar – 04 Nov
Central Time	CHI	-6	“ “
Pacific Time	LAX・SFO・YVR	-8	“ “
Hawaiian islands	HNL	-10	“ “

Australia・Brazil 等:州毎に表示

* DST適用 : +1 hr

2) Time difference 時差
都市・国間の時差:

☞例題参照 Text P181-189

6. Transportation time 飛行時間

☞例題参照 Text P193-195

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時間を足す

尚、南半球では Summer Time 実施は冬の期間

《メモ欄》

Air Cargo Guide (OAG)の構成、国際線時刻表の見方、及び Flight の種類を理解する。

1. 3種類のGuide 国際線時刻表

Text P205-234

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

②OAG 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

重要

☞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)
- * 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 】**
- * Nr. of stops 寄港回数 **【M ; Multi-stop more than 8 stops】**

Connections Flightの場合、乗換空港も寄港回数に加える。

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) Airline codes | OAG P3-5 |
| 2) Aircraft codes | OAG P6-7 |
| 3) City/Airport codes | OAG P26-30 |
| * TACT1.2.3-6 City/Airport 一覧表で確認できない場合は、こちらをチェック！！ | |
| 4) Flight routings | OAG P31-37 |
| 5) 時刻表の見方 重要 | OAG P38 & P43 |
| 6) 時刻表(抜粋) | OAG P45-67 |

《メモ欄》

Module5 Aircraft

航空貨物輸送で使用する4種類の航空機の Type、小型・大型機種の特徴、及びパレット等への貨物積み付けから搭載までの手順等を理解する

1. Aircraft

1) 航空機の Type :4種類

OAG P38

- 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

教材を熟読

Text P243

- | | |
|----------------|---|
| a) Narrow Body | Lower Deck に ULD が搭載不可
旅客機: Single aisle |
| b) Wide Body | Lower Deck に ULD が搭載可
旅客機: Two aisles |

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

重要

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.

3種類に大別することができる。

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

前方 後方

*A convertible aircraft can be transformed from

Text p248

- a. Freighter to a passenger aircraft
- b. Passenger to an all-cargo (freighter) aircraft

- * **The bulk cargo compartments** can physically be separated by Text p251
 - 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 Text p256

**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 貨物量を制限する要因

the weight of the cargo, change in speed& in direction.

3) **Payload** 旅客・貨物・郵便の有償総重量 Text p259

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

Reserve (Remaining) fuel : Take-off fuel — trip 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

1) Volume Limitations

Text P271

The weight and volume of a compartment can be better *utilized with combination of high and low density commodities.

*より効率的に運用する

例) Clothing low density 120kg per m3
Chemicals high density 400kg per m3

2) Maximum Dimensions

Text P272

Dimension : **Length x width x height**

Loading Charts ⇒ the Max permissible length

3) Floor Loading Limitations

Text P279

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) ULD Categories 6 types (A D P R U + S)

Text P290

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 p296

2) Identification of ULD 識別コード

Text P290

例:

P	A	J	12345	JL
---	---	---	-------	----

① ② ③ ④ ⑤

- 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 p300

ULDに積載不可の品目

(TACT 3.10.3.2)

- ① DG
- ② Live animals
- ③ Valuable cargo
- ④ Human remains

4) Interchangeability of ULDs

参照

Text P310

*Aircraft Type 別の搭載適合可能な ULD 一覧表

(TACT 8.2.3)

まとめ ① 3 key factors affecting the acceptance of both bulk cargo & ULD are : weight, dimensions, and floor loading limitations. Text P315

② TACT8.3. Information by carrier lists the rules of acceptance of cargo to carriers.

《メモ欄》

Module6 Handling Facilities

国別情報として、各国際空港での貨物の取扱いを規定している。

一般情報・空港での取扱い・輸入貨物・継ぎ越し貨物・輸出貨物の5項目で構成されており、特に空港での取扱いは重要です。同一国内でも空港により取り扱いが異なっているので、身近な日本を一つの例として通読する。

1. AIRPORT INFORMATION

- 1) Airport
- 2) Aircraft Handling Facilities
- 3) Cargo Terminal Facilities
- 4) Customs Clearance Process

☞ **教材を参照**

Text P321 – 356

TACT 7.3 IMPORT/TRANSIT/EXPORT REGULATIONS

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

2.2. 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

Module7 Air Cargo Acceptance 貨物の受託条件

荷主輸送指図書の効果と記載すべき16項目を理解する。

また、特別な取扱いを必要としている品目に関する貨物の受託条件を理解する。

特に、危険物と生動物の受託条件は重要である。

1. Shipper's Letter of Instructions (SLI)

荷主輸送指図書

1) By signing the SLI

4項目

教材参照 Text P364

- 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 P369

《メモ欄》

1) Dangerous goods

危険物

Text P384

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 1,2,4,5,6はDivisionにて細分化

Packing groups 等級

Packing Group I: High danger

Packing Group II: Medium danger

Packing Group III: Low danger

Shipper's Declaration for Dangerous Goods* The shipper must complete in duplicate & in English.

2部

The diagonal hatchings printed vertically in the left and right margins must be printed **in red**.

左右の縁に印刷された垂直の斜め線は赤色で印刷されること

TACT 2.3.3.3

c) Hidden Dangerous goods

教材を熟読

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**.

規定する

*LAR are issued in English, French, Spanish, & Chinese, and divided into **13 chapters**.

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. 漏れ・逃げ防止、適度な換気
- 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、航空会社は機長に NOTOC(品目の明細と搭載場所を記載した文書)を提示する。

3) Valuable cargo

貴重品

Text P438

(1) Definition

TACT 3.7.6

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 紙幣・旅行小切手・証券・切手

and ready for use bank cards and/or credit cards;

d – g. 省略

(2) Acceptance

TACT 2.3.11

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

Text P443 TACT 2.3.7

* 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 と教材では見做しているが、TACT規則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

☞ 教材参照 Text P451 – P471

(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.

③ **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

- ① If personal effects are packed in suitcases, etc., each suitcase, etc. must be well locked.
- ② 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

① Outsized Cargo : must be loaded on more than one pallet.

② Heavy Cargo : exceeds 150kg,

which depends on the aircraft type, airport facilities & etc

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

(7) Time and Temperature Sensitive Healthcare Products

*The global pharmaceutical industry is expected to be worth approximately
US\$1.3 trillion by 2016.

*Product Temperature Ranges :

Refrigerated products : +2 to +8

Controlled Room Temperature (CRT) : +15 to +25

*Temperature Ranges can be achieved and maintained during transportation
by use of “Active packaging systems & Passive packaging systems.

*IATA has developed a guideline,

which is included in the Chapter 17 of Perishable Cargo Regulations

*Critical Control Points (CCP)

(8) 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

TACT 2.1 CARGO ACCEPTANCE

▪ 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	TACT 2.4. advance arrangements
▪ Government regulations	7.3. Import/Transit/ Export regulations
▪ Carrier's regulations	8.3. Information by carrier

Consignments are accepted by carriers:

- a. through IATA Cargo agents. , or
- b. directly from shippers

TACT 2.1.2. RESPONSIBILITY OF SHIPPER

* comply with: 遵守する

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. 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.

《メモ欄》

Module8 Cargo Booking Procedures

4種類の運賃と運賃適用の優先順位等の規定、及びそれらの規定に基づく計算
貨物予約方法と必要な8項目の予約情報を理解する。
また、予約便搭載に関連して、搭載優先品目や受託を禁止・制限する事例を理解する。

1. Mandatory information required by the Airlines 必要な情報項目 Text P483

8項目 :AWB番号・重量・個数・サイズ・発着空港・品目
(Dimension) (Nature of the goods)
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 P486

Special Services Request (SSR)

Ex : keep cool, Keep 5 degrees

Dog must be fed during transportation

3. Other points to be observed Text P487

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)

*郵便・整備用の航空機部品

****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.

《メモ欄》

Module9 Cargo Automation

航空貨物産業界における IATA・航空会社等が導入している貨物情報システムの機能・特性・役割を理解する。

1. SITA

Text P501

- 1) SITA was founded in 1949 by 11 airlines, and served over 430 airlines 200 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:
The 34th edition(2014/15) of Cargo-IMP standard will be the final edition, and IATA Cargo-XML standards will replace.

2. EDI

Text P505

- 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:
 - 1.Cargo booking
 - 2.Accounting
 3. **Warehouse Management System (WMS)**
 4. AWB Issuance, etc

3. CCS (Cargo Community Systems)

Text P509

- 1) CCS allows all parties in the air transport chain to exchange information quickly by using messages in Cargo IMP & UN/EDIFACT.
- 2) 5 functions on CCS : Booking(FFR message), Monitoring, AWB details, etc.

3) **The advantages for CASS EDI Concept : a) - c)**

4. CASS EDI

Text P511

- 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. Physical handling automation

Text p520

Elements of Air Cargo Automation

- 1) **Identification**
- 2) **Location**
- 3) **Control**

6. Cargo 2000 (C2K)

Text p525

- 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) 2K operates as a not-for-profit group supported by IATA and composed of 80 members
(5 categories : Airlines, Forwarders, Grand handlers, RFS operators , Technology Providers)
- 4) A route map for each shipment is monitored and measured in Cargo 2000.
 - A2A : airport to airport
 - D2D : door to door
 - 3rd planned level : at the individual piece level
- 5) Main goal : *Grow revenue
*Reduce operational cost
*Reduce the claims

7. E-Freight

Text P529

- *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

The vision is to have global e-AWB penetration to 45% in 2015 and 80% in 2016.

8. IATA Electric Air Waybill (e-AWB)

Text p532

- 1) The use of e-AWB has been allowed by the Montreal Protocol & the Montreal Convention 99.
In 2011, 80% of the int'l cargo volume was completed by MP or MC99 trade routes.

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** prior to submitting the physical freight,)
3. **Better reliability** (no risk of losing documentations, reduced number of errors)

- 3) The IATA vision is to achieve 100% e-AWB on feasible routes is by the end of 2018.
Current status (June 2015) is 27.9% with the year-end target of 45%.

- 4) Contractual requirements for using e-AWB : **RP-1670**

As of May 2015, 84 Airlines and 2055 Freight Forwarders are parties to the multilateral agreement.

- 5) Technical requirements for e-AWB

- 6) Identifying e-AWB shipments with ECC.

The advantages of handling code ECC (Electronic Cargo Contract) in e-AWB shipments:

- a. **Alerts operational staff**
- b. **Alerts interline carriers**
- c. **Harmonizes the communication**

9. IATA Cargo-XML Standards

Text P537

- 1) To modernize Cargo-IMP messages, IATA will migrate to web-based Cargo-XML.
Cargo-XML has 15 messages.

- 2) The benefits of XML

- 3) IATA's vision : formulated as

"Safe, secure, reliable, efficient and profitable air cargo supply chain"

- 4) IATA's targets

- *e-cargo solution
- *Multi-layered security approach
- *Industry quality management systems

《メモ欄》

Module 10 Air Cargo Rates & Charges

学習のポイント:

4種類の運賃と運賃適用の優先順位等の規定、及びそれらの規定に基づく計算問題が40問位出題されるので、時間をかけた体系的な学習が必要です。一方、従価料金や立替払い料金等の規定、及びそれらの規定に基づく料金算出方法の理解も重要です。

T A C T (The Air Cargo Tariff)

運賃表:2種類

- ① Worldwide except North America
- ② North America

北米発着を除く運賃 [W W]

北米発着の運賃 [N A]

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

* 運賃の通貨 原則:Local currency 発地国通貨
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い賃率を提供 」

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

1) 寸法・重量の端数処理

Text P561

1. 寸法 : Cm・Inch 共に 小数点第一位を四捨五入

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

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 P564
TACT 3.9.4

- 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)

Exceptions 例外

For transportation

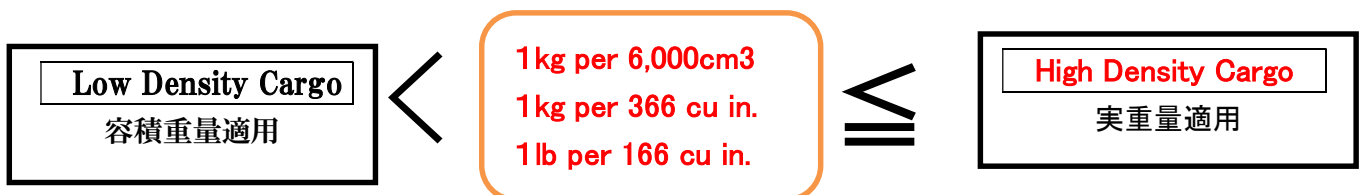
a. from India for cut flowers and live plants;

b. from Sri Lanka for SCR Items 1024 and 1401;

the formula 7000 cubic cm equals 1 kg. applies.

***Gross weight & Volume weight の関係**

教材参照 Text P564



*** 複数梱包の容積重量(KG)**

教材参照 Text P564

個々の梱包容積の合計 ÷ 6,000 cm³
(寸法がcmの場合)

* 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

TACT 5.7. ROUNDING OFF REGULATIONS

5.7.1 CURRENCY TABLE 重要

Country	Currency Name	Unit	Code	Rounding off units	
				except min. charges	minimum charges
United Kingdom 1)	Pound Sterling	100 Pence	GBP	0.01	1
United States	US Dollar	100 Cents	USD	0.01	1
Uruguay	Peso Uruguayo +	100 Centimos	UYU	1	1
Uzbekistan	Uzbekistan Sum +	100 Tijin	UZS	0.01	0.01
Vanuatu	Vatu	100 Centimes	VUV	5	100
Venezuela 11)	Bolivar Fuerte	100 Centimos	VEF	0.01	0.01
Viet Nam	Dong +	100 San	VND	1	1
Virgin Islands	US Dollar	100 Cents	USD	0.01	1
Wallis & Futuna Islands	CFP Franc	100 Centimes	XPF	0.10	100
Yemen Rep. of	Yemeni Rial	100 Fils	YER	0.05	1
Zambia	Kwacha +	100 Ngwee	ZMK	0.01	1

運賃の種類

1. 最低料金 Minimum charge

Text P597
TACT3.4

① MIN. Code : **M**

* Min に満たない場合は Min を適用

* 運賃表、及び TACT3.4(発地国毎に AREA 別)に記載

2. 一般貨物運賃率 General Cargo Rates

Text P603
TACT 3.5.2.

② GCR : **General Cargo Rates**

(Code)

Normal **N** -45kg

*運送区間により-100 kgの場合がある。

Quantity **Q** +45kg, +100kg, +300kg etc

*** 運賃計算する際の適用重量**

運賃 = 適用すべき重量 × 適用すべき賃率

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

運賃に係る TACT 規定

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.

例:from JAPAN to	JPY
1	10000
2	15000
3 Korea (Dem. People's Rep. of), Korea (Rep. of), South East Asia	8500
3 South Asian Subcontinent, South West Pacific	11500

*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.**

3. 特定品目賃率 Specific Commodity Rates

③ **SCR** Code : **C** 原則100kg 以上にて設定

Text P609
TACT rate 2.3

Specific Commodity Rates

SCR番号=4桁

SCR 分類一覧表

大分類 1000番台 10 main groups

中分類 100番台

TACT3.6.2.

*9700-9799番 Several items 記載

*複数 SCR 番号の優先順位

原則:より限定的なSCRを適用

SCR の優先順位

- 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

SCR 分類一覧表における **Parts/Supplies/Accessories** の適用方法 (部品・補充品・付属品)

Text P619

Text P613-620

- * **Parts are included in commodity descriptions unless specifically excluded;**
(特段に除外するとの記述が無い限り、部品は記載の品目に含まれる。)
- * **Accessories and supplies are excluded from commodity descriptions unless specifically included.**
(特段に除外するとの記述が無い限り、付属品・補充品は記載の品目から除外する。)
- * **Exclusively** = Only, solely
- * **Excluding** = Except, not included

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.

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.

④ CCR 品目分類賃率【Class Rates】

Commodity Classification Rates

1) **Surcharge**(割増対象) **S** 3種類

Items requiring Special Handling
(特別な取扱いを要する品目)

2) **Reduction**(割引対象) **R** 2種類

Frequently Transported goods
(輸送頻度が多い品目)

*賃率 & Min. ⇒ TACT 3.7.参照

TACT 3.7. CLASS RATES

TACT 3.7.1. GENERAL

1. Calculation of Class Rate

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 の料率(例:150%)を適用

TACT 3.7.2. LIVE ANIMALS 生動物

1. Rating

1) ALL LIVE ANIMALS except Baby Poultry less than 72 hours old

① Within 1, Within 2, Between 1-2, **175% of Normal GCR**

② Within 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.

TACT 3.7.6. VALUABLE CARGO 貴重品

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 (included 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 **200% of the Normal GCR**

Exceptions alphabetically listed by country:

% of the Normal GCR

From

/Charge per kg.

·France to all areas	250%
·Russia to all areas (except Canada, USA)	300%
·Russia to Canada, USA:	
a. consignments weighing up to 1000 kg.	300%
b. consignments weighing 1000 kg. or over	200%

3. Minimum charge

The minimum charge for consignments of valuables is 200% 1) of the applicable minimum charge, provided that it is not less than USD 50.00 2), or equivalent.

但し、USD50.00 相当額を下回らない額

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 *Rate:*

5 kg. or more, will be charged as follows: *Area:*

within IATA area 1; **67% of the Normal GCR**
within Europe
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 **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

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:Areas:

Ashes: 遺灰

Coffin: 柩(ひつぎ)

1) All IATA areas (except within area 2)

Applicable GCR

Normal GCR

2) Within IATA area 2

300% of Normal GCR

200% of Normal GCR

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。

みなし重量 : *Weight Break Point*

Text p659

より高い重量段階に設定されているより安い賃率を適用することにより、
運賃が安くなる時の(分岐点となる)重量

The weight at which the lower rate at a higher minimum weight
results in a lower weight charge

原則 : 適用すべき重量 × 適用すべき賃率

例外 : より高い重量段階のより安い賃率を適用した方が運賃が安くなる場合は、
みなし重量を適用する。

GCRだけでなく、SCRにも適用可能

- ① 異なる重量段階の GCR 同士
- ② GCR と SCR
- ③ 異なる重量段階の SCR 同士

* 運送区間によりWeight Break Pointは異なる。

重量段階毎にGCRは10kg less、SCRは10% less 位が目安となるが、
GCRとSCRの比較ではより低い重量となる。

☞ Textbook P659-665 練習問題を解いてみよう！

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 NewYork 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.

$$35 \text{ kg.} \times \underline{2.85} = \text{USD } 99.75$$

$$45 \text{ kg.} \times \underline{2.18} = \text{USD } 98.10$$

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.** *に優先する
- 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 <GCR 適用可>

但し、品目が Class Rate も適用可能な場合、SCRを適用

d. GCR > Class Rate <GCR 適用可>

☞ 但し、割引対象品目に限定

運賃問題の算出手順（おさらい）

1. 適用すべき重量の決定

- 1) 寸法の端数処理
- 2) 容積重量を算出して、実重量、または容積重量のどちらか大きい方を適用
- 3) 適用すべき重量の端数処理

2. 以下の手順で適用運賃の種類を確定

- 1) 運賃表を参照して、該当品目の SCR が設定されている場合 ⇒ SCR 適用
* 適用するSCRが複数(限定・包括)ある場合は要注意！
- 2) SCR 適用不可で、Class rate 適用品目の場合 ⇒ Class rate 適用
- 3) SCR-Class rate 共に適用不可の場合 ⇒ GCR 適用

3. みなし重量が適用可能か否かを確認

* GCR 同士 ・ GCR と SCR ・ SCR 同士

4. 最後に GCR チェックを行う

- SCR または Class rate(割引対象)適用の場合、
GCR 運賃が安ければ 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 運賃が安く設定可能といえども、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

《メモ欄》

Valuation Charge (従価料金)

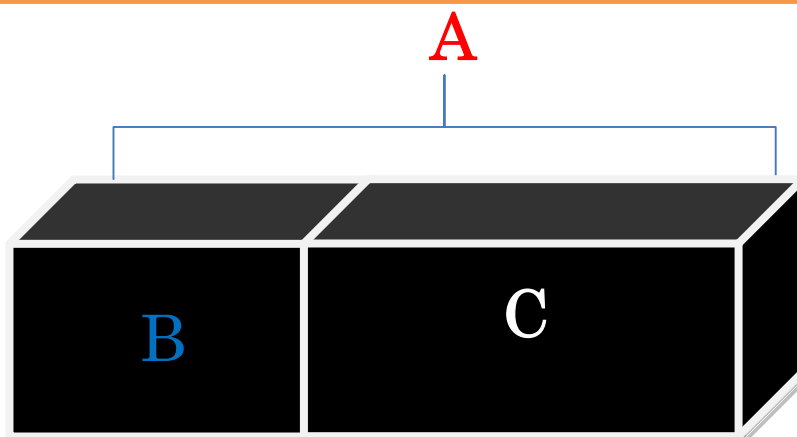
* 高価な貨物の価格に対する運賃 TACT 3.2

SDR 17.00 / kg を超える貨物を運送する場合、
超過した部分に対して0.75%の従価料金が課金される。

1. 航空運送中に運送人の過失により、破損・紛失した場合は、
運送人は荷主に対して貨物の弁済義務が生じる。
2. その弁済限度額は Montreal 条約等に基づく運送約款に定められている。
Carrier's Liability : TACT Rule 2.1.3参照
3. 弁済限度額を超える高価な貨物を運送する場合に負担しなければならないリスクを、
料金の形で荷主に負担していただくとの考えに基づいた貨物の価格に対する運賃

【算出方法】

- Carrier's Liability : SDR17.00 per Kg. TACT 5.7
(Special Drawing Rights)
 - 対象重量 = Actual Gross Weight
 - 課金 = SDR17.00 Per kg を超過した部分に対して 0.75%
(総申告価格 - 賠償最高限度額)
 - 通貨の端数処理
 - * round off unit は Minimum charge を適用
- ① A = 総申告価格 Declared Value for Carriage
 - ② B = 航空会社の最高弁済限度額 Carrier's Liability
SDR17.00相当額 X Actual Gross Weight
 - ③ C = (A - B) x 0.75%
Kgあたり SDR17.00 を超える部分(C)のみ 0.75%を乗じる。
 - ④ Valuation Charge の Round off (端数処理)は Minimum charge を適用する。



TACT3.2. 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

試験では適用せず

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.

試験では適用せず

3. For traffic to which the Montreal Convention (1999) applies as of December 30, 2009

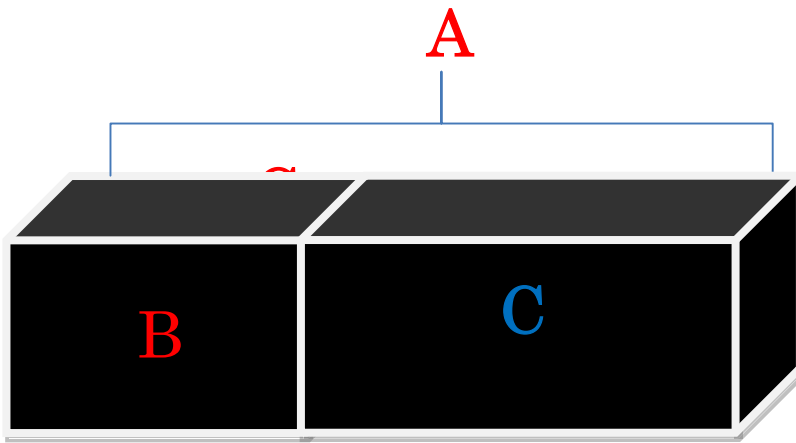
The liability limits of the carrier in the case of destruction, loss, damage or delay has increased from SDR 17 per kg to SDR 19 per kg therefore valuation charges should be calculated accordingly.

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. list of the local currency equivalent values of SDR 17.

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

Country	Currency	SDR 17
Name	Name	Code equals
Afghanistan	US Dollar	USD 23
Australia	Australian Dollar	AUD 30
Austria	Euro	EUR 21.63
Brazil	US Dollar	USD 23



A= 総申告価格 Declared Value for Carriage

B= 航空会社の最高弁済限度額 Carrier's Liability
SDR17.00相当額 X Actual Gross Weight

C= (A-B) x 0.75%
Kgあたり SDR17.00 を超える部分(C)に対して 0.75%を乗じる

*最後に端数処理を行う。☞ [Minimum charge](#) を適用

* Diploma試験においては、従価料金算出する場合はSDR 17 per kgを適用

例題:

A = Declared Value for Carriage CAD25,000.00
Actual Gross Weight = 30.4kgs
SDR17.00 = CAD30.00

(計算)

Carrier's Liability per Kg SDR17.00 = CAD30.00

B = CAD30.00 x 30.4 = CAD912.00

C = CAD25,000.00 - CAD912.00 = CAD24,088.00

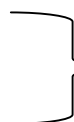
(超過部分の 0.75%)

CAD24,088.00 x 0.75% = CAD180.66

CADの端数処理単位 : 5 180.66

180.00

185.00



182.5 (Half way point)

解答: CAD180.00

《メモ欄》

運送に係わる手数料（4種類）

- 1) Charge Collect Fee（着払い貨物取扱料）
- 2) Disbursement Fee（立替払い手数料）
- 3) AWB Fee（運送状作成料）
- 4) DG Handling Fee（危険物取扱手数料）

1) Charge Collect Fee（着払い貨物取扱料）

Text p693

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

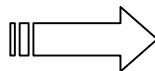
A = 発地国通貨の運賃（Weight Charge + Valuation charge）

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

（運賃） （換算率）
A : D = C : B



$$\frac{A \times B}{C} = D$$

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。

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 2010.000 and the valuation charge is JOD 140.000 and the Banker's rate of exchange is:

USD 1 = JOD 0.70848

USD 1 = SEK 7.08440

（解答）

Weight Charge JOD 2010.000

Valuation Charge JOD 140.000

Total Collect Amount JOD 2150.000

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 1074.94 ⇒ SEK 1074.90

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".

TACT7.2.2. PAYMENT FACILITIES, EXCEPT IN ECAA COUNTRIES AND FROM AUSTRALIA

Afghanistan (AF)	Charges Collect Accepted: No
Charges Collect Fee	5% of weight and valuation charges
	Minimum: USD 10

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.

荷送人からの指示に基づき、航空運送する前の発地で発生する諸手数料の立替金を荷受人が支払う場合、運送人が着地で荷受人から回収するための手数料

対象となる諸手数料: 運送料・保管料・通関手数料・保険料等

原則10%、又はUSD20.00相当額、どちらか高い額を適用
但し、TACT4.2.3.3 Restriction適用の場合は 例外規定を優先

*** 原則、運賃額を超えてはならない**

TACT 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.

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.

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

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

- 1) AWA by Agent
2) AWC by Carrier

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:

ATA Area 1 (except in Canada, USA).....	USD	15.00
ATA Area 2	USD	15.00
ATA Area 3 (except in Australia).....	USD	15.00

Exceptions:

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

Japan	JPY	200
Korea (Rep. of)	KRW	3100
Saudi Arabia	SAR	25.00
Singapore	SGD	10.00
South Africa	ZAR	85.00
Sri Lanka	USD	2.00
Tanzania	USD	5.00
Thailand	THB	40.00
Yemen	YER	2450

Countries of the ECAA

Croatia	EUR	5.00	OU
Czech Republic	CZK	200.00	OK
Estonia	EUR	10.00	OV
Finland	EUR	20.50	AY
France	EUR	18.00	AF
Germany	EUR	10.00	LH

TACT8.3 航空会社毎に手数料を規定

4.5. CHARGES FOR SHIPMENTS OF DANGEROUS GOODS

For the following carriers information concerning charges for shipments of Dangerous Goods is published in 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

《メモ欄》

Module 11 The Air Waybill

学習のポイント:

航空運送状に関する下記事項の概要を理解する。定義・種類・構成・機能・運送契約の有効性・記載事項等 又、貨物へのラベリングも理解する。

1. 航空運送状

教材を熟読

Text p 749

1. Definition

TACT6.1

An Air Waybill (AWB) is the document made out by or on behalf of the shipper, and

荷主、或いは荷主の代行者が作成する書類

evidences the contract between the shipper and carrier(s) for carriage of goods

荷主と運送人が締結する契約の証左

2. Use of Air Waybill

The Air Waybill may only be used:

1) For transportation of individual shipments 個別出荷

2) For transportation of consolidated shipments. 混載出荷

“Master Waybills” + “House Waybills”

3. Description and distribution

1) The AWB is a non-negotiable document. 非流通性(譲渡禁止の)文書

* Bill of Lading 船荷証券

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

原本3枚 + コピー8枚

A **“Neutral AWB”** shall be same as above

*A Neutral AWB doesn't bear Airline name, head office address, Logo & AWB Nr. 記載無し

*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. 航空会社コード3桁 + 8桁番号

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

原本3枚の裏面には契約条項が記載

Original 3 for shipper

Original 1 for issuing carrier

Original 2 for consignee

Copy 8 for agent

4. Interpretations

a. The functions of the AWB

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

運送契約締結の証拠となる文書

2) Proof of receipt of the goods for shipment; 貨物受領書

3) Freight bill; 運賃請求書

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 carrier's contract of carriage

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

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 航空運送状の裏面約款

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

Text p782

Label information : 記載内容 4項目

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

《メモ欄》

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169円(2016年11月現在)。

《メモ欄》

C a r g o I n t r o d u c t o r y C o u r s e 2.0 Edition

T e x t b o o k P.15- P.34

IATA Cargo Introductory Course model Examination 解答・解説

IATA Cargo Introductory Course Model Examination の解説書です。

設問は全 100 問です。実際の試験も 100 問で、試験時間は 3 時間です。

但し、実際の試験は Module ごとに出題形式ではなく、Q1 から Q100 の通し番号で
出題されます。

本 Model Examination は、試験約 2 週間前に 3 時間をかけ、模擬試験として使用して下さい。
合格ラインは 6 割です。

Module 1-Industry Regulations

1. (b) International Civil Aviation Organization

Textbook (2.0) P.39-40 国際民間航空機関 (ICAO) の略語です。

1.1.2 History and Objectives of the ICAO

2. (b)Local Law

Textbook(2.0) P.41 1.1.3 National Aviation Authorities を参照。

3. (a)cargo sales and settling of accounts between cargo agents and carriers

Textbook (2.0) P.51 1.2.3.2 CASS の項目を参照。

Module 2 -The Air Cargo Agency

1. (d)All of above

Textbook (2.0) P.78 2.1.1 How to become an IATA Cargo Agent を参照。

2. (c)Appointed by the airline

Textbook(2.0) P.78 2.1.2 Rights and Obligations of an IATA Cargo Agent
を参照。

3. (b)Assumes liability of a carrier

Textbook(2.0) P.83 2.2.1 Scope of the Consolidator's Activities,
Definition を参照。

4. (a)Collect and remit any charges due at destination to the consolidator at origin.

Textbook(2.0) P.87-88 2.2.4 Break Bulk Agent, Duties を参照。

5. (b)Commercial Invoice

Textbook(2.0) P.99-100 2.3.3 Documentation を参照。

6. (b)Duties have not been paid

Textbook(2.0) P.103 2.3.5 Cargo in bond を参照。

7. (b)One unit or package

Textbook(2.0) P.105-106 2.3.7 Packing Services を参照。

8. (a) Before the flight departure
Textbook(2.0) P.106 2.3.8.1 Charter Costs を参照。
9. (b) A Combined Transport Document
Textbook(2.0) P.108 2.3.10 Combined Transport Services を参照。
10. (a) No.
Textbook(2.0) P.123 2.6.1 Responsibility を参照。

Module 3 World Geography

1. (d) Area 2 & 3
TACT(2.0) P.4 1.2.2 definitions of Area, A. IATA Traffic Conference Area 参照。
Russia (in Europe), Russia (in Asia)
2. (c) Guarulhos
TACT(2.0) P.24 1.2.5 Decoding of Airports を参照。
3. (c) BER
TACT(2.0) P.14 1.2.3 Coding/Decoding of Cities を参照。
4. (a) UC LAN Cargo → LAN Chile Cargo に訂正
TACT(2.0) P.48 1.4.3 Decoding of Airlines U. を参照。
5. (b) Kaohsiung and Taoyuan Airport
TACT(2.0) P.215 7.3 Import /Transit/Export Regulations,
7.3.2 Countries Alphabetically Listed, Chinese Taipei, 1. Airport
Information を参照。
6. (a) 21:00 hours on 29 October
OAG(2.0) P.68-69 International Time Calculator を参照。
Textbook(2.0) P.175-186 3.3 Time Differences を参照。
7. (b) 8 hours 25 mins
OAG(2.0) P.68-69 International Time Calculator を参照。
Textbook(2.0) P.193-194 3.4.1 How Transportation Times are Calculated. 参照。

Module 4-Use of Guides

1. (c)Pure Freighter flights/trucks carrying loose cargo/containerized cargo (ULD's)/palletized cargo =“AC”
OAG(2.0)P.38 How to use the worldwide city-to-city schedules を参照。
2. (b)KE542
OAG(2.0)P.67 From OSLO to SEOUL 時刻表参照。
3. (d)0
OAG(2.0)P.48 BILL(BILLUND) to AMS(AMSTERDAM) 時刻表参照。
(注*RFS)

Module 5-Aircraft

1. (c)2
Textbook(2.0)P.241,243-248 5.1.2 Aircraft Categories を参照。
2. (c)Lower deck
Textbook(2.0)P.250 5.1.4.2 Holds and Compartments を参照。
3. (d)Piece weight and dimension
Textbook(2.0)P.257 5.1.4.4 Tie-Down (Key Learning Point, Example)を参照。
4. (a)Total weight of the passenger, baggage, cargo and mail on board of the aircraft.
Textbook(2.0) P.259,260 5.1.5 Payload or Traffic Load を参照。
5. (d)81670kgs
Textbook(2.0)P.261,262 を参照。 P.272 5.2.3 Maximum Dimensions を参照。
 $340290 - (163339 + 95281) = 81670\text{kgs}$
6. (c)Combination of high and low density commodities
Textbook(2.0)P.271 5.2.2 Volume Limitations を参照。

7. (d)Door dimensions and location related to bulkhead or compartment sides.
Textbook(2.0)P.272 5.2.3 Maximum Dimensions を参照。
P.315 Module Summary を参照。
8. (b)C,EN,F,K,P &U
TACT(2.0)P.341 8.2.3 Interchangeability of ULDs を参照。
9. (c)653kgs per m2
Textbook(2.0)P.279-281. 5.2.4.Floor Loading Limitations :Example 1&2 参照。
 $C=1 \times 1.5 = 1.5 \text{m}^2$ $980 \text{kg} : 1.5 \text{m}^2 = 653.333 = 653 \text{kgs per m}^2$
10. (c)Non-certified ULD
TEXT(2.0)P.289 5.3.4 Certified and Non-Certified Aircraft ULDs を参照。
11. (c)Boeing 747F, Boeing 767F, L100,DC-10F,A300C/F, A310C/F,A330F,
AN12 and IL76
TACT(2.0)P.341 8.2.3 Interchangeability of ULDs を参照
12. (a)Pivot weight
TACT(2.0)P.397,502 4.2 Minimum Chargeable Weight Table(ULD's)を参照。
13. (d)Commodity
Textbook(2.0)P.300 5.3.7.4 Commodity Restrictions を参照。

Module 6-Hangling Facilities

1. (d)All of the above
Textbook(2.0)P.323 6.1.0 Unit Overview, key Learning Point を参照。
2. (c)3
Textbook(2.0)P.323 6.1.10 Unit Overview を参照。
P.324 6.1.1.1 Direct Services を参照。
3. (c)Interlining
Textbook(2.0)P.342 6.3.3 Interline or Transshipment を参照。

Module 7-Air Cargo Acceptance

1. (b)Weight and dimensions
TACT(2.0)P.70-P.78 2.3 Acceptance of Goods, B. Restrictions Due to Weight And Dimensions.を参照。
2. (a)customs to identify the contents
Textbook(2.0)P.375 7.2 Acceptance Based on the shipper's Letter of Instruction(SLI), 7.2.1 Components of the SLI, 8.Discription of Goods 参照。
3. (c)Length x Width X Width + Unit of Measurement x Number of Pieces
Textbook(2.0)P.376 7.2.1. 10. Measurements を参照。
4. (b)NVD
Textbook(2.0)P.378 12.Declared Value for Carriage を参照。
TACT(2.0) P.91 3.2.1 Valuation Charges を参照。
5. (d)charge is 5% of weight and valuation charges with a mimimum of USD10.00
TACT(2.0)P.159 7.2 Charges Collect, Argentina(AR) exception 1 を参照。
6. (a)Air bag modules
Textbook(2.0)P.403 7.3.1.6 Hidden Dangerous Goods, "Automobiles, Automobile Parts/Supplies" を参照。
7. (b)Gases
TACT(2.0)P.73 2.3 Acceptance of Goods, 3.Dangerous Goods,
a. Classification を参照。
8. (d)Cargo Aircraft only
Textbook(2.0) P.398 7.3.1.4 Handling Labels を参照。
9. (a)Notification to Captain
Textbook(2.0) P.406-408 7.3.1.7 Dangerous Goods and the Law を参照。
P.420 7.3.2.4.2 Special Load Notification to Captain を参照。

10. (b)English
Textbook(2.0)P.415 7.3.2.4 Documentation, The Shipper's Certification for Live Animals を参照。
TACT(2.0) P.70 2.3.Acceptance of Goods, A. Restrictions Due to Nature of Goods を参照。
11. (b)4
Textbook(2.0)P.421-422 7.3.2.5.1 "Live Animals" Label を参照。
12. (b)Must be prepaid
Textbook(2.0)P.433 7.3.2.9 Rating & Payment を参照。
TACT(2.0)P.69 2.3.Acceptance of Goods, 2.3.1 General, 1.Payment:Charges Prepaid and Charges Collect, Note : を参照。
13. 問題削除 TACT(2.0)では解答不可
14. (c)Live animals
Textbook(2.0)P.407-409 7.3.1.7 Dangerous goods and the Law ,7.3.2.1 Live Animals, P.415 7.3.2.4. Documentation を参照。
15. (c)USD 1000.00per gross kg
Textbook(2.0)P.438 7.3.3 Valuable Cargo 7.3.3.2 Definition を参照。
TACT(2.0) P.101 3.7.6. Valuable Cargo 1.Definition を参照。
16. (a)Share coupons
TACT(2.0)P.101 3.7.6 Valuable Cargo 1.Definition, c.を参照。
17. (c)USD 100000.00
Textbook(2.0)P.441-442 7.3.3.6.1 Restrictions Due to Value を参照。
TACT(2.0)P.78 2.3 Acceptance of Goods, c. Restrictions Due to Value, 1.Valuation limit of one consignment を参照。
18. (d)Both a & b
TACT(2.0) P.344 8.3 Information by Carrier, Air CANADA, 2.3.3. Restrictions in Acceptance, c. Restrictions Due to Value を参照。

19. (b)Lyon & (c)Dresden
TACT(2.0)P.230 7.3 Import/Transit/Export Regulations, Lyonを参照。
TACT(2.0)P.243 Dresdenを参照。 共に Available.
20. (b)Perishable cargo
Textbook(2.0)P.443 7.3.4 Perishable cargo を参照。
TACT(2.0) P.77 2.3 Acceptance of Goods, 7.Perishable を参照。
21. (b)Perishable cargo
Textbook(2.0)P.444 7.3.4 Perishable cargo 参照。
Textbook(2.0)P.451-452 7.3.5 Wet cargo 参照。
Textbook(2.0)P.445-446 7.3.4.3 Labeling 参照。
22. (c)Newly printed newspaper for next day
Textbook(2.0)P.443 7.3.4 Perishable cargo 参照。
TACT(2.0)P.77 2.3 Acceptance of Goods, 7.Perishable 参照。
(選択肢 b. Leather Valets は誤り。Leather Wallets へ訂正)
23. (b)Normal 解答(d)は誤り 正解は (b)
Textbook(2.0) P.450 7.3.4.7.Rating and Payment 参照。
24. (a)Pharmaceuticals
TACT(2.0)P.30 1.3.3.A Special Handling Codes 参照。
25. (d)Both a & b
Textbook(2.0)P.452 7.3.5.5 Acceptance for Carriage (DG)
Textbook(2.0)P.425 7.3.2.1 Acceptance for carriage (Live animals)
26. (c)Handling Information
Textbook(2.0) P.772 11.2.1 Information Contained in the Air Waybill
BOX21 参照。
TACT(2.0) P.130 6.2 Completion of Air Waybill, 17.Handling Information
参照。

27. (b)Additional handling requirement

TACT(2.0)P.30 1.3.3.A Special Handling Codes, HUM 参照。

Textbook(2.0)P.456 7.3.6.7 Rating & Payment 参照。

28. (a)Unaccompanied baggage

Textbook(2.0) P.457 7.3.1. Personal Effects (Unaccompanied Baggage)

参照。

29. (b)Oversized cargo

Textbook(2.0)P.461 7.3.9 Oversized and Heavy Cargo 参照。

30. (c) Is considered dangerous goods

Textbook(2.0)P.391 Class 3-Flammable liquids 参照。

31. (b)with a permit

TACT(2.0) P.227 7.3.2 Finland, 2.Import 2.3.4. Arms, ammunition and

Explosives 参照。

32. (b) Drugs to save life

Textbook(2.0)P.470 7.3.12.1. Life saving drugs 参照。

Module 8-Cargo Booking Procedures

1. (a)Allotments

Textbook(2.0) P.490-491 8.1.3.3 Handling Consolidations 参照。

2. (c)Agent

Textbook(2.0) P.490-491 8.1.3.3 Handling Consolidations 参照。

Module 9-Cargo Automation

1. (c) Electric Data Interchange

Textbook(2.0) P.497,P.505 9.1.5 Exchange of Information 参照。

2. (b) carrier

Textbook(2.0) P.507 9.1.6.1 6. Air Waybill Issuance 参照。

3. (a) Cargo Community Systems
Textbook(2.0) P.509 9.1.7 Cargo Community Systems を参照。
4. (b)E-freight
Textbook(2.0)P.529 9.4.0 E-Freight を参照。

Module 10-Air Cargo Rates and Charges

1. (d) Actual Gross Weight or Volume whichever higher
Textbook(2.0) P.565 10.3.3 Establishing the Chargeable Weight 参照。
TACT(2.0)P.103 3.9.3 Chargeable Weight 参照。
2. (a)3.3
Textbook(2.0) P.669-680 10.2 Precedence of Rates and Charges 参照。
TAXT(2.0) P.93 3.3 Precedence of Rates and Charges 参照。
3. (b)33.5 kg
Textbook(2.0) P.562 10.3.1.1 Dealing with Fractions 参照。
TACT(2.0) P.103 3.9.1 Computation of Charges 1.General 参照。
4. (c)82X56X37 cm
Textbook(2.0) P.562-563 10.3.2 Volume Weight 参照。
TACT(2.0) P.103 3.9.4 Volume Weight 参照。
5. (a) Rounded up to 61lbs
Textbook(2.0) P.562 10.3.1.1 .Dealing with Fractions 参照。
TACT(2.0)P.103 Inches-Pounds 参照。
6. (c) 3 decimal places
Textbook(2.0) P.562-563 10.3.2 Volume Weight 参照。
TACT(2.0) P.103 3.9.4 Volume Weight 参照。
7. (b) RATES North America issue
Textbook(2.0) P.554 10.1.2 Issuance of TACT Rules and Rates 参照。
TACT(2.0) P.14-15 CCS カラカス メキシコ IATA エリア 1 参照。

8. (a) RATES, 5
TACT(2.0) P.489 & P562 5.3.1 Add-on exchange rates 参照。
9. (a) 1 kg per 6000 c m³ or 366 cu.in. or 1 lb per 166 cu.in.
Textbook(2.0) P.562 10.3.2 Volume Weight 参照。
TACT(2.0) P.103 3.9.4 Volume Weight 参照。
10. (b) 35kgs
 $(60 \times 50 \times 40 \text{ c m}) \div 6000 \text{ cm}^3 = 20 \text{ kg}$
 $G/W 34 \text{ kg} > V/W 20 \text{ kg} \quad C/W = 35 \text{ kg}$
11. (b) BWP
Textbook(2.0) P.573-581 10.4.Currencies 参照。
TACT(2.0) P.119 5.7 Rounding off Regulations 5.7.1 Currency Table
Botswana 参照。
12. (a) 0.01 and EUR 488.26
Textbook(2.0) P.573-581 10.4 Currencies 参照。
TACT(2.0) P.120 5.7 Rounding off Regulations Italy 参照。
TACT(2.0) P.123 8.7.2 Rounding off Procedures Round off unit 0.01 参照。
13. (d) Local currencies
Textbook(2.0) P.583 10.5.1 Types of Rates and Charges 参照。
14. (c) Specific commodity rate
Textbook(2.0) P.618 Note. 参照。
Textbook(2.0) P.711 10.6.3 summary of Rates and Charges 参照。
TACT(2.0) P.132 6.2 Completion of Air Waybill 18.5. Rate Class 参照。
15. (a) EUR674.26
Textbook(2.0) P.681-692 10.13 Valuation Charges 参照。
Textbook(2.0) P.684 3.2 Valuation Charges Austria ,Euro19.81=SDR17
 $\text{EUR}19.81 \times 5 \text{ kg} = \text{EUR}99.05 \quad \text{EUR}90000.00 - \text{EUR}99.05 = \text{EUR}89900.95$
 $\text{EUR}89900.95 \times 0.75\% = \text{EUR}674.257 \quad \text{EUR Round off Unit } 0.01$
A.EUR674.26
(試験では持参した OAG AND TACT TRAINIG EDITION を参照して解答するが、

2.0 版では解答出来ない。この場合、Textbook(2.0) P.684 を参照して解答する問題となっている。

16. 解答不可 問題削除

17. (a)EUR30.00

Textbook(2.0) P.699-705 10.15 Disbursements 参照。

TACT(2.0) P.109 4.2 Disbursements and Disbursements Fees 参照。

18. (b) Specific Cargo Rates, Class Rates and General Cargo Rates

Textbook(2.0) P.669-676 10.12 Precedence of Rates and Charges 参照。

TACT(2.0) P. 93 3.3 Precedence of Rates and Charges 参照。

19. (c) N

Textbook(2.0) P.629-641 10.10. Class rates or Commodity Classification rates
参照。

Textbook(2.0) P.631 3.7.2 Live Animals 参照。

TACT(2.0) P.100 3.7.2 Live Animals 参照。

ATL –OAX (Within IATA AREA1) =Normal GCR

20. (c) CHF6.95

Textbook(2.0) P.659 10.11 Lower Charge in Higher weight Category 参照。

TACT(2.0)

$100 \times 80 \times 50 \text{cm} \div 6000 \text{ c m}^3 = 66.666. = 67\text{kg}$

G/W 80kg > V/W 67kg Chargeable Weight 80.0kg

GVA=CH → BEL=BRA TACT(2.0) P.421

+45kg CHF19.95x80kg=CHF1596.00

SCR9715 AS100kg CHF6.95x100kg=CHF695.00

21. (a) Chemical and related products

Textbook(2.0) P.609-610 10.9.2 Commodity Groups and Sub-Groups 参照。

TACT(2.0) P.380 2.3 Master Item Numbering and Descriptions System 参照。

Module 11-The Air Waybill

1. (a) Does not represent the value of the merchandise mentioned in the box
“Nature and Quantity of Goods”.

Textbook(2.0) P.755-756 11.1.2.3 Key Learning Point,

11.1.2.4. Definition of the Term “Not Negotiable” 参照。

TACT(2.0) P.126 6.1.b.d Definition of the term ‘Not Negotiable’ 参照。

2. (c) Airline prefix

Textbook(2.0) P.756-759 11.1.2.5 Air Waybill Number 参照。

TACT(2.0) P.126 6.1.b.e significance of the AWB number 参照。

TACT(2.0) P.38-42 1.4.2 Decoding of Airlines (Prefix Numbers-Cargo)参照。

訂 正 表

- 1 P-26 M-7 No.22
(b) Leather Valets を **Leather Wallets** に訂正
- 2 P-29 M-10 No.6
The volume weight shall be calculated to ____ Calculated (up) to__ (up)を挿入
- 3 P-198 M-3 Study Check 3.3 No.5
Loca time in PBH : 12:00 p.m. を **11:00 a.m.** へ訂正
- 4 P-225 M-4 4.2.1 Contents of Flight Guide
In addition to the Cargo Guide, OAG publishes every two months を
publishes **monthly** に 訂正
- 5 P-280 M-5 Example 1の最初のSide B
 $1.50 \times 0.60 \text{ m} = 0.75 \text{ m}^2$ を $1.50 \times \mathbf{0.50 \text{ m}} = 0.75 \text{ m}^2$ へ訂正
- 6 P-287 M-5 5.3.1 Aircraft Pallets
 $224 \times 318 \text{ cm} = 96 \times 125 \text{ in.}$ を $\mathbf{244} \times 318 \text{ cm} = 96 \times 125 \text{ in}$ へ訂正
 $224 \times 606 \text{ cm} = 96 \times 238.5 \text{ in.}$ を $\mathbf{244} \times 606 \text{ cm} = 96 \times 238.5 \text{ in}$ へ訂正
- 7 P-316 M-5 Study Check 5.2 (C)-3
Weight of Package 1635 kg を **1625 kg** へ訂正
Total Weight 1645 kg を **1635 kg** へ訂正
 $1645 \text{ kg} : 650 \text{ kg/m}^2 = 2.530 \text{ m}^2$ を $\mathbf{1635 \text{ kg} : 650 \text{ kg/m}^2 = 2.515 \text{ m}^2}$ へ訂正
- 8 P-357 M-6 Study Check 6.2 1.(ii)
(ii) b を (ii) **d** へ訂正
- 9 P-438 M-7 7.3.3.1 Identification
上から5行目の GBP\$450 を GBP ~~£~~450 へ訂正
- 10 P-444 M-7 Key Learning Point (中段部分)
The IATA Perishable Cargo Regulations Manual is updated every two years を
annually に訂正
- 11 M-7 7.3.4.1
The IATA Perishable Cargo Regulations Manual is
continually reviewed by the IATA Live Animal and
Perishables Board(LAPB) and updated every two years. を **annually** に訂正
- 12 P-453 M-7 7.3.6.1 General Key Learning Point
本文1段落目と本文2段落目、同じ文章につき2段落目を削除
- 13 P-490 M-8 8.1.3.4. Consignments Requiring Advance Arrangement
(b) Consignments having a declared value in excess of USD\$1,000 or its equivalent
per gross kilogram (valuable cargo);
(b) Consignments having a declared value in excess of **USD\$100,000** or its equivalent「数字訂正」
per gross kilogram (valuable cargo) を 削除
*この項目、TACT 2.4.1 を参照
- 14 P-493 Study Check 8.1 解答 3 (b)
2行目 = USD1,000.- を **USD100,000.-**に訂正 (TACT 2.4.1)
3行目 = (Valuable cargo) per gross kilogram を 削除
- 15 P-529 M-9 9.4.0 E-Freight
本文2段落目 In 2006, IATA launched the e-freight program. Its main air is to の
(air) を (aim)に置き換え。 Its main **aim** is to eliminate.と訂正

- 16 P-545 M-9 Study Check 9.3 No.1
Air cargo forwarders, airlines, airline handling agents, RFS operators and IT providers. に
(Airport)を追加する。【問題は6つのグループを選択せよとなっている】
- 17 P-600 M-10 大阪発運賃表2段目
Changsha CH CH を CN に訂正
Chengdu CH CH を CN に訂正
最下段 AWB欄中 Rate/Charge の 3,000 これは運賃表とは関係のない数値です
- 18 P-611 M-10 10.9.2.1 9700-9999 Series Specific Commodity Rates
9700-9799 に 訂正
These item numbers are published under the series 9700-9999 and may
9700-9799 に 訂正
- 19 P-613 M-10 Step 4 Weight charge : 580 kg x EUR 6.50 = EUR 3,509.00
EUR 6.05 に訂正
- 20 P-629 M-10 10.10.0 Key Learning Point
3.7.11 Automotive Vehicles 削除
- 21 P-631 M-10 最下段文章
The Note(see also Rule 3.7.1.3) shown in the table .. 以下最後までを 削除
- 22 P-632 M-10 最上段 3. Within Europe
当該規則に関わる項目部分は全て 削除 (適用廃止のため)
- 23 P-643 M-10 最下段 AWB欄中 Rate/Charge 227.70を 30.36 へ訂正
- 24 P-665 M-10 中段記載 However, this lower rate.....
However, this lower rate (USD1.98) at a
due to TACT Rule 3.7.2.1.b ⇒ 【1.9版での訂正】 ⇒ TACT Rule 3.7.2.1.a へ訂正
⇒ 【2.0版での訂正】 ⇒ TACT Rule 3.7.1.2.a へ訂正
- 25 3.7.2 Live Animals 1. b
as "the Normal GCR", the 1 kg. general cargo rate当該文章は下記に入れ替え訂正する
⇒ 【1.9版では】 ⇒ TACT Rule 3.7.2.1.a
⇒ 【2.0版では】 ⇒ TACT Rule 3.7.1.2.a
- 26 P-672 M-10 Example 5: Class Rate Takes Precedence over Both SCR and GCR を
SCR Takes Precedence over Both Class Rate and GCR へ訂正
- 27 P-673 中段 Conclusion
The weight charge established based on Caluculation 2 is applicable. を
The weight charge established based on Caluculation 1 is applicable. へ訂正
- 28 P-673 M-10 上段右上の運賃表 (Monrovia-Hamburg)
M 433.00 ⇒ M 4,433.00 へ訂正
- 29 P-675 M-10 Exampe 7 Class Rate... 計算根拠
Weight charge 700 kg x EUR 14.13 = AED 9,891.00 EUR 9,891.00 へ訂正
- 30 最下段 Conclusion
⇒ However, this rate cannot be ... TACT Rules 3.7.2/1.d
TACT Rules 3.7.1.2.b へ訂正
- 31 P-679 M-10 Study Check 10.12 (c) の問題を 削除 ⇒ P-739と関連
- 32 P-691 M-10 Study Check 10.13 (a)
Declared value for carriage : DKK 4,000.00 を DKK 40,000.00 へ訂正
- 33 P-698 M-10 Study Check 10.14 No.2
問題削除 (EgyptのCharge Collectに関わるTACT 7.2 表に該当なし)
当該問題の回答記載欄であるP-742 2.b も併せて 削除
- 34 P-701 M-10 10.15.3.2 Restrictions
a~e までの項目は 2.0版TACT 4.2.3.3 のRestrictionsに 置き換える

- 35 P-704 M-10 下から2行目 Restriction as per TACT Rule 4.2.3.3.d
⇒ TACT Rule 4.2.3.3.b へ 訂正
- 36 P-718 M-10 10.17.1 Class Rate
Ref.TACT Rules, Section 3.7.1/3 を 3.5.2. へ 訂正
3. Within Europe の表を **全面削除 (適用廃止のため)**
- 37 M-10 10.17.1.1. Class Rates with a surcharge(S) Percentage
The surcharge percentage varies by commodity to which the class rate surcharge applies. ⇒ 当該文章を **削除**
Example 以下 全項目を **削除**
- 38 P-719 M-10 10.17.1.2. Class Rates with a Reduction ® Percentage
The reduction percentage applies on both the basic charge(B) and the rate per kg (K).
The reduction percentage varies by the commodity to which the calss rate reduction applies.
下線部分の文章を **削除**
Example 以下 全項目を **削除**
- 39 P-722 M-10 Example 3 当該ページを **全面削除**
- 40 P-723 M-10 Example 4 当該ページを **全面削除**
- 41 P-724 M-10 10.17.3 Unit Summary の最下段文章
Both the surcharge and reduction percentages vary by commodity. を **削除**
- 42 P-724 M-10 Study Check 10.17 問題 1 及び 問題 3 を **削除** (適用廃止のため回答不可)
- 43 P-735 M-10 Study Check 10.10 (b) 解答のAWB上に品名追加 ⇒ **Shares** を記入する
- 44 P-739 M-10 Study Check 10.12 解答(C) は **削除** ⇒ **P-679の問題削除と当該回答は削除**
- 45 P-740 M-10 Stydy Check 10.12 (d) 解答欄 記載上の
However caluculation c) shall not be (TACT Rules 3.7.1.1.B and 3.3.a & c)
(TACT Rules 3.7.1.1 and 3.3.a & c) へ **訂正**
- 46 P-741 M-10 Study Check 10.13 解答欄(C) 1
Ref.TACT Rules, Section 3.2.2 Exception from the United Kingdom ⇒ **全文削除**
【重要参考情報】
Study Check 10.13 (a)~(d) のSDR換算については全てText内P-684(TACT 1.9版)を参照して計算してください。
- 47 P-745 M-10 Study Check 10.16 (b)
Possible Option(2)の項 Also refer to TACT Rules, Section 3.3.c ⇒ **全文削除**
- 48 P-771 M-11 Key Learning Point : AWB記載事項 Box 19
Flight Date : Leave this box blank. The carrier ⇒ **全文削除**
⇒ **TACT 6.2.9.4 に準拠させる (TACT P-130)**
- 49 P-784 M-11 ラベル内の訂正
Transfert Station(s) ⇒ **Transfer** Station(s) に **訂正**
- 50 P-791 M-11 Study Check 11.2 (a)
Due Agent 欄の 25.29 ⇒ **削除**
- 51 P-793 M-11 Study Check 11.2 (C) AWB内の記載事項
 - Airport of Departure : Amsterdam TYO ⇒ **TYO を削除**
 - Amount of Insurance ⇒ **印刷ずれの為、該当BOXに移動**
 - Weight Charge (Prepaid) 177.60 ⇒ **177.66 へ 訂正**
 - Total Other Charge Due Carrier ⇒ **108.35 を 追記**
 - Consignee : c/o/ Hotel Okura International ⇒ **c/o Hotel へ 訂正**

Cargo Introductory Course : OAG & TACT 2.0 Edition用

- 1 OAG P-I Table of Contents
- | | | | |
|-----|----------------------|--------------|--------------|
| 5段目 | Airline code numbers | <u>26-27</u> | を 削除 |
| 6段目 | City/airport codes | <u>28-30</u> | を 26-30 に 訂正 |