UNIVERSAL POSTAL UNION

Berne, 28 November 2022
International Bureau Circular **188**
Amendments to the Convention Regulations

Dear Sir/Madam,

At its 2022.2 session, the Postal Operations Council (POC), in accordance with article 113.1.13 of the General Regulations, as well as article 17 of the POC Rules of Procedure, examined and approved certain proposed amendments to the Convention Regulations, as set out in Annex 1.

The following table shows the numbers and titles of the relevant articles, as further detailed in Annex 1 (presented in numerical order). All amendments enter into force on 1 March 2023.[1]

Convention Regulations and Final Protocol

Volume I
Rules in Common

Article	*Subject*	*Entry into force*
17-009 (provisionally 17-008bis)	Preparation of trial notes	1 March 2023
17-010 (provisionally 17-008ter)	Transfer of mails	1 March 2023
17-011 (provisionally 17-008quater)	Preparation and checking of CN 37, CN 38, CN 41 or CN 47 delivery bills	1 March 2023
17-012 (provisionally 17-008quinquies)	Missing CN 37, CN 38, CN 41 or CN 47 delivery bill	1 March 2023
17-013 (provisionally 17-008sexies)	Steps to be taken in the event of an accident	1 March 2023

[1] In accordance with article 18 of the POC Rules of Procedure, the International Bureau has renumbered the provisions referred to herein with a view to correctly reflecting their order in the consolidated version of the Regulations.

Article	*Subject*	*Entry into force*
17-014 (provisionally 17-008septies)	Steps to be taken in the event of temporary suspension and resumption of services	1 March 2023
17-015 (provisionally 17-008octies)	Return of empty receptacles	1 March 2023
17-016 (provisionally 17-008nonies)	Routeing of dispatches	1 March 2023
27-001	Transit charges. Accounting	1 March 2023
27-002 (provisionally 27-001bis)	Application of transit charges	1 March 2023
27-003 (provisionally 27-003)	Transit charges	1 March 2023
27-004 (provisionally 27-001quater)	Kilometric distances	1 March 2023
27-005 (provisionally 27-001quinquies)	Extraordinary services. Multimodal transport	1 March 2023
34-001	Payment of air conveyance dues	1 March 2023

Volume II
Letter Post Regulations

Article	*Subject*	*Entry into force*
17-132	Routeing of mails	1 March 2023
17-133	Preparation of trial notes	1 March 2023
17-134	Transfer of mails	1 March 2023
17-135	Preparation and checking of CN 37, CN 38 or CN 41 delivery bills	1 March 2023

Article	*Subject*	*Entry into force*
17-136	Missing CN 37, CN 38, CN 41 or CN 47 delivery bill	1 March 2023
17-140	Steps to be taken in the event of an accident	1 March 2023
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17-142	Return of empty receptacles	1 March 2023
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27-105	Extraordinary services. Multimodal transport	1 March 2023
34-106	Payment of air conveyance dues	1 March 2023

Volume III
Parcel Post Regulations

Article	*Subject*	*Entry into force*
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17-219	Steps to be taken in the event of temporary suspension and resumption of services	1 March 2023
17-225	Routeing of mails	1 March 2023
17-226	Preparation and checking of CN 37, CN 38 or CN 41 delivery bills	1 March 2023
17-227	Missing CN 37, CN 38, CN 41 or CN 47 delivery bill	1 March 2023
17-228	Steps to be taken in the event of an accident	1 March 2023
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17-238	Return of empty receptacles	1 March 2023

Article	*Subject*	*Entry into force*
27-201	Transit land rates	1 March 2023
27-208	Rates and dues credited to other designated operators by the designated operator of origin of the mail	1 March 2023

Final Protocol

Article	*Subject*	*Entry into force*
R II	Forms	1 March 2023

Yours faithfully,

Ricardo Guilherme Filho
Director of Legal Affairs

Annex 1

Convention Regulations

Volume I
Rules in common

New article:

Article 17-009
Preparation of trial notes

1 To determine the most favourable route and the conveyance time for a dispatch, the office of exchange of origin may send to the office of destination of the dispatch a CN 44 trial note. This note shall be included in the dispatch and attached to the CN 31/CN 32 letter bill or CP 87 parcel bill, as applicable, on which its presence shall be shown by a cross in the corresponding box. If the CN 44 form is missing when the dispatch arrives, the office of destination shall make out a duplicate. The trial note, duly completed by the office of destination, shall be returned by the quickest route (air or surface) either to the address specified or, if no address is given, to the office which prepared it.

2 To determine the most favourable route and the conveyance time for items sent à découvert through the intermediary of a designated operator, the office of exchange of origin may send the designated operator of destination of such items a CN 44 trial note. This note shall be inserted in an envelope on which the indication "CN 44" shall be written in the top right-hand corner of the front. The trial note, duly completed by the designated operator of destination, shall be returned by the quickest route (air or surface).

New article:

Article 17-010
Transfer of mails

1 All mail dispatches shall be handed over by designated operators in good condition. However, a dispatch may not be refused because of damage or theft.

2 Delivery bill information shall be prepared by the sending office and provided to the destination office as well as other parties, if any, involved in the transport of dispatches, including dispatches of letter-post items posted in bulk. The information shall preferably be provided electronically, using the latest version of the relevant UPU EDI Messaging Standards of PRECON and CARDIT; when this is not possible, the delivery bill information shall instead be shared via UPU forms.

3 The following rules apply to the exchange of electronic messages corresponding to delivery bill information:

3.1 A CARDIT message shall be sent by the origin designated operator to the carrier.

3.2 The origin designated operator shall require the carrier to capture electronically the receipt of the receptacles and to send the data using the latest version of the UPU EDI Messaging Standard of RESDIT in a RESDIT “received” event message to confirm receipt of each receptacle of the consignment.

3.3 The origin designated operator shall require the carrier to capture electronically the delivery of the receptacles, and to send a RESDIT “delivered” message.

3.4 A PRECON message shall be sent by the origin designated operator to the designated operator to which the consignment is addressed. This may take place even when there are no CARDIT/RESDIT exchanges in place with transport to this destination.

3.5 The designated operator taking receipt of the consignment shall send a RESCON message to the origin designated operator, in order to acknowledge receipt of the receptacles.

3.6 The origin designated operator shall require the carrier to store the CARDIT data and the RESDIT receipt and delivery events data in its system and to share the data with the associated entity responsible for ground services at the points of origin, transit and destination, including, but not limited, to airports, ports and train stations.

3.7 In the event of an inquiry, the designated operators shall share the available information, including that received from the carriers.

4 When UPU forms are used, the following delivery bill forms apply, depending on the type of mail and conveyance:

4.1 CN 37 for surface mail (mail categories C and D) other than dispatches of empty receptacles;

4.2 CN 38 for airmail (mail category A) other than dispatches of empty receptacles;

4.3 CN 41 for surface airlifted (S.A.L.) mail (mail category B) other than dispatches of empty receptacles;

4.4 CN 47 for dispatches of empty receptacles, for all mail categories.

5 The following rules apply to the generation of delivery bill forms:

5.1 The dispatching office shall retain a copy of the delivery bill; if a carrier is involved, this service or an associated agent shall sign this copy as a receipt for the consignment.

5.2 A copy is sent to the destination office of exchange.

5.3 If a carrier is involved, an additional copy is given to this carrier and shall be transported to the destination; this copy shall be retained by the carrier after being signed by the receiving office.

5.4 In case of air transport, the two copies of the delivery bill that are transported to the destination office shall be inserted in a CN 45 envelope. These shall be conveyed in the aircraft's flight portfolio or other special pouch in which the flight documents are kept. Upon arrival at the airport of offloading of the consignment, the first copy, duly signed as a receipt for the consignment, shall be kept by the carrier which has carried the consignment. The second copy shall accompany the receptacles containing the postal items to the post office to which the delivery bill is addressed.

5.5 Designated operators that have developed an electronic receipting system for receptacles that they receive from carriers may use the receipting records of that system instead of the delivery bill process described under 5.4. In lieu of the signed copy of the delivery bill forms, the receiving designated operator can provide the carrier with a printed copy of the electronic receipting record for those receptacles.

5.6 When the transfer of receptacles between two corresponding offices involves a sea service, an additional copy shall be sent to destination, preferably electronically, or otherwise via airmail, in order to pre-advise destination.

5.7 If delivery bills are produced by electronic means and transmitted online to a carrier or a cooperating agent without the direct participation of the designated operator's staff and printed out there, the designated operators or companies involved in the transport operations may agree that a signature shall not be required on the delivery bills.

5.8 The weight of bags or other receptacles containing insured air parcels shall be shown separately on the CN 38 delivery bill. The letter "V" shall also be written in the "Observations" column opposite this entry.

New article:

Article 17-011
Preparation and checking of CN 37, CN 38, CN 41 or CN 47 delivery bills

1 The delivery bills shall be completed, in accordance with their layout, on the basis of the particulars appearing on the receptacle labels or with the address. The total number and total weight of the receptacles (including letter-post receptacles that are exempt from terminal dues) and items in each receptacle shall be entered in bulk by category. Designated operators of origin may elect to enter each receptacle individually should they wish to do so. However, any intermediate or transit country must list each transit receptacle individually, maintaining the designated operator of origin,

office of destination, dispatch and receptacle number indicated by the designated operator of origin. The six-character IMPC code identifying the origin and destination of the receptacle shall be recorded in columns 2 and 3 respectively. The number and weight of letter-post receptacles bearing red labels shall be shown separately; they shall be indicated by an “R” in the “Observations” column of the delivery bill.

2 The presence of priority surface letter-post items shall be indicated by the entry “PRIOR” in the “Observations” column of the CN 37 bill.

3 Mails included in a sac collecteur shall also be entered individually on the CN 37, CN 38 and CN 41 delivery bill, as applicable, with an indication that they are so included.

4 Any intermediate office or office of destination which notices errors in the entries on the CN 37, CN 38, CN 41 or CN 47 delivery bill shall immediately correct them. It shall report them by a CN 43 (for letter post) or CP 78 (for parcels) verification note to the last dispatching office of exchange and to the office of exchange which made up the consignment. Designated operators may agree to make systematic use of electronic mail or any other appropriate means of telecommunication for reporting irregularities.

5 When the receptacles forwarded are inserted in containers sealed by the postal service, the serial number and the number of the seal of each container shall be entered in the column of the CN 37, CN 38 or CN 41 delivery bill reserved for that purpose.

New article:

Article 17-012
Missing CN 37, CN 38, CN 41 or CN 47 delivery bill

1 Designated operators may agree to make systematic use of electronic mail or any other appropriate means of telecommunication for settling cases where the delivery bill is missing.

2 An electronically transmitted delivery bill form, duly signed by the sending designated operator, printed by the carrier at destination or at an intermediate location, shall be considered valid by the destination office.

3 In the absence of the delivery bill or its electronic equivalent, the receiving office shall prepare one as a substitute in accordance with the consignment received and have the carrier countersign it. This substitute delivery bill may be sent to the dispatching office as an attachment to a CN 43 (for letter post) or CP 78 (for parcels) verification note or be kept in case of later disputes over the consignment concerned.

4 If a CN 46 substitute delivery bill prepared by the carrier is received by the destination office in place of the original delivery bill, this substitute bill shall be accepted. This fact may be reported to the office of origin by means of a CN 43 (for letter-post) or a CP 78 (for parcels) verification note, accompanied by this CN 46 substitute delivery bill.

5 If a CN 43 or CP 78 verification note is raised and if the point of loading cannot be determined, this verification note shall be sent straight to the office of dispatch of the receptacles for it to forward the note to the office through which the receptacles transited.

New article:

Article 17-013
Steps to be taken in the event of an accident

1 When, as a result of an accident in course of conveyance, a ship, train, aircraft or any other transport facility is unable to continue its journey and deliver the postal items at the scheduled ports of call or stations, the crew shall hand over the postal items to the post office nearest to the place of the accident or to the office best able to reforward the postal items. If the crew are unable to do this, that office, having been informed of the accident, shall take immediate action, taking over the postal items and reforwarding them to their destination by the quickest route after their condition has been checked and any damaged items put in order.

2 The designated operator of the country in which the accident occurred shall inform all designated operators of previous ports of call or stations, by telecommunications, of the fate of the postal items. These designated operators in turn shall advise by the same means all other designated operators concerned.

3 If delivery bill information was not sent electronically, designated operators which had receptacles on the transport facility involved in the accident shall send a copy of the CN 37, CN 38, CN 41 or CN 47 delivery bills to the designated operator of the country where the accident occurred.

4 The qualified office shall then notify the offices of destination of the postal items involved in the accident by a CN 43 (for letter post) or CP 78 (for parcels) verification note giving details of the circumstances of the accident and the results of the check of the receptacles. One copy of each verification note shall be sent to the offices of origin of the relative postal items and another to the designated operator of the country to which the transport company belongs. These documents shall be sent by the quickest route possible (air or surface).

New article:

Article 17-014
Steps to be taken in the event of temporary suspension and resumption of services

1 If services are temporarily suspended, the designated operator or designated operators concerned must be notified of the fact by telecommunications, indicating, if possible, the probable duration of the suspension of services. The same procedure shall be applied when the suspended services are resumed.

2 The International Bureau must be notified of the suspension or resumption of services if a general announcement is considered necessary. If necessary, the International Bureau shall notify designated operators by telecommunications.

3 The designated operator of origin shall have the option of refunding the postage charges, special charges and air surcharges to the sender if, owing to the suspension of services, the benefit accruing from conveyance of the item in question was obtained only in part or not at all.

New article:

Article 17-015
Return of empty receptacles

1 The owners of empty receptacles shall decide whether they wish their receptacles to be returned or not and, if so, by what means of transport. Nevertheless, the designated operator of destination shall have the right to return such receptacles that cannot be incinerated easily and cheaply in its country. The designated operator of origin shall bear the cost of returning such receptacles.

2 In the absence of agreement between the designated operators concerned, receptacles shall be returned empty by the next post in a dispatch for the country to which they belong and if possible by the normal route followed on the outward journey. The number of receptacles returned by each dispatch shall be noted in table 1 of the CN 31 or CN 32 letter bill or on the CP 87 parcel bill. In the letter bill, this entry shall not be made when two designated operators have agreed to indicate only red-label receptacles on the letter bill.

3 If the designated operators of transit and destination agree, empty receptacles being returned by surface may be placed in the receptacles containing postal items. In all other cases, empty receptacles shall be returned in separate dispatches. The special dispatches containing only returned empty receptacles shall be described on CN 47 delivery bills and CN 31 letter bills or CP 87 parcel bills. Receptacles of empty receptacles may be sealed by agreement between the designated operators concerned. The labels shall be endorsed “Sacs vides” (Empty receptacles).

4 The return shall be carried out between offices of exchange appointed for the purpose. The designated operators concerned may agree among themselves as to the procedure for the return. In long-distance services, they shall, as a general rule, appoint only one office responsible for receiving the empty receptacles returned to them.

5 The empty receptacles shall be rolled into suitable bundles. Where appropriate, the label blocks, labels of canvas, parchment or other stout material shall be placed inside the receptacles.

6 The receptacles used for printed papers for the same addressee at the same address (M bags) shall be recovered after they have been handed over to the addressees and shall be returned, in accordance with the above-mentioned provisions, to the designated operators of the countries to which they belong.

7 If the check made by a designated operator establishes that empty receptacles belonging to it have not been returned to its service within a period longer than that required for their transmission (round trip), it shall be entitled to claim reimbursement of the value of the empty receptacles as provided for under 8. The designated operator in question may refuse this reimbursement only if it can prove the missing receptacles were returned.

8 Each designated operator shall fix, periodically and uniformly for each kind of empty receptacles used by its offices of exchange, a value in SDR and communicate it to the designated operators concerned through the International Bureau. In case of reimbursement, the cost of replacing the empty receptacles shall be considered.

9 By prior agreement, a designated operator may use the empty receptacles belonging to the designated operator of destination for making up its own mails. Empty receptacles belonging to a third party may not be used.

10 A dispatching designated operator may indicate whether or not it would like to have the empty receptacles used for a particular dispatch returned. This indication shall be made on the letter bill or parcel bill used for the dispatch.

11 Dispatches of empty receptacles are subject to the payment of only 30% of the transit charges applicable to letter-post mails. The detailed accounting rules for the return of empty receptacles shall be based on the Statistics and Accounting Guide issued by the International Bureau of the Universal Postal Union.

New article:

Article 17-016
Routeing of dispatches

1 Dispatches, including closed transit dispatches, shall be forwarded by the most direct route possible.

2 When a dispatch consists of several receptacles, these shall as far as possible remain together and be forwarded by the same transportation.

3 The designated operator of origin may consult with the designated operator providing the closed transit service regarding the route to be followed by the dispatches sent in closed transit. The designated operator of the country of origin shall not enter information about the routeing to be followed by the designated operator providing the closed transit on the delivery bill (CN 37, CN 38, CN 41 or CN 47) or electronic equivalent, nor on the CN 34, CN 35 or CN 36 receptacle labels for letter post and the CP 83, CP 84 or CP 85 receptacle labels for parcels. The route information appearing on the delivery bill or electronic equivalent, and on the receptacle labels shall be limited to the route intended to transport the receptacles from the designated operator of origin to the designated operator providing the closed transit.

4 Dispatches in closed transit shall, in principle, be forwarded by the same transportation used by the designated operator of transit for the transport of its own dispatches. If, on a regular basis, there is insufficient time between arrival of the dispatches in closed transit and transport departure, or the volumes regularly exceed the capacity of a transport vehicle, the designated operator of origin shall be so informed.

5 In the event of a change in a route for the exchange of dispatches sent in closed transit established between two designated operators via one or more designated operators providing closed transit, the designated operator of origin of the dispatches shall inform those designated operators providing closed transit of the change of route.

New article:

Article 27-001
Transit charges. Accounting

1 Accounting for surface-mail transit charges and for charges for handling transit postal receptacles shall be done as detailed in article 35-011 by the designated operator of transit, for each designated operator of origin. It shall be based on the weight of the postal items received in transit, sent during the period concerned. The

rates laid down in article 27-003 shall be applied, without prejudice to the land rates applicable to à découvert parcels set out in article 27-201.

2 The transit charges and charges for handling transit postal receptacles shall be borne by the designated operator of origin of the mails. They shall be payable, subject to the exception provided for under 4, to the designated operators of the countries which are crossed or whose services take part in the land or sea conveyance of the mails.

3 The charges for the sea conveyance of mails in transit may be settled directly between the designated operators of origin of the mails and the shipping companies or their agents. The designated operator of the port of embarkation concerned shall give its prior agreement.

4 In the absence of agreement between the designated operators concerned, the transit charge scales laid down in article 27-003 shall apply to airmail correspondence for any transit by land or by sea. Nevertheless, no land transit charges shall be payable for:

4.1 the transhipment of postal receptacles between two transit points serving the same town;

4.2 the conveyance of such postal receptacles from a transit point serving a town to a depot situated in the same town and the return of the same postal receptacles for reforwarding.

New article:

Article 27-002
Application of transit charges

1 In the absence of agreement, direct sea conveyance between two countries by the ships of one of them shall be regarded as a third party service.

2 Sea transport shall begin when the mail dispatches are handed over to the shipping company appointed by the sending designated operator and shall end when the mail dispatches are handed over to the designated operator of destination, or when the designated operator of destination has been given the delivery order or any other relevant document, whichever is the earlier. Sea transit charges, payable by the sending designated operator, include all costs incurred by the shipping company at the port of arrival. If the designated operator of destination has to pay additional charges for services incurred prior to notification, such as port charges, canal tolls, terminal or pier charges for related service and any other similar charges for handling containerized or bulk dispatches, the designated operator of destination shall obtain reimbursement of these additional charges from the dispatching designated operator. However, any storage costs incurred after notification by the shipping company that

the mail dispatches are available and physically accessible for collection, shall be borne by the designated operator of destination.

2.1 Notwithstanding the provision of 2, the designated operator of destination of the mails shall collect from the designated operator of origin the sum corresponding to the port storage charges, when the dispatching office fails to send a copy of the CN 37 bill in time as provided for in article 17-134.4.1.

2.2 Reimbursement of additional sea transit charges shall be claimed by means of a CN 62bis detailed account as in article 35-011.

3 When a foreign carrier crosses the territory of a country without the participation of the latter's services in accordance with article 17-112, letter-post items thus forwarded shall not be subject to the payment of land transit charges.

4 A current sea mail contact address, including physical address, telephone, fax and e-mail address must be maintained in the List of addresses of heads and senior officials of postal entities for all countries sending and accepting sea mail. It may be necessary to include two addresses where different sections within a designated operator deal with import and export. Wherever possible, a generic e-mail address (e.g. seamail@xxpost.com) should be arranged by each designated operator to avoid pre-advices going astray.

New article:

Article 27-003
Transit charges

1 The transit charges to be borne by the designated operator of origin of the mails shall be calculated on the basis of the following components:

1.1 A rate for handling transit dispatches, which shall be 0.571 SDR per kilogramme for 2022, 0.585 SDR per kilogramme for 2023, 0.599 SDR per kilogramme for 2024 and 0.613 SDR per kilogramme for 2025.

1.2 A rate based on distance, which shall be:

1.2.1 for air transport: the basic air conveyance rate set by the Postal Operations Council using the formula in article 34-101;

1.2.2 for land transport:

1.2.2.1 per kilogramme and per kilometre up to 1,000 kilometres: 0.426 thousandths of an SDR for the year 2022; 0.437 thousandths of an SDR for the year 2023; 0.447 thousandths of an SDR for the year 2024 and 0.458 thousandths of an SDR for the year 2025;

1.2.2.2 per kilogramme and per supplementary kilometre up to 3,000 kilometres: 0.182 thousandths of an SDR for the year 2022; 0.187 thousandths of an SDR for the year 2023; 0.191 thousandths of an SDR for the year 2024 and 0.196 thousandths of an SDR for the year 2025;

1.2.2.3 per kilogramme and per supplementary kilometre up to 5,000 kilometres: 0.159 thousandths of an SDR for the year 2022; 0.163 thousandths of an SDR for the year 2023; 0.167 thousandths of an SDR for the year 2024 and 0.171 thousandths of an SDR for the year 2025;

1.2.2.4 per kilogramme and per supplementary kilometre: 0.106 thousandths of an SDR for the year 2022; 0.108 thousandths of an SDR for the year 2023; 0.111 thousandths of an SDR for the year 2024 and 0.113 thousandths of an SDR for the year 2025;

1.2.2.5 the rate based on distance being calculated per 100-kilometre distance step, based on the mid-value in each step;

1.2.3 for sea transport:

1.2.3.1 per kilogramme and per nautical mile (1.852 km) up to 1,000 nautical miles: 0.204 thousandths of an SDR for the year 2022; 0.209 thousandths of an SDR for the year 2023; 0.214 thousandths of an SDR for the year 2024 and 0.219 thousandths of an SDR for the year 2025;

1.2.3.2 per kilogramme and per supplementary nautical mile up to 2,000 nautical miles: 0.113 thousandths of an SDR for the year 2022; 0.115 thousandths of an SDR for the year 2023; 0.118 thousandths of an SDR for the year 2024 and 0.121 thousandths of an SDR for the year 2025;

1.2.3.3 per kilogramme and per supplementary nautical mile up to 4,000 nautical miles: 0.073 thousandths of an SDR for the year 2022; 0.075 thousandths of an SDR for the year 2023; 0.076 thousandths of an SDR for the year 2024 and 0.078 thousandths of an SDR for the year 2025;

1.2.3.4 per kilogramme and per supplementary nautical mile up to 10,000 nautical miles: 0.008 thousandths of an SDR for the year 2022; 0.008 thousandths of an SDR for the year 2023; 0.009 thousandths of an SDR for the year 2024 and 0.009 thousandths of an SDR for the year 2025;

1.2.3.5 per kilogramme and per supplementary nautical mile: 0.003 thousandths of an SDR for the years 2022 to 2025;

1.2.3.6 the rate based on distance being calculated per 100-nautical-mile distance step, based on the mid-value in each step.

New article:

Article 27-004
Kilometric distances

The distances used to determine the transit charges for distances traversed by land according to article 27-003 shall be taken from the “List of kilometric distances relating to land sectors of mails in transit” published by the International Bureau.

New article:

Article 27-005
Extraordinary services. Multimodal transport

1 The transit charges specified in article 27-003 shall not be applicable to conveyance by extraordinary services specially established or maintained by a designated operator at the request of one or more other designated operators. The conditions of this class of conveyance shall be regulated by mutual consent between the designated operators concerned.

2 When surface mails from a designated operator are reforwarded by combined land and sea transport facilities, the conditions of such reforwarding shall be covered by a special agreement between the designated operators concerned.

New article:

Article 34-001
Payment of air conveyance dues

1 Air conveyance dues shall be payable by a designated operator to the airline conveying the airmails for all or part of the distance flown. In this regard, the designated operator shall, unless otherwise bilaterally agreed with the airline concerned, pay any undisputed air conveyance dues amounts no later than two months following receipt of the relevant invoice from the airline.

2 Notwithstanding the foregoing, the airline conveying the airmails may request that the air conveyance dues be paid to any designated operator with which the airline has concluded an agreement to this effect.

3 Air conveyance dues for priority items, airmail items and S.A.L. items when transported by air in transit à découvert shall be paid to the designated operator which reforwards these items.

4 Unless other arrangements have been made, air conveyance dues for airmails directly transhipped between two different airlines shall be settled by the designated operator of origin:

4.1 either with the first airline, which shall then be responsible for paying the subsequent airline;

4.2 or with each airline involved in the transhipment.

Volume II
Letter Post Regulations

Article deleted:

Article 17-132
Routeing of mails

Article deleted:

Article 17-133
Preparation of trial notes

Article deleted:

Article 17-134
Transfer of mails

Article deleted:

Article 17-135
Preparation and checking of CN 37, CN 38 or CN 41 delivery bills

Article deleted:

Article 17-136
Missing CN 37, CN 38, CN 41 or CN 47 delivery bill

Article deleted:

Article 17-140
Steps to be taken in the event of an accident

Article deleted:

Article 17-141
Steps to be taken in the event of temporary suspension and resumption of services

Article deleted:

Article 17-142
Return of empty receptacles

Article deleted:

Article 27-101
Transit charges. General provisions

Article deleted:

Article 27-102
Application of transit charges

Article deleted:

Article 27-103
Transit charges

Article deleted:

Article 27-104
Kilometric distances

Article deleted:

Article 27-105
Extraordinary services. Multimodal transport

Article deleted:

Article 34-106
Payment of air conveyance dues

Volume III
Parcel Post Regulations

Article amended as follows:

Article 17-215
Barcode application and specifications

1 All designated operators shall apply one, and only one, ~~barcoded~~ item identifier on all outward international postal parcels (i.e. air, S.A.L., surface). The specifications shall be as follows:

1.1 Each ~~parcel must be identified by only one unique~~ item identifier shall conform~~ing~~ to UPU Technical Standard S10. ~~It~~ The unique item identifier shall be located in close proximity to and on the same side as the address of the addressee, and may be duplicated on the address label itself, as well as on other areas of the item. The item identifier shall be encoded in both human-readable and barcoded form, as prescribed in the standard.

Article deleted:

Article 17-219
Steps to be taken in the event of temporary suspension and resumption of services

Article deleted:

Article 17-225
Routeing of mails

Article deleted:

Article 17-226
Preparation and checking of CN 37, CN 38 or CN 41 delivery bills

Article deleted:

Article 17-227
Missing CN 37, CN 38, CN 41 or CN 47 delivery bill

Article deleted:

Article 17-228
Steps to be taken in the event of an accident

Article deleted:

Article 17-229
Preparation of trial notes

Article deleted:

Article 17-230
Transfer of mails

Article deleted:

Article 17-238
Return of empty receptacles

Article deleted:

Article 27-201
Transit land rates

Article amended as follows:

Article 27-201
Transit land rates for à découvert parcels

~~1 The rates applied to calculate the transit land rate in accordance with article 33.2 of the Convention are given below:~~

~~1.1 per kilogramme and per kilometre up to 1,000 kilometres: 0.426 thousandths of an SDR for the year 2022, 0.437 thousandths of an SDR for the year 2023, 0.447 thousandths of an SDR for the year 2024 and 0.458 thousandths of an SDR for the year 2025;~~

~~1.2 per kilogramme and per supplementary kilometre up to 3,000 kilometres: 0.182 thousandths of an SDR for the year 2022, 0.187 thousandths of an SDR for the year 2023, 0.191 thousandths of an SDR for the year 2024 and 0.196 thousandths of an SDR for the year 2025;~~

~~1.3 per kilogramme and per supplementary kilometre up to 5,000 kilometres: 0.159 thousandths of an SDR for the year 2022, 0.163 thousandths of an SDR for the year 2023, 0.167 thousandths of an SDR for the year 2024 and 0.171 thousandths of an SDR for the year 2025;~~

~~1.4 per kilogramme and per supplementary kilometre: 0.106 thousandths of an SDR for the year 2022, 0.108 thousandths of an SDR for the year 2023, 0.111 thousandths of an SDR for the year 2024 and 0.113 thousandths of an SDR for the year 2025;~~

~~1.5 the distance rate shall be calculated per 100 kilometre distance step, based on the mid-value in each step~~.

~~2~~ 1 For parcels in transit à découvert, intermediate designated operators shall be authorized to claim a single rate of 0.51 SDR per item for handling costs incurred at the intermediate office of exchange.

~~2~~ 1.1 When intermediate designated operators continuously capture and transmit EMJ and EMK events in accordance with article 17-216.1 and the targets listed in article 17-217 for parcels in transit à découvert, they shall be entitled to an additional single rate of 0.40 SDR per item.

Article amended as follows:

Article 27-208
Rates and dues credited to other designated operators by the designated operator of origin of the mail

1 In the case of exchange of closed mails, the designated operator of origin of the mail shall credit the designated operator of destination and each intermediate designated operator with its land and sea rates, including the exceptional rates authorized by the Convention or its Final Protocol.

2 In the case of exchange in transit à découvert, the designated operator of origin of the ~~mail~~ parcels shall credit:

2.1 the designated operator of destination of the ~~mail~~ dispatches with the rates enumerated in 1, as well as rates due to the subsequent intermediate designated operators and to the designated operator of destination of the parcel;

2.2 the designated operator of destination of the ~~mail~~ dispatches with the amounts in respect of air conveyance dues to which it is entitled for reforwarding air parcels;

2.3 if relevant (case of closed transit) the intermediate designated operators preceding the designated operator of destination of the ~~mail~~ dispatches with the rates enumerated in 1.

~~3 Charges for handling closed transit mails shall be borne by the designated operator of origin of the mails. The rate applied shall be 0.571 SDR per kilogramme for 2022, 0.585 per kilogramme for 2023, 0.599 SDR per kilogramme for 2024 and 0.613 SDR per kilogramme for 2025.~~

4 3 Transhipment at the same airport, in the course of ~~transmission~~ conveyance, of air parcels conveyed successively by several separate air services shall be performed without remuneration.

Final Protocol

New paragraph 7 added as follows:

Article R II
Forms

7 Notwithstanding article 21-002, the designated operator of Austria may adjust the wording in the CN 18 form to indicate “Statutory declaration” instead of “Declaration”.