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**Note on the printing of the Annotated Acts of the 19th Congress, Hamburg  
1984**

The bold type in the texts indicates amendments (alterations, additions or deletions of words, passages, figures, signs, etc) of the 1979 Rio de Janeiro Congress Acts.

The forms are all printed in ordinary type.

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# ABBREVIATIONS

## *I Common abbreviations*

**NB.** – The abbreviations listed below are normally used only in the forms and the annotations.

|                            |  |
|----------------------------|--|
| adm or administra-<br>tion | = postal administration  |
| Agr                        | = Agreement  |
| airmail corr               | = airmail correspondence   |
| Arbit                      | = Arbitration  |
| art                        | = article  |
| c                          | = centime  |
| CCC                        | = Customs Co-operation Council   |
| CCPS                       | = Consultative Council for Postal Studies<br>(until 1969 Consultative Committee for Postal<br>Studies) |
| cf                         | = compare (see)  |
| circ                       | = circular   |
| cm                         | = centimetre   |
| COD                        | = COD items (COD Agreement or Detailed Regula-<br>tions)   |
| col                        | = column   |
| Comm                       | = Committee  |
| Compendium                 | = Compendium of Information (Convention, Agree-<br>ments, etc) published by the International Bureau   |
| Conf                       | = Conference   |
| Const or Con-<br>stitution | = Constitution of the Universal Postal Union   |
| Conv or Convention         | = Universal Postal Convention  |
| Det Regs                   | = Detailed Regulations   |
| Doc                        | = Documents<br>(of Congresses, Conferences, Executive Council,<br>etc)                                 |
| doc                        | = document   |
| EC                         | = Executive Council  |
| eg                         | = for example  |
| ELC                        | = Executive and Liaison Committee  |
| fr                         | = franc  |
| g                          | = gramme   |
| g c                        | = gold centime   |
| g fr                       | = gold franc   |
| Gen Regs                   | = General Regulations  |



|              |   |
|--------------|---|
| Gen Rev      | = General Revision of the 1957 Ottawa Convention  |
| h            | = hour  |
| IAEA         | = International Atomic Energy Agency  |
| IATA         | = International Air Transport Association   |
| IB           | = International Bureau  |
| ICAO         | = International Civil Aviation Organization   |
| id           | = idem  |
| Ins          | = Insured Letters Agreement or Detailed Regulations (up to and including the 1974 Lausanne Agreement)   |
| ISO          | = International Organization for Standardization  |
| Journal      | = Union Postale (publication of the International Bureau published every two months)                    |
| kg           | = kilogramme  |
| km           | = kilometre   |
| lb (16 oz)   | = pound avoirdupois (453.59 grammes)  |
| m            | = metre   |
| max          | = maximum   |
| min          | = minimum   |
| mm           | = millimetre  |
| mn           | = minute (measure of time)  |
| No           | = number  |
| oz           | = ounce   |
| p, pp        | = page(s)   |
| para         | = paragraph   |
| Parcels      | = Postal Parcels Agreement or Detailed Regulations  |
| prop         | = proposal  |
| Prot         | = Final Protocol (to the respective Act)  |
| PUAS         | = Postal Union of the Americas and Spain  |
| Rep          | = Report on the work of the Union (Management Report until 1952), published by the International Bureau |
| subpara      | = subparagraph  |
| t            | = tonne   |
| TCT          | = Technical Committee on Transit  |
| t-km         | = tonne-kilometre (unit used in transport)  |
| UN           | = United Nations  |
| UNESCO       | = United Nations Educational, Scientific and Cultural Organization                                      |
| UPU or Union | = Universal Postal Union  |
| vol          | = volume  |
| WHO          | = World Health Organization   |

## *II Conventional abbreviations used in the Acts*

### 1 Abbreviations relating to forms:

|                    |                           |                      |
|--------------------|---------------------------|----------------------|
| AP = Subscriptions | CP = Parcels              | VD = Insured Letters |
| AV = Airmail       | MP = Money Orders         | VP = Giro            |
| C = Convention     | R = COD                   |                      |
| CE = Savings       | RP = Bills for Collection |                      |

### 2 Other abbreviations:

|        |  |
|--------|--|
| AI     | = advice of entry (Giro, Det Regs, art 109, para 1)  |
| AO     | { = other items or<br>= items other than LC (Conv, art 64, para 2, a, etc)                                 |
| AR     | = advice of delivery (Conv, Det Regs, art 135, para 1, etc)  |
| F      | { = letter bill (Conv, Det Regs, art 162, para 2) or<br>= parcel bill (Parcels, Det Regs, art 122, para 6) |
| IMF    | = International Monetary Fund (Conv, art 8, etc)   |
| JX     | = newspapers (Conv, Det Regs, art 162, para 1, b)  |
| LC     | = letters and postcards (Conv, art 64, para 2, a, etc)   |
| M      | = special bag of printed papers for the same addressee (Conv, art 64, para 2, b, etc)                      |
| R      | = registered (Conv, Det Regs, art 131, para 5, etc)  |
| S.A.L. | = Surface airlifted (Det Regs, art 116)  |
| SDR    | = Special Drawing Right (Conv, art 8, etc)   |
| SV     | = empty bag (Conv, forms C 12, C 15 and AV 8)  |
| T      | = postage due (Conv, Det Regs, art 139, para 2, etc)   |
| T.m.   | = sea transit (Conv, form C 19)  |
| T.t.   | = land transit (Conv, form C 19)   |
| V      | = insured article (Conv, Det Regs, art 134, para 1, a, and Parcels, Det Regs, art 108, c)                  |

# Postal Parcels Agreement

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Agreement

– Final Protocol



# Postal Parcels Agreement

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## Postal Parcels Agreement <sup>(1)</sup> <sup>(2)</sup> <sup>(3)</sup>

The undersigned, plenipotentiaries of the Governments of the member countries of the Union, having regard to article 22, paragraph 4, of the Constitution of the Universal Postal Union concluded at Vienna on 10 July 1964, have, by common consent and subject to article 25, paragraph 3, of the Constitution, drawn up the following Agreement: <sup>(4)</sup> <sup>(5)</sup> <sup>(6)</sup>

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<sup>1)</sup> Background note. The preliminary draft of the Treaty (Principal Convention) submitted to the 1878 Paris Congress made provision for "small articles (without customs value)" to be treated as "samples of merchandise". The proposal was not, however, adopted. In its place the German adm submitted a draft Agreement governing the exchange of small articles without insured value (1878 Paris Congress, 553 to 555). The reasons given were as follows (54 and 55):

"It seems essential that the treatment of small parcels should differ from that of letter post. The main difference is that, apart from registered items, letter-post items are not listed and that they are forwarded by fast trains – without any delay or customs handling at frontiers – whereas a record of small parcels is kept both at the place of origin and at the place of destination. They are entered on special lists, either individually or in bulk and are frequently dispatched by slow trains; they are accompanied by customs declarations, signed by the sender, for checking by the Customs at the frontier."

"If an attempt were made to treat small articles as letters, there would be a danger in a great many adms, of decreasing the speed and accuracy with which international letter-post items are dealt with at present, since mails would have to be delivered to the frontier Customs, so that prompt dispatch would become impossible."

"Further, even if the maximum weight were fixed at 300 or 250 g, from another standpoint the situation would be that postal officials would hardly ever be able to verify whether or not parcels containing small articles offered for dispatch were liable to the restriction that items admitted as small articles must not enclose any article subject to customs duty."

"Thus the postal service would be exposed to all manner of misuse while postal operations would inevitably be subject to customs intervention, to the detriment of the prompt conveyance of letters."

"Moreover, the probable increase in the number of small objects would in many cases have an adverse effect on the conveyance of letters, because as a rule express train compartments available to postal adms are very limited."

"In addition, it should be noted that the admission of samples of actual merchandise for ordinary dispatch (without entry on lists) would entail a number of drawbacks. Inquiries regarding the loss of such items would be a continual source of difficulty for all postal adms."

Although Congress did not have time to discuss the draft, which was only submitted in the course of the debates, it did however consider that in principle and subject to subsequent discussion, the conclusion of an international Agr concerning the conveyance of small objects (592), would be a step forward. The Paris Conference, convened in 1880, brought together a large number of delegations. The French adm, which proposed to have this service carried out in France by railways and shipping companies, was represented by a number of experts from these transport undertakings. The Conference drew up the "Convention concerning the exchange of uninsured postal parcels", which was signed by nineteen delegations.

At the 1924 Stockholm Congress, the word "Convention" was replaced by "Agreement", in accordance with the draft submitted by a study Committee.



The 1952 Brussels Congress, on a proposal made by the ELC, extensively redrafted the texts adopted in Paris in 1947 (see the following ELC Doc: Report dated 31 July 1951 submitted to the ELC, on behalf of the Consultative Subcommittee on Postal Parcels by the Chairman of that Subcommittee; Additional Supplementary Report dated 13 November 1951; 1947 Paris Acts concerning postal parcels, after revision by the Subcommittees; prop 1022 relating to the incorporation of the airmail provisions in the Parcels Agr and Det Regs). This revision led to the incorporation of the provisions relating to air parcels, which so far had been separate, in the Agr and the Det Regs.

The 1957 Ottawa Congress instructed the ELC to consolidate the Parcels Agr and its Det Regs, with a view to improving and simplifying them, it being understood that the Agr should comprise all the fundamental provisions concerning postal parcels so as to be complete. In particular, any reference to the Det Regs (II 1158) was to be deleted from the Agr.

In the draft which it prepared, the ELC aimed at a more logical distribution of the provisions between the Agr and the Det Regs. In particular, in the Agr it regrouped the articles according to the nature of their content (charges and fees; conditions of admission, delivery and redirection; liability, etc), while in the Det Regs it observed the order of the operations to which parcels were subject. After being consulted (circ 91/1960), the adms of the Union agreed to submit their proposals to the 1964 Vienna Congress on the basis of the Agr thus recast, which was made the subject of props 7000 and 7001 (Comprehensive rep on the work of the ELC 1957–1964, p 26). These props were adopted by the 1964 Vienna Congress (II 1213).

<sup>2)</sup> Having been instructed by the 1964 Vienna Congress to investigate the reasons preventing some countries from acceding to the Postal Parcels Agr and to seek a solution enabling all countries operating the parcel post service on the basis of bilateral agreements to accede to the Agr (resolution CP 1 (a)), the EC, after consulting the adms concerned, established that these reasons related to the rate structure and regulations. It accordingly invited these adms to reconsider their position in the light of the decisions taken by the 1969 Tokyo Congress (Comprehensive rep on the work of the EC 1964–1969, para 89). It should be noted that since the 1979 Rio de Janeiro Congress, the countries which have acceded to the Union have generally also requested to become parties to the Agreement; in particular, the United States of America and Canada have signed the 1984 Hamburg Agreement.

<sup>3)</sup> The 1964 Vienna Congress adopted the following recommendation concerning accession to the Agreements: "A number of member countries do not sign the UPU Agreements relating to certain optional services even though they operate such services. Instead, they conclude bilateral Agreements to regulate the service at international level with other member countries. This results in regulations differing from those of the UPU and a slowing down in the performance of postal operations. Congress therefore recommends member countries uniformly to sign all the Acts of the Union concerning branches of the postal service operated by them." (II 539 and 658, prop 1004.)

<sup>4)</sup> The names of the member countries parties to the Agr, which were deleted by the 1964 Vienna Congress, are contained in a list compiled by the IB in pursuance of art 112 of the Gen Regs. See also Const, preamble, note 2.

<sup>5)</sup> As regards the revision of the provisions relating to air parcels, see Conv, art 67, note 1. See also Comprehensive rep on the work of the EC 1964–1969, para 76.

<sup>6)</sup> In its resolution C 52, the 1984 Hamburg Congress decided that amounts expressed in gold francs and gold centimes in the Acts of the UPU should henceforth be supplemented by their exchange value in SDR calculated on the basis of the linking coefficient of 1 SDR = 3.061 g fr. In this connection it should be pointed out that in practice only the interadministration rates relating to air conveyance (cf art 64 of the Conv) are large enough in real terms to justify their exchange value in SDR being rounded off to three decimal places. In all the other cases the exchange value in SDR is rounded off to two decimal places (cf annex to IB circular 219 of 1 September 1980).

## Preliminary provisions

### Article 1

#### Purpose of the Agreement

This Agreement shall govern the exchange of postal parcels between contracting countries.

### Article 2

#### Postal parcels

1 Items called “postal parcels” <sup>(1)</sup> of which the individual weight shall not exceed 20 kilogrammes may be exchanged either direct or via one or more countries. <sup>(2)</sup> <sup>(3)</sup> <sup>(4)</sup>

2 The exchange of parcels exceeding 10 kilogrammes shall be optional. <sup>(5)</sup> Countries which fix a weight of less than 20 kilogrammes shall, however, admit parcels in transit in bags or other closed receptacles up to a weight of 20 kilogrammes. <sup>(6)</sup>

3 Notwithstanding paragraphs 1 and 2, parcels relating to the postal service and which are covered by article 16 may weigh up to 30 kilogrammes. <sup>(7)</sup>

4 In this Agreement, its Final Protocol and its Detailed Regulations, the abbreviation “parcels” shall apply to all postal parcels.

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<sup>1)</sup> “Postal parcel” is not merely a conventional term; it indicates that postal items are involved. As such, these items are exempted from the taxes levied on ordinary conveyance. Even in countries where the Post uses the services of railway and shipping companies for this purpose it is always the postal adm that holds responsibility and is in control of the operations (1880 Paris Conf, 107).

<sup>2)</sup> “Freedom of transit for postal parcels to be forwarded by land and sea routes is limited to the territory of the countries taking part in the service”. This text, in Conv, art 1, para 4, embodied the principle of freedom of transit which, up to the 1924 Stockholm revision, had been included in Conv, art 2 concerning the parcels themselves (1880 Paris Conf, 51, 188).

Adms parties to the Agr, but which, owing to the absence of an appropriate transport organization, are unable to ensure transit may be exempted therefrom by a reservation introduced in the Prot.

<sup>3)</sup> Although the provisions relating to the conveyance of air parcels do not bind countries which are not parties to the Agr, the 1929 London Congress unanimously formulated the wish that those countries should in no way hinder the development of the air parcel service (II 628 and 629).

<sup>4)</sup> Adms have the right themselves to choose the means of conveyance: partly by surface route and partly by air route (1952 Brussels Congress, II 831).

<sup>5)</sup> This text permits a country to raise the maximum weight of parcels above 10 kg for only some of its localities (1929 London Congress, II 419).

<sup>6</sup>) Since the maximum weight of bags and other receptacles containing parcels is fixed at 30 kg (see Det Regs, art 122, para 5), it is logical that transit parcels in closed mails should be admitted up to a weight of 20 kg (1979 Rio de Janeiro Congress, II 1636, prop 5002.1).

<sup>7</sup>) The aim of this provision, which was introduced by the 1969 Tokyo Congress, is to relieve adms of the obligation to use the letter-post service for the transmission of service items exceeding the maximum weight permitted for parcels (II 1524, prop 6045).

### Article 3

#### Operation of the service by transport companies (<sup>1</sup>)

1 Any country whose postal administration does not undertake the conveyance of parcels and which is a party to the Agreement, may arrange for its provisions to be implemented by transport companies. It may, at the same time, limit this service to parcels originating in or addressed to places served by these companies. (<sup>2</sup>)

2 The postal administration of such a country shall make arrangements with the transport companies to ensure full implementation by them of all the provisions of the Agreement, with special reference to the arrangements for the exchange of parcels. The postal administration shall serve as intermediary for them in all their relations with administrations of the other contracting countries and with the International Bureau. (<sup>3</sup>)

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<sup>1</sup>) At the 1969 Tokyo Congress this article was transferred from the Prot to the Agr (II 1524, props 6022 and 6034). See also Prot, preamble, note 3.

<sup>2</sup>) See art 2, note 1.

<sup>3</sup>) Information on this subject appears in the Compendium of Information (Parcels).

### Article 4

#### Categories of parcels

1 An “ordinary parcel” shall be one which is not subject to any of the special requirements prescribed for the categories defined in paragraphs 2 and 3.

2 Other categories shall be: (<sup>1</sup>)

- a “insured parcel”, any parcel which is insured for a declared value;
- b “parcel for delivery free of charges and fees”, any parcel in respect of which the sender asks to be charged with the whole of the postal charges and fees to which the parcel may be subject on delivery; this request may be made at the time of posting; it may also be made after posting up to the time of delivery to the addressee, except (<sup>2</sup>) in those countries which cannot accept this procedure;

- c “cash-on-delivery parcel”, any parcel subject to a COD charge and covered by the Cash-on-Delivery Agreement;
  - d “fragile parcel”, any parcel containing articles which are liable to break easily and which are to be handled with special care;
  - e “cumbersome parcel”: <sup>(3)</sup>
    - i any parcel whose dimensions exceed the limits fixed by article 20, paragraph 1, or those which administrations may fix between themselves;
    - ii any parcel which by reason of its shape or construction <sup>(4)</sup> does not lend itself readily to loading with other parcels or which requires special precautions; <sup>(5)</sup>
    - iii optionally, any parcel conforming to the conditions laid down in article 20, paragraph 4;
  - f “service parcel”, any parcel relating to the postal service and exchanged under the conditions laid down in article 16;
  - g “prisoner-of-war or **civilian** <sup>(6)</sup> internee parcel”, any parcel intended for or sent by prisoners or organizations referred to in article 16 of the Convention.
- 3 Other categories, according to the method of dispatch or delivery:
- a “air parcel”, any parcel accepted for air conveyance **with priority** between two countries;
  - b “express parcel”, any parcel which, on arrival at the office of destination, shall be delivered to the place of address by special messenger or which, in those countries whose administrations do not undertake delivery to the place of address, gives rise to the delivery, by special messenger, of an advice of arrival; nevertheless, if the address of the addressee is situated outside the local delivery area of the office of destination, delivery by special messenger shall not be obligatory.
- 4 The exchange of **“free of charges and fees” and “cash-on-delivery” parcels** shall require prior agreement between administrations of origin and destination. **With respect** to “insured”, “fragile”, “cumbersome”, “air” <sup>(8)</sup> and “express” **parcels, the exchange may be established on the basis of the information given in the Compendium of Information <sup>(9)</sup> (Postal Parcels) published by the International Bureau.** <sup>(10)</sup>

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<sup>1)</sup> The 1974 Lausanne Congress abolished the category of “urgent parcels” (II 1393, prop 5003.3).

<sup>2)</sup> This exceptional provision, which formerly appeared as a special reservation in the Prot, was incorporated in the Agr by the 1969 Tokyo Congress (II 1525, prop 6023). The countries applying it are indicated in the Compendium of Information (Parcels).

<sup>3)</sup> As regards the maximum dimensions of cumbersome parcels, the 1952 Brussels Congress considered it particularly difficult, from a practical standpoint, to introduce sufficiently broad

provisions in the Det Regs. It was advisable therefore for the adms concerned to reach agreement on the matter if they deemed it worthwhile (II 823).

<sup>4)</sup> These words should be interpreted to the effect that a parcel is regarded as cumbersome mainly because of its external appearance (1934 Cairo Congress, II 303).

<sup>5)</sup> In this context, any parcel is regarded as cumbersome if it consists of plants or bushes enclosed in a basket, empty cages or cages containing living animals, furniture, basket-work, flower-stands, perambulators, spinning-wheels, tricycles, empty cigar-boxes or other unwieldy boxes, etc (see 1960 ELC Documents, pp 268 and 543).

<sup>6)</sup> Provision brought into line with art 16 of the Convention (1984 Hamburg Congress, II Congress/C 7 – Rep 1, prop 5004.3).

<sup>7)</sup> See Conv, art 71, note 9.

<sup>8)</sup> See art 2, notes 3 and 4.

<sup>9)</sup> See Det Regs, art 101, note 3.

<sup>10)</sup> In practice, the exchange of insured, fragile, cumbersome, air or express parcels is based on the information contained in tables CP 1 or CP 21 of the intermediate administration and/or the Compendium of Information (Postal Parcels) published by the IB. The 1984 Hamburg Congress took account of this to adapt the regulations to the practice thus followed (II Congress/C 7 – Rep 1, prop 5004.5). See also IB opinion in Rep 1955, pp 23 and 24, section 7 and Rep 1963, p 43, section 4.

## Article 5

### Weight steps (<sup>1)</sup>)

1 The parcels defined in article 4 shall be classed in the following weight steps:

|       |          |        |
|-------|----------|--------|
|       | up to    | 1 kg   |
| above | 1 up to  | 3 kg   |
| above | 3 up to  | 5 kg   |
| above | 5 up to  | 10 kg  |
| above | 10 up to | 15 kg  |
| above | 15 up to | 20 kg. |

2 Countries which by reason of their internal regulations are unable to adopt the metric-decimal system of weight may substitute for the weight steps provided for in paragraph 1 the following equivalents (in pounds avoirdupois): (<sup>2)</sup>)

|      |              |       |       |              |
|------|--------------|-------|-------|--------------|
|      | up to        | 1 kg  | up to | 2 lb         |
| over | 1 and up to  | 3 kg  |       | 2 to 7 lb    |
| over | 3 and up to  | 5 kg  |       | 7 to 11 lb   |
| over | 5 and up to  | 10 kg |       | 11 to 22 lb  |
| over | 10 and up to | 15 kg |       | 22 to 33 lb  |
| over | 15 and up to | 20 kg |       | 33 to 44 lb. |

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<sup>1)</sup> When the service was started, there was a single weight step of 3 kg, at a standard charge fixed at as many times 50 c as there were adms taking part in land conveyance. This rate structure was

based on the principle that the dispatching adm should credit the adm of destination and, if need be, each intermediate adm, with the respective rate changes. The 1885 Lisbon Congress increased the weight of this small parcel, optionally, to 5 kg, under the same conditions regarding rates, and at the 1897 Washington Congress the uniform 5 kg weight step became mandatory.

It was not until 1920, in Madrid, that three weight steps were introduced: up to 1 kg, over 1 kg and up to 5 kg, and over 5 kg and up to 10 kg, the latter weight step being a first optional. Standard basic rates for land conveyance, ie rates not based on distance, were fixed at 30, 50 and 90 c respectively for the three weight steps, for each country taking part in the conveyance. The 1929 London Congress agreed to three further optional weight steps: over 5 kg and up to 10 kg, over 10 kg and up to 15 kg, and over 15 kg and up to 20 kg, the territorial rates being 100, 150 and 200 c, respectively. The 1939 Buenos Aires Congress established four compulsory weight steps: up to 1 kg, over 1 kg and up to 3 kg, over 3 kg and up to 5 kg, and over 5 kg and up to 10 kg, with land rates of 30, 40, 50 and 200 c, and two optional weight steps: over 10 kg and up to 15 kg, and over 15 kg and up to 20 kg, with land rates of 150 and 200 c. The 1957 Ottawa Congress doubled the outward and inward land rates and increased transit rates by approximately 25 per cent. Since then, the weight steps have remained unchanged. For the development of the land rates, see part IV, notes 2 to 4.

Between the 1924 Stockholm Congress and the 1952 Brussels Congress, adms have had the right to increase their outward and inward land rates by twice the amount. At Ottawa, in 1957, the authorized increase was fixed at half the outward and inward land rate, in addition to the right of charging an exceptional rate in this regard. These elements formed the terminal rate.

The 1957 Ottawa Congress instructed the ELC “to study the question of replacing the existing system of collecting charges on postal parcels according to weight steps by a new system of charges such as that applied to the air parcel service, ie a system for the collection of charges based on a weight unit of 1 kg” (II 1158).

After a very careful study of the problem by the Subcommittee on postal parcels, the ELC reached the conclusion that the advantages of collecting charges on postal parcels per kilogramme were not sufficient to warrant abandoning the system of charging according to weight steps to which adms and users had been accustomed for a great many years. It therefore decided to maintain the latter (Comprehensive rep on the work of the ELC 1957–1964, p 26).

As the 1969 Tokyo Congress adopted EC prop 6025 for discontinuance of the principle of parity between charges and total rates and abolition of supplementary payments, adms are now free to apply whichever charging system suits them best, viz per weight step or per kg. See art 7, note 1. Allocation of rates to the adms concerned is made in principle on a per parcel and per weight-step basis, except where specially agreed otherwise (see art 53); however, by resolution C 27, the 1979 Rio de Janeiro Congress instructed the EC to continue the work on simplifying the present rate allocation procedure, carried out in implementation of Lausanne Congress resolution C 74. The result of this study is given in part IV, note 8.

<sup>2)</sup> This optional provision, which formerly appeared as a reservation of a general nature in the Prot, was transferred to the Agr by the 1969 Tokyo Congress (II 1524 and 1584, props 6024 and 6035). The countries applying it are indicated in the Compendium of Information (Parcels).

## Part I

### Charges and fees <sup>(1)</sup>

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<sup>1)</sup> The term "charges" means sums collected for postal services while "fees" concerns sums collected for non-postal services (eg fiscal dues, customs duty) (see the definitions of "charge" and "fee" in the Multilingual Vocabulary of the International Postal Service).

#### Article 6

##### Composition of the charges and fees (Prot VII and VIII)

1 The charges and fees which administrations are authorized to collect from the senders and addressees of postal parcels shall be made up of the principal charges as defined in article 7 and, where appropriate, by:

- a the air surcharges mentioned in article 8;
- b the supplementary charges mentioned in articles 9 to 14;
- c the charges and fees mentioned in articles 29, paragraph 3, and 31, paragraph 6;
- d the fees mentioned in article 15.

2 Apart from any exceptions prescribed by this Agreement, charges shall be retained by the administration collecting them. <sup>(1)</sup>

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<sup>1)</sup> Provision similar to that of art 61 of the Conv introduced by the 1969 Tokyo Congress following the adoption of prop 6025 aimed, inter alia, at the abolition of supplementary payments made to adms of destination and transit for certain categories of parcels (express, fragile, insured parcels, parcels with advice of embarkation). See art 7, note 1 and part IV, note 7. The cases in which the charges collected are not retained by the adm collecting them relate to charges on parcels for delivery free of charges and fees collected from senders in favour of the adm of destination, the repacking charge where repacking is carried out in a transit country and the charges incurred for further transmission of the parcel in the case of redirection out of the country of destination or return to origin, including the uncanceled charges which the adm of destination incurs at the time of redirection or return to origin.

## Chapter I

### Principal charges and air surcharges

#### Article 7

##### Principal charges (Prot I, III to VI) <sup>(1)</sup>

1 Administrations shall fix the principal charges to be collected from senders. <sup>(2)</sup>

2 The principal charges shall **be linked** <sup>(3)</sup> with the rates, and as a general rule, the sum thereof shall not in total exceed the rates that administrations shall be authorized to claim under articles 46 to 50.

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<sup>1)</sup> Up to the 1969 Tokyo Congress, the principal charge collected from the sender of a parcel was equal to the sum of the rates allocated to the adms participating in the conveyance. The abolition of this strict rule as the result of the adoption of prop 6025 (1969 Tokyo Congress, II 1526), thus offers adms the opportunity to apply the parcel charging system that suits them best (by weight steps or per kg, by country irrespective of the routeing used, or even by geographical zone) and alleviates the constraints arising from the necessity to adapt charges to changes in rates. It does not follow that adms may charge what they like for parcels posted in their services; as indicated in para 2, charges must remain linked with the rates claimed by the countries taking part in the conveyance, since the country of posting must incorporate in its charges an outward rate at least equal to its inward rate. (See art 46, para 1, a.) Also, it has been possible to make a clear distinction between charges, which are collected from the senders, and rates, which are the payments due to adms – two terms formerly used indiscriminately and which are now treated in separate parts of the Agr (part I for charges and part IV for rates). See also part IV, note 7.

<sup>2)</sup> The question whether prepayment shall be made in the form of postage stamps is one that concerns internal regulations (1880 Paris Conf, 139).

<sup>3)</sup> The adverb "closely" before the word "linked" in the 1979 Rio de Janeiro Agreement was deleted by the 1984 Hamburg Congress (II Congress/C 7 – Rep 1, prop 5007.2) to take account of Conv, art 72, para 2 and Agr, art 8, para 2 and also to give administrations more freedom and initiative in calculating the charges to be paid at the time of posting.

#### Article 8

##### Air surcharges (Agr 6) <sup>(1)</sup> <sup>(2)</sup>

1 Administrations shall fix the air surcharges to be collected for forwarding parcels by air. They may adopt, for fixing surcharges, smaller weight steps than the first weight step.

2 The surcharges shall be related to the air conveyance dues and, as a general rule, the sum thereof shall not in total exceed the costs of such conveyance.

3 Surcharges shall be uniform for the whole of the territory of a country of destination whatever the routeing used.



<sup>1)</sup> Under the heading “Air rate”, the Ottawa text dealt indiscriminately with surcharges collected from the public for the forwarding of air parcels and payments due to adms. To avoid any confusion, the provisions relating to these two concepts are now dealt with separately under the headings “Air surcharges” and “Air conveyance dues” in arts 8 (part I) and 51 (part IV) respectively. In addition, the text of these two articles has been brought into line with the provisions relating to the air conveyance of letter-post items (1984 Hamburg Conv, art 74, 82 and 83) (1964 Vienna Congress, II 1219 and 1220, 1254, props 7004 and 7260; 1969 Tokyo Congress, II 1536, props 6004 and 6005; 1979 Rio de Janeiro Congress, II 1652, prop 5008.1).

<sup>2)</sup> In connection with the adoption of a single basic air conveyance rate for LC, AO and CP categories of mail (see art 51, para 1), the 1979 Rio de Janeiro Congress adopted decision C 32 according to which it declares that art 74, para 2, of the Conv is to be interpreted as meaning that the total surcharges relating to letter-post items and air parcels shall not exceed the dues payable for the conveyance of all categories of items: LC, AO and CP. See also note 1 on art 74 of the Conv.

## Chapter II

### Supplementary charges and fees (<sup>1</sup>)

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<sup>1)</sup> In resolution C 15 the 1979 Rio de Janeiro Congress instructed the EC to study the question of modifying the principles for fixing supplementary charges for postal parcels and to propose to the next Congress a homogeneous system with simple rules, giving adms more freedom. As regards the result of this study, see note 1 on art VIII of the Prot. See also part IV, note 6.

#### Section I

#### Charges relating to certain categories of parcels

##### Article 9

Express parcels (Agr 4, 26; Prot VIII; Det Regs 110, 117, 122, 140)

1 Express parcels shall be subject to a supplementary charge called the “**express charge**” **the amount of which shall be fixed at not more (<sup>1</sup>) than 5 francs (1.63 SDR) or at the amount of the charge applicable in the internal service, if this is higher.** (<sup>2</sup>) **This charge must be** fully paid in advance at the time of posting, even if the parcel cannot be delivered by special messenger but only the advice of arrival.

2 When express delivery places special demands on the administration of destination with regard to the location of the address of the addressee or to the day or time of arrival at the office of destination, the delivery of the parcel and collection of any additional charge shall be governed by the

provisions concerning parcels of the same type in the internal system. The supplementary charge shall be paid even if the parcel is returned to **sender** <sup>(3)</sup> or redirected; **however, in such cases, the amount passed on may not exceed 5 francs (1.63 SDR).** <sup>(2)</sup>

3 If the regulations of the administration of destination permit, addressees may ask the delivery office, subject to what is laid down in paragraph 1, to deliver to them by express immediately on arrival any parcels which are intended for them. In that case the administration of destination shall be authorized to collect, on delivery, **a charge of not more than 5 francs (1.63 SDR)** <sup>(2)</sup> **or the internal service charge if this is higher.** <sup>(2)</sup>

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<sup>1)</sup> Since the express charge is retained by the adm collecting it (see part IV, note 4), the 1974 Lausanne Congress replaced the concept of a fixed charge by that of a maximum charge on the lines of the express charge for letter-post items (II 1393, prop 5009.2). The 1979 Rio de Janeiro Congress raised this charge from 1.60 fr to 5 fr (II 1642, prop 5009.1).

<sup>2)</sup> See Prot, art VIII, note 1.

<sup>3)</sup> See art 29, note 2.

## Article 10

Parcels for delivery free of charges and fees

(Agr 4, 24; Det Regs 110, 111, 134, 150) <sup>(1)</sup>

1 Parcels for delivery free of charges and fees shall be subject to a charge called "fee for delivery free of charge" fixed at 3 francs **(0.98 SDR)** as a maximum for each parcel. This charge shall be collected by the administration of origin which shall retain it as payment for services rendered in the country of origin.

2 When delivery free of charge is requested after the parcel has been posted, an additional charge for a request for delivery free of charge shall be collected from the sender <sup>(2)</sup> at the time the request is made. This charge, fixed at 4 francs **(1.31 SDR)** as a maximum, shall be collected by the administration of origin. If the request is to be sent by telegraph, the sender shall also pay the telegraph charge. <sup>(3)</sup>

3 The administration of destination shall be authorized to collect a commission charge of 3 francs **(0.98 SDR)** as a maximum for each parcel. This charge shall be independent of the presentation-to-Customs charge referred to in article 14, c. It shall be collected from the sender on behalf of the administration of destination. <sup>(3)</sup>

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<sup>1)</sup> This art was rearranged by the 1979 Rio de Janeiro Congress in order to list in a logical sequence the various charges which can be collected on these parcels and to adapt them to the

costs incurred by this service; the charge which the country of origin collects from the sender becomes the basis for fixing the rates for parcels for delivery free of charges and fees (II 1645, props 5010.1 and 5010.2).

<sup>2)</sup> The postal request is always sent registered. The additional charge collected from the sender includes the registration charge, which must not be deducted when the request is sent by telegraph (1969 Tokyo Congress, II 1561 and 1630, prop 6059).

<sup>3)</sup> For the interpretation of this provision, see 1953 Rep, p 20, section 1.

## Article 11

Insured parcels (Agr 4, 23; Prot VIII; Det Regs 108, 109, 122) (<sup>1</sup>)

1 The following charges on insured parcels shall be collected from the sender in advance:

- a charges authorized in this part of the Agreement;
- b an optional dispatch charge not exceeding the registration charge laid down in article 24, paragraph 1, p, of the Convention or the corresponding charge of the internal service if this is higher, or, exceptionally, a charge of 10 francs **(3.2 SDR)** at most;
- c an ordinary insurance charge of not more than 1 franc **(0.33 SDR)** for each 200 francs **(65.34 SDR)** or fraction of 200 francs **(65.34 SDR)** (<sup>2</sup>) insured value, or ½ percent of the insured value step **or the internal service charge if this is higher.** (<sup>3</sup>)

2 In addition, administrations undertaking to cover risks of force majeure shall be authorized to collect a "charge for cover against risks of force majeure" (<sup>4</sup>) to be fixed so that the sum of this charge and the ordinary insurance charge shall not exceed the maximum prescribed in paragraph 1, c.

3 Administrations may also collect from the sender or from the addressee special charges in accordance with their internal legislation to take account of any exceptional security measures taken with regard to insured parcels. (<sup>5</sup>)

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<sup>1)</sup> In recommendation C 65 "Introduction and extension of the insured items service", the 1974 Lausanne Congress invited the countries which had acceded to the Postal Parcels Agr, but which did not provide the insured parcels service, to study the possibility of introducing that service (III 893 and 894). See also note 1 on art 45 of the Conv.

<sup>2)</sup> This charge is retained by the collecting adm (see part IV, note 7). The reference to the percentage was introduced by the 1974 Lausanne Congress (II 1405, prop 5011.1/Rev) for the benefit of countries which use a scale lower than the equivalent of 200 fr in order to make clear that the insurance charge is a pro rata charge.

<sup>3)</sup> See Prot, art VIII, note 1.

<sup>4)</sup> See art 39, para 2.

<sup>5)</sup> This option to apply special charges should be restricted to cases where special security arrangements are made at the request of certain regular senders or recipients of very high value

consignments. It should not be used in respect of the great majority of insured items for which only the normal precautions are taken (1974 Lausanne Congress, II 1404 and 1405, prop 5011.2). As regards the security of valuable items conveyed by the post, see art 23, note 1.

### Article 12

#### Fragile parcels. Cumbersome parcels

(Agr 4, 20; Prot VIII and XII; Det Regs 105, 110, 122)

Fragile parcels and cumbersome parcels shall be subject to a supplementary charge equal to **not more than 50 percent** of the principal charge **or to the internal service charge if this is higher**. If the parcel is both fragile and cumbersome the supplementary charge mentioned above shall be collected once only. Nevertheless, the air surcharges in respect of these parcels shall not be increased. (¹)

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¹) This supplementary charge is retained by the adm collecting it (see part IV, note 7).

## Section II

### Charges and fees relating to all categories of parcels

#### Article 13

##### Supplementary charges (Agr 6, 14; Prot VIII)

Administrations shall be authorized to collect the following supplementary charges:

- a charge for items posted outside normal counter opening hours;**
- b** presentation-to-Customs charge collected by the administration of origin; as a general rule the charge shall be collected at the time of posting of the parcel;
- c** presentation-to-Customs charge collected by the administration of destination (³) either for submission to Customs and customs clearance or for submission to Customs only; in the absence of other arrangements, the charge shall be collected at the time of the delivery of the parcel to the addressee; however, in the case of parcels for delivery free of charges and fees, the presentation-to-Customs charge shall be collected by the administration of origin on behalf of the administration of destination;
- d** charge for collection from the sender's address; this charge may be collected by the administration of origin for parcels collected by its services from the sender's address;

- e** delivery charge; this charge may be collected by the administration of destination <sup>(4)</sup> for each attempted delivery of the parcel at the address; nevertheless, in the case of express parcels, it may be collected only in respect of each attempted delivery after the first;
- f** advice of non-delivery reply charge; collected under the conditions laid down in article 28, paragraph 2;
- g** advice of arrival charge; collected by the administration of destination, when its legislation obliges it to do so and when that administration does not undertake delivery to the place of address, in respect of any advice (the first as well as subsequent advices) delivered to the address of the addressee, <sup>(5)</sup> except for the first advice of express parcels;
- h** repacking charge; due to the administration of the first of the countries in whose territory a parcel has to be repacked in order to protect its contents; it shall be recovered from the addressee or, where appropriate, the sender;
- i** poste restante charge; collected by the administration of destination at the time of delivery, on every parcel addressed "poste restante";
- j** storage charge on every parcel which has not been taken possession of within the prescribed periods, whether the parcel is addressed "poste restante" or to a place of address. <sup>(6)</sup> This charge shall be collected by the administration which effects the delivery, on behalf of the administration in whose service the parcel has been kept beyond the prescribed periods;
- k** advice of delivery charge; when the sender asks for an advice of delivery in accordance with article 27;
- l** advice of embarkation charge; collected, in relations between countries whose administrations agree to provide this service, when the sender requests that an advice of embarkation be sent to him;
- m** inquiry charge; <sup>(7)</sup> mentioned in article 38, paragraph 3;
- n** charge for a request for withdrawal from the post or alteration of address;
- o** charge for cover against risks of force majeure; collected by administrations prepared to cover risks of force majeure. <sup>(8)</sup>

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<sup>1)</sup> See Prot, art VIII, note 1.

<sup>2)</sup> New charge adopted by the 1984 Hamburg Congress (II Congress/C 7 – Rep 2, prop 5013.1).

<sup>3)</sup> When consulted regarding the question whether the adm of origin, to which postal parcels are returned, may be regarded as the adm of destination within the meaning of art 13, b, of the Agr and whether it is entitled to collect the presentation-to-Customs charge (called "Customs clearance charge" before the 1974 Lausanne Congress), the IB expressed the opinion that, if the Customs regulations required that returned parcels should, without any exception, be subject to Customs inspection, nothing would appear to prevent the collection of a presentation-to-Customs

charge at the time of delivery. Such measures would, in fact, appertain to internal legislation (1941 Rep, pp 9 and 10).

4) An inquiry opened at the request of the Mexican adm (circ 52/1942) regarding the collection of the delivery charge, or of any other postal charge, on delivery to the sender of a postal parcel addressed to another country and withdrawn from the service at the sender's request without having crossed the frontier of the country of origin; 18 adms replied that they collected such charges, while eight stated that they made none.

5) The wording does not prohibit the use of a postcard; moreover, this is a matter apparently concerning internal legislation (1934 Cairo Congress, I 1358).

6) Any storage charges required by Customs are non-postal costs payable by the addressee (1939 Buenos Aires Congress, II 553).

7) This charge must be collected regardless of the specific aspect of the inquiry (inquiry regarding the parcel itself or inquiry regarding the COD amount) (1924 Stockholm Congress, II 472).

8) This charge complies with the formal opinion expressed by the ELC at the Brussels Congress (prop 1060), committing the Union to extend cover against risks of force majeure and to ensure that a larger number of countries were prepared to assume liability for any risks arising from force majeure (1964 Vienna Congress, II 1223, prop 7057).

## Article 14

### Scale (Prot VIII)

1 The scale of supplementary charges defined in article 13 shall be fixed in accordance with the following table: (1)

| Description of charge  | Amount   | Observations |
|--|--|--------------|
| 1  | 2  | 3            |
| <b>a Charge on items posted outside normal counter opening hours <sup>(2)</sup></b>              | <b>Same charge as in internal service</b>      |              |
| <b>b Presentation-to-Customs charge collected by the administration of origin <sup>(3)</sup></b> | <b>2 francs (0.65 SDR) at most per parcel</b>  |              |
| <b>c Presentation-to-Customs charge collected by the administration of destination</b>           | <b>10 francs (3.27 SDR) at most per parcel</b> |              |
| <b>d Charge for collection from the sender's address</b>   | <b>Same charge as in internal service</b>      |              |

| Description of charge                        | Amount  | Observations   |
|--|---|--|
| 1  | 2   | 3  |
| <b>e</b> Delivery charge                     | Same charge as in internal service  | <b>In the event of return to sender (article 29, paragraph 3, b) or redirection (article 31, paragraph 6, c), the amount passed on may not exceed 3 francs (0.98 SDR) <sup>(4)</sup></b>                                 |
| <b>f</b> Advice of non-delivery reply charge | 2 francs <b>(0.65 SDR)</b> at most <sup>(5)</sup>   | If, following delivery of the advice of non-delivery, new instructions have to be transmitted by telegraph, the sender or the third party shall pay, in addition, the telegraph charge                                   |
| <b>g</b> Advice of arrival charge            | At most, a charge equal to that for an ordinary letter of the first weight step in the internal service |  |
| <b>h</b> Repacking charge                    | 1 franc <b>(0.33 SDR)</b> at most, per parcel   | This charge may be collected once only in the course of transmission from beginning to end   |
| <b>i</b> Poste restante charge               | Same charge as in the internal service  | <b>In the event of return to sender (article 29, paragraph 3, b), or redirection (article 31, paragraph 6, c), the amount passed on may not exceed 1.50 francs (0.49 SDR) <sup>(4)</sup></b>                             |
| <b>j</b> Storage charge                      | Same charge as in the internal service  | <b>In the event of return to sender <sup>(6)</sup> (article 29, paragraph 3, b), or redirection (article 31, paragraph 6, c), the amount passed on may not exceed 20 francs (6.53 SDR) <sup>(4)</sup> <sup>(7)</sup></b> |
| <b>k</b> Advice of delivery charge           | 3 francs <b>(0.98 SDR)</b> at most <sup>(8)</sup>   |  |

| Description of charge   | Amount   | Observations  |
|---|--|---|
| 1   | 2  | 3   |
| <b>l</b> Advice of embarkation charge   | 1.10 francs <b>(0.36 SDR)</b> at most per parcel   |   |
| <b>m</b> Inquiry charge   | 2 francs <b>(0.65 SDR)</b> at most   | If the sender has asked for his request to be sent by telegraph the telegraph charge shall be added to this charge  |
| <b>n</b> Charge for a request for withdrawal from the post or alteration of address | 4 francs <b>(1.31 SDR)</b> at most   | The following shall be added to this charge: the appropriate telegraph charge if the request is to be sent by telegraph<br>( <sup>9</sup> ) ( <sup>10</sup> ) |
| <b>o</b> Charge for cover against risks of force majeure                            | <p>a amount laid down in article 11, paragraph 2, in respect of insured parcels</p> <p>b maximum of 60 centimes <b>(0.20 SDR)</b> per parcel in respect of uninsured parcels</p> |   |

**2 Administrations which, in their internal service, collect supplementary charges higher than those fixed in paragraph 1, may, when they retain the whole amount of such charges, apply the internal service rate in the international service. (<sup>4</sup>)**

<sup>1</sup>) The maximum rates of the supplementary charges for reforwarding or return provided for in this article are intended as a guide to which adms can refer to fix their tariffs (1984 Hamburg Congress, II Congress/C 7 – Rep 2, props 5014.3 and 5014.4). See also Prot, art VIII, note 1.

<sup>2</sup>) New charge adopted by the 1984 Hamburg Congress (II Congress/C 7 – Rep 2, prop 5014.6).

<sup>3</sup>) The supplementary charge b, was increased by the 1984 Hamburg Congress to cover the increase in service costs (II Congress/C 7 – Rep 2, prop 5014.8).

<sup>4</sup>) See Prot, art VIII, note 1.

<sup>5</sup>) See Det Regs, art 136, note 3 and art 137, note 1.

<sup>6</sup>) See art 29, note 2.

<sup>7</sup>) Parcels returned to origin or redirected are often refused when very heavy charges are payable on them and the adm of origin has to stand the cost. Limiting the storage charge in such cases is aimed at avoiding such refusals (1979 Rio de Janeiro Congress, II 1641, prop 5014.4).



<sup>8)</sup> The 1974 Lausanne Congress abolished requests for advices of delivery made after posting and accepted the principle of the return of advices of delivery by the quickest route (air or surface) without surcharge (II 1406, prop 5014.7).

<sup>9)</sup> The request by post is always sent registered. The registration charge is included in the basic charge; it must not be deducted when the request is forwarded by telegraph (1969 Tokyo Congress, II 1561, prop 6073).

<sup>10)</sup> Collection of the air surcharge if the request is sent by air was abolished by the 1979 Rio de Janeiro Congress, since the request has to be sent by the quickest route (air or surface) (II 1652, prop 5014.3).

## Article 15

### Fees (Agr 6) (<sup>1)</sup>)

1 Administrations of destination shall be authorized to collect from addressees all fees, especially customs duty (<sup>2</sup>), payable on the items in the country of destination.

2 Administrations shall undertake to seek from the competent authorities in their countries cancellation of the fees (including customs duty) (<sup>3</sup>) in the case of a parcel:

- a returned to **sender**; (<sup>4</sup>)
- b redirected to a third country;
- c abandoned by the sender;
- d lost in their service or destroyed because of total damage of the contents;
- e rifled or damaged in their service. In these cases, cancellation of fees shall be requested only to the value of the missing contents or the depreciation suffered by the contents.

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<sup>1)</sup> See part I (charges and fees), note 1, and Prot, art VIII.

<sup>2)</sup> See in this connection circ 94/1969 in which two CCC recommendations were brought to adms' attention, one concerning the free admission of certain gift consignments and the other on the application of a flat rate assessment system to goods sent in small consignments to private individuals. See also circ 228/1983 relating to the CCC recommendation on the free admission of gift consignments.

<sup>3)</sup> Information on this subject appears in the Compendium of Information (Parcels).

<sup>4)</sup> See art 29, note 2.

## Chapter III

### Free postage

#### Article 16

Service parcels (Agr 2, 4, 54; Det Regs 110) <sup>(1)</sup>

1 Parcels relating to the postal service shall be exempt from all postal charges <sup>(2)</sup> if exchanged between the following:

- a postal administrations;
- b postal administrations and the International Bureau;
- c post offices of member countries;
- d post offices and postal administrations.

2 Air parcels, with the exception of those originating from the International Bureau, shall be exempt from air surcharges. <sup>(3)</sup>

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<sup>1)</sup> At the 1906 Rome Congress and at the 1924 Stockholm Congress, it was specified that, in the matter of free postage, the word "correspondence" denoted not letters alone but any postal item whatsoever. At the 1957 Ottawa Congress, the term was replaced by "items of correspondence", which has now been replaced by "letter-post items". Consequently, this article fills a gap which would exclude postal parcels from free postage and provides for bulky items not conveyable by letter post (1964 Vienna Congress, II 1215, prop 7051). See also art 2, para 3.

<sup>2)</sup> The word "postal" is maintained in order to avoid any misinterpretation (1964 Vienna Congress, II 1320).

<sup>3)</sup> The air conveyance dues are payable by the adm of origin (1969 Tokyo Congress, II 1542, prop 6076).

#### Article 17

Parcels of prisoners of war and **civilian** internees

(Agr 4, 54; Det Regs 110) <sup>(1)</sup> <sup>(2)</sup>

Prisoner-of-war and **civilian** <sup>(2)</sup> internee parcels shall be exempted from all charges in accordance with article 16 of the Convention. <sup>(3)</sup> However, **air parcels shall be subject to air surcharges as laid down in article 8 of the Agreement.** <sup>(4)</sup>

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<sup>1)</sup> Doubts having been expressed as to whether such parcels could be dispatched express or as cumbersome, fragile, insured parcels, etc, the IB expressed the opinion that in principle the provisions of the Agr in no way excluded such categories of parcels. The only reservation was that it seemed equitable to exempt adms from any responsibility for a service which they provided free of charge, and that prisoner-of-war parcels did not give rise to any compensation in the event of loss, theft or damage.

Nevertheless, although the admission of the different categories of postal parcels was to be taken as a general rule, a country might for practical reasons be unable to accept some categories of parcels, whether outward or inward, or might be able to accept them only up to a given maximum weight (1941 Rep, p 9).

Even the loss of an insured parcel would not involve the responsibility of adms. Senders could have the items insured by private companies (1924 Stockholm Congress, II 502).

<sup>2)</sup> See also art 4, note 6.

<sup>3)</sup> At the 1947 Paris Congress, bearing in mind the fact that the existing provisions had been inspired by the ideals of human solidarity, Uruguay proposed an additional para reading:

"Every administration undertakes to approach the appropriate authorities in its country with a view to ensuring the cancellation of non-postal charges on parcels addressed to the prisoners of war and combatants who have found shelter or been interned referred to in the present article, when the contents of such parcels consist of food, tobacco, medicaments, clothing, handworkers' or artists' working tools, etc, or articles for their personal use, provided they do not represent a high value, either in quality or quantity, and so long as they are obviously intended for the personal consumption or use of the addressees." (I 315.)

From the legal standpoint the proposal was not admissible because it related to charges made on prisoner-of-war parcels by non-postal bodies; it was, however, expressed by Committee 2 as a unanimous formal opinion (II 673).

An identical formal opinion was expressed by the 1952 Brussels Congress (II 798, prop 1681, Uruguay).

<sup>4)</sup> Clarification made by the 1984 Hamburg Congress.

## Part II

### Operation of the service

#### Chapter I

#### Conditions of admission

##### Section I

##### General conditions of admission

##### Article 18

##### Conditions of acceptance (Det Regs 103 to 110) (<sup>1</sup>)

Provided that the contents do not come within the prohibitions listed in article 19 or within the prohibitions or restrictions applicable in the territory of one or more of the administrations called upon to take part in the transmission, every parcel, to be admitted to the post, shall:

- a belong to one of the categories of parcels admitted under the terms of article 4;
- b be packed in a manner adapted to the nature of the contents and the conditions of transport;
- c bear the names and addresses of the addressee and the sender;
- d satisfy the conditions of weight and size fixed by articles 2 and 20;
- e be prepaid in respect of all the charges required by the office of origin, either by means of postage stamps or by any other method authorized by the regulations of the administration of origin.

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<sup>1)</sup> See art 19, notes.

## Article 19

Prohibitions (Agr 21; Det Regs 105) (<sup>1</sup>)

The insertion of the following articles shall be prohibited:

- a in all categories of parcels:
  - i articles which, by their nature or their packing, may expose officials to danger, or soil or damage other parcels or postal equipment;
  - ii narcotics and psychotropic substances; (<sup>2</sup>) however, this prohibition shall not apply to consignments sent for a medical or scientific purpose to countries which admit them on this condition;
  - iii documents having the character of current and personal correspondence as well as correspondence of any kind exchanged between persons other than the sender and the addressee or persons living with them, except:
    - one of the documents below, unclosed, reduced to its essential elements and relating solely to the goods being conveyed: invoice, dispatch note or advice, delivery bill;
    - gramophone records, tapes and wires, whether bearing a sound or video recording or not, ADP cards, magnetic tape or other similar media, and QSL cards, (<sup>3</sup>) when the administration of origin considers that they do not have the character of current and personal correspondence and when they are exchanged between the sender and the addressee of the parcel or persons residing with them;
    - correspondence and documents of any kind having the character of current and personal correspondence, other than the foregoing, exchanged between the sender and the addressee of the parcel or persons residing with them, if the internal regulations of the administrations concerned so permit; (<sup>4</sup>)

- iv live animals, unless their conveyance by post is authorized by the postal regulations of the countries concerned;
- v explosive, flammable or other dangerous substances; <sup>(5)</sup> <sup>(6)</sup>
- vi radioactive materials. However, administrations may agree among themselves to accept parcels containing these materials either reciprocally or in one direction only. In this case, the radioactive materials shall be made up and packed in accordance with the provisions of the Detailed Regulations and shall be forwarded by the quickest route, normally by air, subject to payment of the corresponding air surcharges. They may be posted only by duly authorized senders; <sup>(7)</sup>
- vii obscene or immoral articles;
- viii articles of which the importation or uttering is prohibited in the country of destination; <sup>(8)</sup>
- b in uninsured parcels exchanged between two countries which admit insured parcels: coins, bank notes, currency notes, securities of any kind payable to bearer, <sup>(9)</sup> <sup>(10)</sup> platinum, gold or silver, whether manufactured or not, precious stones, jewels and other valuable articles. This provision shall not apply when the exchange of parcels between two administrations admitting insured parcels can only be made in transit through the intermediary of an administration which does not admit them. <sup>(11)</sup> Any administration may prohibit the enclosure of gold bullion in insured or uninsured items originating from or addressed to its territory or sent in transit à découvert across its territory, or limit the actual value of these items.

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<sup>1)</sup> Countries have a right to inspect parcels in transit; the internal regulations are applicable in such a case (1929 London Congress, II 381 and 382). Adms must notify one another, through the intermediary of the IB of any prohibitions or restrictions applying to the entry and transit of parcels in their service (Det Regs, art 101, para 1, f).

<sup>2)</sup> Following a decision by the 1952 Brussels Congress, the provisions of the UPU Acts relating to narcotics were examined within the framework of cooperation between the UN (Narcotics Committee) and the UPU in this field. So far as the prohibitions are concerned, these provisions were deemed adequate, since the words "and other narcotics" are in no way restrictive and include all substances which are subject to international narcotics control (see 1957 ELC Documents, pp 60 to 63). The terms "opium, morphine, cocaine and other narcotics" were replaced by the new wording which is the one used by the United Nations Division of Narcotic Drugs, particularly since the entry into force on 16 August 1976, of the 1971 Convention on psychotropic substances (1979 Rio de Janeiro Congress, 1638, prop 5019.3). A list of narcotics placed under international control (abbreviated list) is given in part III of the List of Prohibited Articles. See also Conv, art 36, note 7.

<sup>3)</sup> QSL cards (acknowledgements of radio contact). These are preprinted cards used by radio amateurs to communicate the result of their observations by completing them with coded manuscript information. See also Conv, Det Regs, art 130, note 5.

<sup>a)</sup> Subpara iii was adopted by the 1969 Tokyo Congress (II 1542, 1543, 1555 and 1611, props 6211/Rev and 6028 and Doc 129/Rev). In this subpara the exceptions to the prohibitions are arranged in ascending order of the restrictions to which they are subject, viz:

- a documents admitted in all cases (invoice, dispatch note, etc);
- b articles (former Phonopost items, QSL cards, etc) whose insertion in parcels is subject to two conditions: that they do not, in the opinion of the adm of origin, have the character of current and personal correspondence, and that they are exchanged between the sender and the addressee;
- c documents having the character of current and personal correspondence whose insertion in parcels is subject to the following conditions: that they are exchanged between the sender and the addressee, and are admitted by both the adm of origin and adm of destination.

The Compendium of Information (Parcels) indicates whether or not adms admit the insertion in parcels of documents having the character of current and personal correspondence. See also the IB's opinion in the 1966 Rep, pp 63–67, regarding the acceptance at the parcel-post rate of items previously regarded as commercial papers.

<sup>a)</sup> Since the 1952 Brussels Congress, the UPU has been concerned at the illegal transport of dangerous substances by the post. The ELC and subsequently the EC have issued several recommendations to ensure application of this general prohibition, which is identical with that laid down in the Conv, art 33, particularly with a view to safeguarding the security of aircraft carrying mail (circs 174/1959, 169/1961, 50/1970, 166/1970 and 141/1973). Not only explosive or flammable substances, but also compressed gases, corrosive liquids, oxidizing and toxic substances and any other substances which could endanger human life or cause damage are to be considered dangerous.

On this point, IATA expressed its disquiet at the fact that mail inserted in mailbags could contain dangerous articles without it being possible to check them and suggested that the relevant UPU regulations be brought into line with its own. Aware of the importance and urgency of the problem, the EC decided (resolution CE 2/1978) to include the "List of definitions of dangerous articles drawn up by IATA" in the List of Prohibited Articles as part IV (pink sheets); in addition, it approved informative measures (slides, poster, booklet), prepared in cooperation with WHO and IATA for the benefit of users and postal officials, for the effective application of the regulations (cf IB circ letters 3410.8(C)1500 of 4 December 1979 and 3410.8(C)178 of 8 February 1980). Lastly, in accordance with EC resolution CE 1/1983, the IATA list has been replaced by the ICAO list. As regards the Parcels Agr, the possibility of inserting in parcels, optionally and conditionally, firing caps and loaded metal cartridges for portable firearms, non-explosive parts of artillery fuses and matches, flammable films, raw celluloid or articles made of celluloid, was abolished (1979 Rio de Janeiro Congress, II 1639, prop 5019.2/Rev 1). In addition, a warning against the insertion of dangerous articles into postal items was introduced on the back of the C 2/CP 3 customs declaration (1979 Rio de Janeiro Congress, II 1588, prop 2902.1 and Congress – Doc 24). See also Conv, art 36, note 8 and Conv, art 71, note 5.

<sup>a)</sup> In decision C 56, the 1974 Lausanne Congress instructed the CCPS to undertake a study on the protective measures to be applied in order to ensure the safety of postal staff involved in handling items presumed to be dangerous (booby-trapped items). The results of a preliminary inquiry opened on this subject by circ 252/1972 were published in circs 253/1972, 26/1973, 38/1973, 39/1973 and 259/1973. The actual CCPS study was the subject of a confidential report to adms (cf IB circ letter 4435–312.1(D)80 of 17 January 1978) and recommendation C 76 adopted by the 1979 Rio de Janeiro Congress (II 1344 and 1345, prop 0004 and Congress – Doc 16).

<sup>7)</sup> To make the regulations realistic, the 1974 Lausanne Congress formally admitted the conveyance of radioactive materials in parcels (II 1397, prop 5019.3). See also Conv, art 21, note 2. Other provisions relating to the conveyance of radioactive materials: Det Regs, art 105, para 1, h and art 110, para 9.

By resolution C 64, the 1974 Lausanne Congress instructed the EC to study the possibility of deleting the requirement according to which items containing radioactive materials may be posted

only by duly authorized consignors. Consulted about this, adms, concerned to guarantee the safety of postal employees and to prevent any abuses by users, favoured keeping the requirement. The EC shared this view which was approved by the 1979 Rio de Janeiro Congress (II Congress – Doc 1, para 21). See also Conv, art 21, note 3.

<sup>9)</sup> Information on this subject is given in the List of Prohibited Articles.

<sup>9)</sup> Including bearer securities (1929 London Congress, II 381).

<sup>10)</sup> One adm having asked if postage stamps, whether cancelled or not, could be sent in a postal parcel, the IB expressed the view that there seemed to be no reason to exclude them (1895 Rep, p 8). See also Conv, art 36, notes 4 and 5.

<sup>11)</sup> See Conv, art 1, para 6.

## Article 20

### Limits of size (Agr 21; Det Regs 127) (<sup>1)</sup>)

1 Except where parcels are considered as cumbersome (<sup>2)</sup>) by application of article 4, paragraph 2, e, parcels sent by surface or air (<sup>3)</sup>) shall not exceed 1.50 metres for any one dimension or 3 metres for the sum of the length and the greatest circumference measured in a direction other than that of the length.

2 Administrations which cannot accept, for any parcel or for air parcels only, the sizes prescribed in paragraph 1, may adopt instead the following dimensions: 1.05 metres for any one dimension, 2 metres for the sum of the length and the greatest circumference measured in a direction other than that of the length. (<sup>4)</sup> (<sup>5)</sup>)

3 Whatever their mode of conveyance, parcels shall not be smaller than the minimum size prescribed for letters in article 19, paragraph 1, of the Convention.

4 Administrations which accept the dimensions fixed in paragraph 1 may collect, for parcels whose dimensions exceed the limits specified in paragraph 2 but which weigh less than 10 kg, a supplementary charge equal to that provided for in article 12.

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<sup>1)</sup> By resolution C 69, the 1974 Lausanne Congress instructed the EC, in cooperation with the CCPS, to reexamine the provisions governing the size limits of postal parcels. The conclusions of the study were unanimously in favour of the status quo and were approved by the 1979 Rio de Janeiro Congress (Congress – Doc 1, para 48).

<sup>2)</sup> See art 4, note 3.

<sup>3)</sup> The words "or air" were added at the 1969 Tokyo Congress to bring the dimensions of air parcels into line with those of ordinary parcels, in view of the constantly increasing capacity of aircraft (II 1544 and 1545, prop 6266).

<sup>4)</sup> This optional provision, which appeared previously as a special reservation in the Prot, was incorporated – with a slight amendment – in the Agr by the 1969 Tokyo Congress (II 1544 and 1545,

prop 6029). See also Prot, preamble, note 3. The Compendium of Information (Parcels) indicates, for each adm, the dimensions admitted for air parcels and the dimensions above which parcels are considered cumbersome.

<sup>9)</sup> Adms may fix maximum dimensions of air parcels intermediate between those prescribed in paras 1 and 2; these dimensions are indicated in the Compendium of Information (Parcels) (1969 Tokyo Congress, II 1544 and 1545, prop 6266).

## Article 21

### Treatment of parcels wrongly accepted (Agr 33)

1 When parcels containing articles mentioned in article 19, a, have been wrongly admitted to the post, they shall be dealt with according to the legislation of the country of the administration establishing their presence; however, parcels containing articles listed in the same article under a, ii and v to vii shall in no circumstances be forwarded to their destination, delivered to the addressees or returned to **sender**. <sup>(1)</sup> <sup>(2)</sup>

2 In the case of the insertion of a single item of correspondence prohibited within the meaning of article 19, a, iii, this correspondence shall be treated in the manner prescribed in article 30 of the Convention, and the parcel shall not be returned to **sender** on this account.

3 When an uninsured parcel exchanged between two countries which admit insurance and containing articles listed in article 19, b, is received by the administration of destination, <sup>(3)</sup> that administration shall be authorized to deliver the parcel to the addressee under the conditions prescribed by its regulations. If they do not permit delivery, the parcel shall be returned to **sender** in application of article 33.

4 Paragraph 3 shall be applicable to parcels of which the weight or the dimensions appreciably exceed <sup>(4)</sup> the permitted limits; however, these parcels may, where appropriate, be delivered to the addressee if he first pays any charges which may be due. <sup>(5)</sup>

5 When a wrongly admitted parcel **or part of its contents** is neither delivered to the addressee nor returned to **sender**, the administration of origin shall be **notified without delay** how the parcel has been dealt with. This **notification shall clearly indicate the prohibition under which the parcel falls or the articles which gave rise to its seizure**. <sup>(6)</sup>

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<sup>1)</sup> See art 29, note 2.

<sup>2)</sup> Should the addressee of a parcel refuse to pay the charge for letters wrongly enclosed in the item, his refusal must not entail the return of the parcel to sender.  
For the rest (treatment of inserted letters) the internal legislation applies (1934 Cairo Congress, I 1359).



<sup>3)</sup> Possible intervention by transit adm has been abolished because of the difficulty, if not impossibility, for them of establishing whether a parcel contains such articles (1979 Rio de Janeiro Congress, II 1639, prop 5021.1).

<sup>4)</sup> There must be serious reasons for the return of a parcel to origin (1929 London Congress, II 382 and 383).

<sup>5)</sup> In the case of a parcel the trade charge of which exceeds the maximum admitted, the country of origin is at fault and it would be unduly harsh to make the sender or the addressee bear the consequences (1929 London Congress, II 381).

<sup>6)</sup> The text of this para was rewritten by the 1984 Hamburg Congress to make it quite clear that if the parcel is actually handed over to the addressee without its contents or with only part of its contents because of the application of the Legislation of the country of destination, it is still useful for the administration of origin to know about such interventions (II Congress/C 7 – Rep 9, prop 5021.3). See also Conv, art 36, note 17.

## Article 22

Sender's instructions at the time of posting (Agr 35; Det Regs 136, 137) (<sup>1</sup>)

1 At the time of posting of a parcel, the sender shall be required to indicate the treatment to be given in case of non-delivery.

2 One of the following instructions only may be given:

- a dispatch (<sup>2</sup>) of an advice of non-delivery to the sender;
- b dispatch (<sup>2</sup>) of an advice of non-delivery to a third party residing in the country of destination;
- c return forthwith to the sender by surface or air;
- d return to the sender by surface or air at the end of a given period, which may not exceed the regulation period of retention in the country of destination; (<sup>3</sup>)
- e delivery to an alternative addressee, if necessary after redirection by surface or air (and subject to the special provisions set out in article 28, paragraph 1, c, ii);
- f redirection of the parcel by surface or air, for delivery to the original addressee;
- g abandonment of the parcel by the sender;

3 Parcels may be returned without advice if the sender has given no or contradictory instructions.

4 Administrations shall have the option of not accepting the instructions referred to in paragraph 2, a and b, when their legislation or regulations do not so permit. (<sup>4</sup>)

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<sup>1)</sup> The 1974 Lausanne Congress deleted the instruction "sale of the parcel at entire risk of the sender"; (II 1398 and 1399, prop 5022.1).

<sup>2)</sup> See Det Regs, art 136, notes 2 and 3.

<sup>3)</sup> The relevant details are given in the Compendium of Information (Parcels).

<sup>4)</sup> This optional provision, which formerly appeared as a special reservation in the Prot, was incorporated in the Agr by the 1969 Tokyo Congress (II 1538, prop 6030). The countries applying it are indicated in the Compendium of Information (Parcels). See also Prot, preamble, note 3.

## Section II

### Special conditions of admission

#### Article 23

##### Insured parcels (Agr 11; Det Regs 108, 109) (<sup>1</sup>)

- 1 The following rules shall govern the insured value of insured parcels:
  - a postal administrations:
    - i each administration may limit the insured value, so far as it is concerned, to an amount which may not be less than **7000 francs (2286.83 SDR)** (<sup>2</sup>) or the amount adopted in its internal service if it is less than **7000 francs (2286.83 SDR)**; (<sup>3</sup>)
    - ii in the service between countries whose administrations have adopted different limits, all parties shall observe the lowest limit;
  - b senders:
    - i may not insure the parcel for a value exceeding the actual value of its contents;
    - ii may insure part only of the actual value of the contents of the parcel.
- 2 Fraudulent insurance for a value greater than the actual value of the parcel shall be liable to the legal proceedings prescribed by the legislation of the country of origin.
- 3 A receipt shall be handed over free of charge to every sender of an insured parcel at the time of posting.

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<sup>1)</sup> The 1964 Vienna Congress instructed the EC in its resolution C 29, b, "to inquire into the possibilities of laying down uniform standards for the conveyance by air of insured items" (II 1133 and 1325, prop 5091). To give effect to the work done by the EC in accordance with that resolution, the 1969 Tokyo Congress adopted formal opinion C 70 on the air conveyance of insured items (III 755). In turn, the 1974 Lausanne Congress adopted recommendation C 63 (III 887 to 893) advocating general security measures to be taken at exchange offices and airports.

<sup>2)</sup> This sum was raised from 5000 fr to 7000 fr by the 1984 Hamburg Congress (II Congress/C 7 – Rep 3, prop 5023.1).

<sup>3)</sup> This derogation from the limit fixed which had previously been the subject of a special reservation in the Prot, was incorporated in the Agr by the 1969 Tokyo Congress (II 1545, prop 6031). The adms applying it are indicated in the Compendium of Information (Parcels). See also Prot, preamble, note 3.

## Article 24

Parcels for delivery free of charges and fees (Agr 10, Det Regs 110, 111)

1 A parcel for delivery free of charges and fees may be accepted only if the sender undertakes to pay the full amount which the office of destination would be entitled to claim from the addressee as well as the commission charge prescribed in article 10.

2 The office of origin may require the payment of a sufficient deposit. (<sup>1</sup>)

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<sup>1</sup>) The sender of a parcel for delivery "free of charges" is responsible for the payment of all postal or non-postal charges levied on the item at destination; consequently, senders are not free to pay customs duty alone, to the exclusion of other charges (1929 London Congress, II 409).

## Chapter II

### Conditions of delivery and redirection

#### Section I

#### Delivery (<sup>1</sup>)

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<sup>1</sup>) The 1979 Rio de Janeiro Congress adopted formal opinion C 61 in which adms are asked to inform the IB about the procedures for delivering ordinary and insured parcels in their country, for publication in the "Compendium of Information on the organization and internal services of postal adms".

## Article 25

General rules for delivery. Periods of retention (Agr 26; Det Regs 133 to 135)

1 As a general rule, parcels shall be delivered to the addressees as soon as possible and according to the provisions in force in the country of destination. When parcels are not delivered to the addressee's address, the addressee shall, unless this is impossible, (<sup>1</sup>) be advised of their arrival without delay.

2 When an addressee has been notified of the arrival of a parcel, it shall be held at his disposal for a fortnight or, at most, for a month from the day after that on which the advice is sent; exceptionally, this period may be increased to two months if the regulations of the administration of destina-

tion permit. <sup>(2)</sup> The retention period prescribed in this paragraph shall be renewed if the sender has, in accordance with article 28, paragraph 1, a, c, ii, and d, requested that the addressee be advised again.

3 When it has not been possible to notify an addressee of the arrival of a parcel, the period of retention shall be that prescribed by the regulations of the country of destination; this period, applicable also to parcels addressed *poste restante*, shall start to run from the day after the day from which the parcel is held at the addressee's disposal <sup>(3)</sup> and shall not, as a general rule, exceed two months; the parcel shall be returned to the **sender** <sup>(4)</sup> within a shorter period if the sender <sup>(4)</sup> has so requested in a language known in the country of destination. <sup>(5)</sup>

4 The periods of retention prescribed in paragraphs 2 and 3 shall be applicable, in the case of redirection, to parcels to be delivered by the new office of destination.

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<sup>1)</sup> The words "unless this is impossible" apply in principle to parcels sent *poste restante* and to parcels for an addressee living in an area where there is no mail delivery service (1979 Rio de Janeiro Congress, II 1639, prop 5025.3).

<sup>2)</sup> Particulars concerning the periods of retention are given in the Compendium of Information (Parcels).

<sup>3)</sup> The time necessary for customs control on importation is not included in the period of retention (1979 Rio de Janeiro Congress, II 1639, prop 5025.4).

<sup>4)</sup> See art 29, note 2.

<sup>5)</sup> In his own interest, the sender should facilitate the work of the adm of destination in his choice of this language, but the adm of destination, desirous of satisfying the public, should not overrate the difficulties encountered in this regard (1929 London Congress, II 384 and 385).

## Article 26

### Delivery of express parcels (Agr 9; Det Regs 117, 140)

1 The delivery by special messenger of an express parcel or of the advice of arrival shall be attempted once only. <sup>(1)</sup>

2 If the attempt is unsuccessful the parcel shall cease to be considered as express.

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<sup>1)</sup> The terms of the Agr allow adms of destination full latitude, in accordance with the rules governing their internal service, to collect a charge when an express parcel presented at the original address is sent express to another at the sender's request (1939 Buenos Aires Congress, II 553). See also art 9, para 3.

#### Article 27

##### Advice of delivery (Agr 13, 14; Det Regs 110, 135, 144)

The sender of a parcel may request an advice of delivery under the conditions laid down in article 48 of the Convention. However, administrations may restrict this service to insured parcels if such restriction is provided for in their internal service. <sup>(1)</sup> <sup>(2)</sup>

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<sup>1)</sup> See art 14, note 8.

<sup>2)</sup> In 1979 Rio de Janeiro Congress formal opinion C 10, adms are requested to make a general practice of using the advice of delivery for ordinary parcels (II 1640, prop 5000.4).

#### Article 28

##### Non-delivery to the addressee (Agr 30; Det Regs 136, 137)

1 After receipt of the advice of non-delivery mentioned in article 22, paragraph 2, a and b, the sender, or the third party concerned, shall give his instructions, which may only be those authorized by the said article, paragraph 2, c to g, and, in addition, one of the following:

- a notify the addressee once more;
- b correct or complete the address;
- c where a cash-on-delivery parcel is concerned:
  - i deliver it to a person other than the addressee against payment of the amount indicated;
  - ii deliver it to the original addressee or to another addressee without collecting the COD charge or against payment of an amount less than the original amount;
- d deliver the parcel free of charges and fees either to the original addressee or to another addressee.

2 The charge mentioned in article 13, f, for sending the instructions referred to in paragraph 1 may be collected either from the sender or from the third party; when the advice relates to several parcels posted at the same time at the same office by the same sender and addressed to the same addressee the charge shall be collected once only. In case of transmission by telegraph, the corresponding telegraph charge shall also be collected. <sup>(1)</sup>

3 Provided that no instructions have been received from the sender or third party, the administration of destination shall be authorized to deliver the parcel to the addressee originally indicated or, where appropriate, to another addressee indicated later, or to redirect the parcel to a new address. After receipt of fresh instructions these alone shall be valid and binding.

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<sup>1)</sup> See Det Regs, art 136, note 3.

Article 29

Return to **sender** of undelivered parcels

(Agr 33, 34; Det Regs 138) <sup>(1)</sup> <sup>(2)</sup>

1 Every parcel which it has not been possible to deliver shall be returned to the **sender's country of residence:** <sup>(2)</sup>

a immediately if:

- i the sender has requested it in application of article 22, paragraph 2, c;
- ii the sender (or the third party referred to in article 22, paragraph 2, b), has made an unauthorized request;
- iii the sender or the third party refuses to pay the charge authorized in article 28, paragraph 2;
- iv the instructions of the sender, or of the third party, have not achieved the desired result, whether these instructions were given at the time of posting or after receipt of the advice of non-delivery; <sup>(3)</sup> <sup>(4)</sup>

b immediately after the expiry:

- i of the period, if any, fixed by the sender in application of article 22, paragraph 2, d;
- ii of the periods of retention laid down in article 25, if the sender has not complied with article 22. In this case, however, the sender may be asked for instructions; <sup>(5)</sup>
- iii of a period of two months from the dispatch of an advice of non-delivery, if the office which prepared that advice has not received adequate instructions from the sender or the third party, or if these instructions have not been received by that office.

2 Where possible, a parcel shall be returned by the same route as it followed on the outward journey. It may not be returned by air unless the sender has guaranteed the payment of the air surcharges.

3 Every parcel returned to **sender** <sup>(2)</sup> under this article shall be subject to:

- a the rates entailed in the further transmission;
- b the uncanceled charges and fees which the administration of destination incurs at the time of return to **the sender** <sup>(2)</sup> subject to **articles 9, paragraph 2, last sentence and 14, paragraph 1, table, column 3, e, i and j.** <sup>(6)</sup>

4 These rates, charges and fees shall be collected from the sender.

**5 Parcels returned to the sender and undeliverable to him shall be dealt with by the administration concerned in accordance with its own legislation.** <sup>(7)</sup>

<sup>1)</sup> In its resolution C 86 (reproduced at the end of this volume), the 1984 Hamburg Congress instructed the CCPS to conduct a comprehensive study on the provisions introducing the concept of "return to sender" and the consequences of their practical application (II Congress/C 7 – Rep 2, prop 5029.2).

<sup>2)</sup> For a certain number of parcels returned to the office of origin, the country shown in the sender's address is not the one of posting. In the event of non-delivery to the addressee, these parcels are returned to the office of origin with return-to-sender charges in accordance with paragraph 3. To avoid, in the event of successive reforwardings, the accumulation of these charges which are prejudicial to the administration of posting when the parcel is not delivered to the addressee, the 1984 Hamburg Congress considered it necessary, in the case of parcels to be returned to sender, to replace in the text of the Agr and its Det Regs, the terms "Return to origin" or "returned to origin" by "Return to sender" or "returned to sender" and "the adm of origin" or "office of origin" by "the adm of the sender's country of residence" or "office of the sender's place of residence" (II Congress/C 7 – Rep 2, prop 5029.2). See also note 1 above.

<sup>3)</sup> The sender may ask to be notified of the non-delivery of a parcel where he gave instructions that, in case of non-delivery to the first addressee, the parcel should be delivered to a second, it being understood that advice of non-delivery should be sent only if the parcel is not delivered to the second addressee, provided of course that such advice was requested by the sender (1929 London Congress, I 1572).

<sup>4)</sup> When a parcel has been refused by the first addressee, an endeavour must be made to effect delivery to the alternative addressee mentioned in art 22, para 2, e, before returning the parcel to the office of origin (1969 Tokyo Congress, II 1539, prop 6313).

<sup>5)</sup> In this case it seems more sensible and more in conformity with users' interests to ask the sender for instructions than to return the parcel to origin. It should be noted that the adm of origin may collect the advice of non-delivery charge if such advice has not been requested by the sender (1969 Tokyo Congress, II 1539, prop 6092).

<sup>6)</sup> See Prot, art VIII, note 1.

<sup>7)</sup> Paragraph introduced by the 1984 Hamburg Congress to enable the sender's country of residence to deal with parcels undeliverable to the sender in accordance with its internal legislation (II Congress/C 7 – Rep 2, prop 5029.2).

## Article 30

### Abandonment by the sender of an undelivered parcel (Agr 22, 35)

If the sender has abandoned a parcel which it has not been possible to deliver to the addressee, that parcel shall be treated by the administration of destination according to its own legislation. <sup>(1)</sup> <sup>(2)</sup>

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<sup>1)</sup> An inquiry opened in 1931 at the request of the adm of Ecuador. The 45 replies received revealed that in most cases abandoned parcels, the contents of which should not be destroyed, are put up for auction. The proceeds of the sale, after deduction of customs charges, generally are paid to

the State, the Relief Fund or the Postal Savings Bank, and seldom to the sender. Moreover, it has been observed that abandoned parcels are usually worthless. Should the proceeds of the sale not cover charges on the parcel, the difference is collected from the sender through the intermediary of the adm of his country of residence.

<sup>2)</sup> Such parcels may not, however, be returned to the sender.

## Section II

### Redirection

#### Article 31

Redirection (<sup>1)</sup> in consequence of change of address by the addressee, or of the alteration of an address (Det Regs 139)

1 If an addressee changes his address or if an address is altered under article 37, a parcel may be redirected either within the country of destination or out of that country.

2 A parcel may be redirected within the country of destination at the request of the sender, at the request of the addressee, or automatically if the regulations of that country permit.

3 A parcel may be redirected out of the country of destination only at the request of the sender or of the addressee; in this case the parcel shall comply with the conditions required for the onward transmission.

4 A parcel may also be redirected under the conditions set out above by air at the request of the sender or the addressee, provided that payment of the air surcharge in respect of the onward transmission is guaranteed.

5 The sender may forbid any redirection.

6 For the first and any subsequent redirection of each parcel, the following may be collected:

- a the charges authorized by the internal regulations of the administration concerned for such redirection, in the case of redirection within the country of destination;
- b the rates and air surcharges entailed in the onward transmission, in the case of redirection out of the country of destination;
- c the charges and fees which the former administrations of destination do not agree to cancel, (<sup>2)</sup> subject to **articles 9, paragraph 2, last sentence, and 14, paragraph 1, table, column 3, e, i and j.** (<sup>3)</sup>

7 The rates, charges and fees mentioned in paragraph 6 shall be collected from the addressee.



<sup>1)</sup> This art implies the obligation of official redirection, to the correct country of destination, of parcels obviously wrongly addressed to another country. In this case, the redirecting country is only entitled to the transit rate (1939 Buenos Aires Congress, II 554).

<sup>2)</sup> When asked whether customs fines imposed on parcels incorrectly declared to the Customs should be included in the special costs to be borne by the adm of origin in case of abandonment of parcels, the IB replied in the negative (1935 Rep, pp 15 et seq).

<sup>3)</sup> See Prot, art VIII, note 1.

## Article 32

### Parcels arriving out of course and to be redirected (Det Regs 128)

1 Any parcel arriving out of course as a result of an error on the part of the sender or the dispatching administration shall be reforwarded to its proper destination by the most direct route used by the administration which has received the parcel.

2 Any air parcel arriving out of course shall be reforwarded by air.

3 Any parcel reforwarded in application of this article shall be subject to the rates for forwarding to its proper destination and the charges and fees mentioned in article 31, paragraph 6, c.

4 These rates, charges and fees shall be collected from the administration responsible for the office of exchange which misdirected the parcel. This administration shall collect them, where appropriate, from the sender. (<sup>1</sup>)

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<sup>1)</sup> The addressee of a parcel forwarded out of course should not bear any charges arising from the reforwarding of the parcel to its proper destination (1964 Vienna Congress, II 1228, prop 7084).

## Article 33

### Return to **sender** (<sup>1</sup>) of wrongly accepted parcels (Agr 21; Det Regs 138)

1 Any parcel wrongly accepted and returned to **sender** (<sup>1</sup>) shall be subject to the rates, charges and fees prescribed in article 29, paragraph 3.

2 These rates, charges and fees shall be payable by:

- a the sender, if the parcel has been wrongly admitted in consequence of an error of the sender (<sup>2</sup>) or if it falls within one of the prohibitions laid down in article 19;
- b the administration responsible for the error, if the parcel has been wrongly admitted in consequence of an error attributable to the postal service. In this case the sender shall be entitled to a refund of the charges paid.

3 If the rates which have been allocated to the administration returning the parcel are insufficient to cover the rates, charges and fees mentioned in paragraph 1, the outstanding charges shall be recovered from the administration of **the sender's country of residence**. <sup>(1)</sup>

4 If there is a surplus, the administration which sends back the parcel shall return the balance of the rates to the administration of **the sender's country of residence** <sup>(1)</sup> for refund to the sender.

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<sup>1)</sup> See art 29, note 2.

<sup>2)</sup> See Det Regs, art 136, note 5.

#### Article 34

Return to **sender** <sup>(1)</sup> in consequence of the suspension of a service (Det Regs 138)

The return of a parcel to **the sender** <sup>(1)</sup> in consequence of the suspension of a service shall be free of charge; the unallocated rates collected for the outward journey shall be credited to the administration of **the sender's country of residence** <sup>(1)</sup> for refund to the sender.

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<sup>1)</sup> See art 29, note 2.

## Chapter III

### Special provisions

#### Article 35

Non-compliance by an administration with given instructions (Agr 22)

1 When the administration of destination or an intermediate administration has not complied with the instructions given either at the time of posting or subsequently, it shall bear the conveyance charges (outward and return) and any other charges or fees which have not been cancelled; nevertheless, the charges paid for the outward journey shall remain the responsibility of the sender if he declared, either at the time of posting or subsequently, that in the event of non-delivery he would abandon the parcel.

2 The administration of **the sender's country of residence** <sup>(1)</sup> shall be authorized automatically to bill the charges referred to in paragraph 1 to the

administration which has not complied with the instructions given and which, although duly informed, has allowed five months to pass from the date on which it was informed without finally settling the matter or without informing the administration of **the sender's country of residence** <sup>(1)</sup> that the non-compliance appeared to be due to force majeure or that the parcel had been detained, seized or confiscated in accordance with the internal regulations of the country of destination.

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<sup>1)</sup> See art 29, note 2.

#### Article 36

Parcels containing items whose early deterioration or decay is to be feared (Det Regs 142)

Articles contained in a parcel of which the early deterioration or decay is to be feared, and those articles only, may be sold immediately, even in course of transmission on either the outward or the return journey, without prior notice or legal formality, on behalf of the rightful owner; if, for any reason whatsoever, sale is impossible, the spoilt or decayed articles shall be destroyed.

#### Article 37

Withdrawal from the post. Alteration or correction of address (Agr 13, 14; Prot VII; Det Regs 112, 141)

1 The sender of a parcel may, under the terms of article 33 of the Convention, ask for **it to be returned** or for its address to be altered, provided that he guarantees payment of the amounts due for any onward transmission under articles 29, paragraph 3, and 31, paragraph 6. <sup>(1)</sup>

2 However, administrations shall have the option of not accepting the requests referred to in paragraph 1 when they do not accept them in their internal service. <sup>(2)</sup>

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<sup>1)</sup> See art 14, notes 6 and 7 and art 39, note 3.

<sup>2)</sup> This optional provision, which formerly appeared as a special reservation in the Prot, was incorporated in the Agr by the 1969 Tokyo Congress (II 1545 and 1546, prop 6033). The adms applying it are indicated in the Compendium of Information (Parcels). See also Prot, preamble, note 3.

## Article 38

### Inquiries (Det Regs 143, 144) <sup>(1)</sup>

- 1 Every administration shall accept inquiries relating to any parcel posted in the service of another administration.
- 2 Inquiries from users shall be entertained only within a period of one year from the day after that on which the parcel was posted. <sup>(2)</sup>
- 3 Unless the sender has paid in full the advice of delivery charge prescribed in article 13, **k**, each inquiry shall be subject to the collection of an “inquiry” charge at the rate laid down in article 14, **m**.
- 4 Separate inquiries shall be made for uninsured and insured parcels. If the inquiry related to several parcels of the same category posted at the same time at the same office by the same sender and addressed to the same addressee and sent by the same route, the charge shall be collected once only.
- 5 The inquiry charge shall be refunded if the inquiry has been occasioned by a service error.

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<sup>1)</sup> The 1974 Lausanne Congress abolished requests for information, which are now assimilated to inquiries (II 1406, prop 5038.1).

<sup>2)</sup> The 1979 Rio de Janeiro Congress rejected, after lengthy discussion, a prop designed to lay down a minimum period which must elapse before an inquiry can be accepted (II Congress/C 7 – Repts 4 and 5, prop 5038.2).

## Part III

### Liability <sup>(1)</sup> <sup>(2)</sup> <sup>(3)</sup>

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<sup>1)</sup> Background note. The provisions governing liability cover both the liability of the postal service as a whole to the sender, and the right of claim on the adm at fault exercisable by the adm which actually indemnified the sender. They were originally based on the provisions relating to liability in the event of loss or theft previously adopted in the Agr for the exchange of insured letters (1880 Paris Conf, 38 and 39). This explains why liability for damage at first received but passing consideration. No provision deals as yet with the special case of damage due to the very nature of the item, either because of contents liable to deteriorate or fragile wrapping. The extent of liability was limited to “the actual amount of loss or damage, so long as the indemnity does not exceed 15 fr”. Insured value was not yet admitted. Not until the 1885 Lisbon Congress was the optional sending of insured parcels, even those for cash on delivery up to 500 fr admitted. The same Congress increased the indemnity to 25 fr for ordinary parcels (15 fr when parcels were admitted only up to the limit of 3 kg), and the 1897 Washington revision applied this amount as a uniform rate to all ordinary parcels. Moreover, it was pointed out that no indemnity was due

where damage was caused by error or neglect on the part of the sender or where it arose from the very nature of the article. The 1920 Madrid Congress fixed the maximum indemnity at 10 fr for a parcel weighing up to 1 kg, 25 fr per parcel above 1 kg up to 5 kg, and 40 fr per parcel above 5 kg up to 10 kg. Notwithstanding the postal rule that an addressee has no personal right in respect of an item, the same Congress laid down that the addressee was entitled to an indemnity where he made reservations on taking delivery of a parcel which had been tampered with or damaged. The 1924 Stockholm Congress completed the list of exceptions authorizing the postal service to decline liability. The 1929 London Congress fixed the maximum indemnity at 55 fr per parcel above 10 kg up to 15 kg, and at 70 fr per parcel above 15 kg up to 20 kg. The 1934 Cairo Congress introduced the concept of the sender's liability. The 1939 Buenos Aires Congress interpolated the maximum indemnity of 15 fr per parcel above 1 kg up to 3 kg. The 1969 Tokyo Congress increased the maximum indemnity to 15, 25, 40, 60, 80 and 100 fr respectively for parcels weighing 1, 3, 5, 10, 15 and 20 kg. The 1974 Lausanne Congress fixed a uniform indemnity of 40 fr for parcels up to 5 kg, and also introduced the option for adms to apply, in their reciprocal relations, a maximum indemnity of 100 fr per parcel irrespective of its weight. The 1984 Hamburg Congress raised the 1979 Rio de Janeiro rates by 50 percent (see art 39, paras 3, b, and 4).

<sup>2)</sup> The 1964 Vienna Congress applied itself to bringing the structure and text of this chapter into line with the similar chapter in the Conv in order to ensure the uniform development and interpretation of the provision governing liability (II 1231, props 7261 to 7267).

<sup>3)</sup> Claim by the adm liable to the payment of an indemnity against staff at fault: this question is not dealt with either in the Agr or in the Det Regs. In this context, however, the 1939 Buenos Aires Congress expressed the following formal opinion: "In view of the working conditions prevailing in post offices and considering that as a result of these conditions loss, pilfering and damage to postal items as well as other irregularities occurring during handling of such items are in most cases inevitable occurrences due to service conditions, the 1939 Buenos Aires Congress expresses the formal opinion that adms should take these conditions into account when assessing the responsibility of staff handling postal items." (I 73; II 70, 71 and 557.)

## Article 39

### Principle and extent of liability of postal administrations

(Agr 57; Prot XII, XIII)

1 Postal administrations shall be liable for the loss of, theft from or damage to parcels, <sup>(1)</sup> <sup>(2)</sup> <sup>(3)</sup> <sup>(4)</sup> <sup>(5)</sup> except as provided for in article 40. Their liability shall be as binding for parcels conveyed à découvert as for those forwarded in closed mails.

2 Administrations may undertake to cover also risks which may arise from a case of force majeure. They shall then be liable towards senders of parcels posted in their country for loss, theft or damage due to a case of force majeure occurring at any time during transmission of the parcels, including redirection or return to **sender**. <sup>(6)</sup> <sup>(7)</sup>

3 The sender shall be entitled to an indemnity corresponding, in principle, to the actual amount of the loss, theft or damage; consequential losses or loss of profits shall not be taken into consideration. <sup>(8)</sup> However, this indemnity may in no case exceed:

- a for insured parcels, the amount of the insured value in gold francs **or SDRs**; <sup>(9)</sup> in case of redirection or return to **sender** <sup>(7)</sup> by surface of an insured air parcel, liability shall be limited, for the second journey, to that applicable to parcels sent by that route. **However, administrations of origin way assume responsibility for any loss, theft or damage not covered during the second journey;** <sup>(10)</sup>
- b for other parcels, the following amounts: <sup>(11)</sup> <sup>(12)</sup>  
    **90 francs (29.40 SDR)** per parcel up to 5 kg;  
    **135 francs (44.10 SDR)** per parcel above 5 up to 10 kg;  
    **180 francs (58.80 SDR)** per parcel above 10 up to 15 kg;  
    **225 francs (73.51 SDR)** per parcel above 15 up to 20 kg.
- 4 Notwithstanding paragraph 3, b, administrations may agree to apply, in their reciprocal relations, the maximum amount of **225 francs (73.51 SDR)** per parcel regardless of the weight.
- 5 The indemnity shall be calculated according to the current price, converted into gold francs **or SDRs**, of goods of the same kind at the place and time at which the parcel was accepted for conveyance; failing a current price, the indemnity shall be calculated according to the ordinary value of goods whose value is assessed on the same basis.
- 6 When an indemnity is due for the loss, total theft or total damage of a parcel, the sender or, by application of paragraph 8, the addressee shall also be entitled to repayment of the charges paid, <sup>(13)</sup> with the exception of the insurance charge; the same shall apply to items refused by the addressees because of their bad condition if that is attributable to the postal service and involves its liability.
- 7 When the loss, total theft or total damage is due to a case of force majeure for which indemnity is not payable, the sender shall be entitled to repayment **of all the charges paid.** <sup>(14)</sup>
- 8 Notwithstanding paragraph 3, the addressee shall be entitled to the indemnity after taking delivery of a rifled or damaged parcel in the cases provided for in article 40, paragraph 1, a and b. <sup>(15)</sup>
- 9 The sender may waive his rights as prescribed in paragraph 3 in favour of the addressee. <sup>(16)</sup> Conversely, the addressee shall be entitled to waive his rights as prescribed in paragraph 8 in favour of the sender. The sender or the addressee may authorize a third party to receive the indemnity if internal legislation allows this.
- 10 The administration of origin shall have the option of paying senders in its country, for uninsured parcels, the indemnities prescribed by its internal legislation for items of the same kind, provided that such indemnities are

not lower than those laid down in paragraph 3, b. However, the amounts laid down in paragraph 3, b, shall remain applicable:

- i in the event of recourse against the administration liable;
- ii if the sender waives his rights in favour of the addressee. <sup>(17)</sup>

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<sup>1)</sup> It is an established principle that the postal service is not answerable for delay (1929 London Congress, I 1580).

The question of whether adms are answerable for damage when the contents of a parcel have deteriorated owing to delay attributable to an error of the postal service is one that has been discussed in several Congresses. Proposals to the effect that this liability should be definitely established have however, never been adopted.

From the inception of the Agr up to the 1897 Washington revision, the only exception contained in the Agr and permitting the postal service to decline liability for damage was force majeure. However, if without doubt the contents of a parcel deteriorated owing to their nature, but also as the result of delay due to a service error, force majeure could hardly be argued. The case was settled by a passage in the minutes which read as follows: "It is understood that the liability of adms is binding in regard to duly verified damage arising from delays in the dispatch and delivery of postal parcels" (1885 Lisbon Congress, II 272 and 346).

Since the postal service is free from any liability where damage is due to the nature of the object, the question has arisen whether the claimant could claim that deterioration due to the nature of the contents had developed or become aggravated only by a delay (in conveyance or delivery) attributable to an error on the part of the postal service. Those who opposed this pointed out that, if liability was to be established, even exceptionally, in respect of delay in delivery, maximum periods should previously have been established for the delivery, as in the case of goods transported by rail. (See 1924 Stockholm Congress, II 815 and 816; 1929 London Congress, I 1580; II 617 and 618, and 1934 Cairo Congress, I 1364.) Nevertheless, at the 1924 Stockholm Congress, the following interpretation was maintained in the minutes:

"In case of a delay arising from an error of the postal service, whether in the conveyance or delivery of the parcel to the addressee, it is understood that adms are not liable under the terms of art 36, para 1 (now art 39) unless the delay resulted in complete or partial permanent deterioration of the contents of the parcel" (II 816). (See also 1906 Rome Congress, II 404 and 405, and 1920 Madrid Congress, II 824.)

In the absence of any definite provision in the Agr itself, some adms saw in this passage of the minutes merely a moral obligation. They claimed that every country could apply the provisions of its internal regulations in the event of damage due to delay (1929 London Congress, II 617 and 618).

At the 1934 Cairo Congress, a formal opinion was expressed that "the practice at present followed by adms in case of damage to a parcel arising from a delay attributable to a service error should be maintained" (II 663).

<sup>2)</sup> An inquiry opened in 1931 at the request of the Swiss adm regarding liability in the event of damage to or complete destruction of cumbersome parcels. From the 25 replies received it emerges that, as a general rule:

- liability is accepted if the supplementary charge for cumbersome parcels was collected, unless the postal service proves that the damage was due to any fault or negligence on the part of the sender;
- liability is rejected if the supplementary charge was not collected unless the sender proves that the damage is attributable to a postal error.

Nevertheless, one-third of the adms were of the opinion that liability should be assumed even where the supplementary charge was not collected, unless the postal service proved that there was fault or negligence on the part of the sender.

<sup>3)</sup> Adms accept no liability as regards execution of the instructions of claimants referred to in Agr, art 37, unless received by the offices concerned within the prescribed time (1939 Buenos Aires Congress, II 554, prop 527, and 550, prop 131).

In accordance with the principle stated in para 1, the postal service is answerable only for loss, theft and damage. This interpretation therefore introduces an exception to that principle. Adms would also be answerable for the non-execution or tardy execution of any subsequent instructions the entitled person might have given by virtue of Agr, art 37, under the sole proviso that the instructions reached the offices concerned within the prescribed time. In view of the reasons given in support of the proposal which gave rise to this interpretation, however, as well as the fact that it represented a departure from an established principle, this additional provision should be interpreted restrictively. Thus, only if a serious error on the part of the office of destination occurs is the liability of the postal service involved. See note 10 below.

<sup>4)</sup> By recommendation C 70, the 1974 Lausanne Congress, referring to a similar recommendation (C 51) of the 1969 Tokyo Congress, urged adms which had made reservations regarding payment of an indemnity for ordinary parcels (see Prot, arts XII and XIII) to reconsider their position with a view to applying art 39 without restriction, while the Rio de Janeiro Congress considered in decision C 20 that such adms are not entitled to receive compensation for their uninsured parcels lost, stolen or damaged in the services of other member countries which accept liability under article 39.

<sup>5)</sup> As regards the liability of adms in the case of damage caused to the outer wrapping of a parcel, see IB opinion in Rep 1979, pp 55 and 56.

<sup>6)</sup> A formal provision adopted by the 1979 Rio de Janeiro Congress to fill a gap, since the option for adms to cover risks arising from a case of force majeure was previously provided for only indirectly, notably by the existence of a charge for cover against risks of force majeure in art 11, para 2, 13, o, and 14, o, (II 1652, prop 5039.3).

<sup>7)</sup> See art. 29, note 2.

<sup>8)</sup> Proportionate indemnity. Insurance (Arbit, 1927 Rep, pp 9 et seq; 1927 Journal, pp 93 et seq): An insured parcel with a declared value of 500 fr, containing seventy watches of a total value of 1441 fr, was rifled; on arrival it was found that twenty-three watches, of a total value of 469 fr, were missing. The question arose whether the entitled person could claim 469 fr or only part of the damage in proportion to the relation between the actual value of the contents according to the formula  $(500 \times 469) : 1441 = 162.73$  fr, ie whether the amount of indemnity payable to the claimant should be calculated in accordance with the legal precedents governing insurance. Among other considerations, the fact that adms had the option of fixing a maximum amount for insured value precluded the latter from being treated as insurance. Consequently, the indemnity should not be reduced according to the loss sustained in direct ratio to the insured value versus the original actual value. However, although the indemnity should not exceed the insured value, and subject to that proviso, it should nevertheless cover the actual and entire value of the goods lost. Several proposals that the indemnity should be made proportionate to the actual value of the loss have been submitted, but not adopted. In postal transmission, as in rail transport, the insured value service is not in the nature of an insurance contract but an outright guarantee against actual damage up to the insured value (1920 Madrid Congress, II 483, and 1934 Cairo Congress, I 1351, prop 715).

<sup>9)</sup> That is to say, the equivalent in the currency of the country of origin corresponding as closely as possible to the insured value in gold francs.

The introduction of the term "gold francs" in this article should not give rise to a contrary interpretation of the word "franc" in the texts of other Acts where the word is used without qualification (1929 London Congress, II 390). See Const, art 7.

<sup>10)</sup> Optional provision adopted by the 1984 Hamburg Congress to offer the administration of origin the possibility of compensating its senders within the limits of the declaration of value signed when the parcel was posted (II Congress/C 7 – Rep 3, prop 5039.3).



<sup>11)</sup> The differential amounts of indemnity for parcels up to 1 kg and from 1 to 3 kg were abolished by the 1974 Lausanne Congress, which thus rectified the previous unsatisfactory situation whereby the indemnity paid in certain cases for the loss of a parcel was lower than that paid for the loss of a registered letter (II 1399, prop 5039.2). The same Congress also introduced the option for adms to conclude bilateral or multilateral agreements providing for a maximum indemnity of 100 fr per parcel regardless of the weight (II 1399, prop 5039.1).

The 1984 Hamburg Congress increased the 1979 Rio de Janeiro rates of indemnity by a uniform 50 percent (II Congress/C 7 – Rep 3, prop 5039.2).

<sup>12)</sup> The maximum indemnities fixed by the Agr, which as a ratified State Conv has legal force, should not be confused with similar limits laid down in any private legal contracts. The latter would, it is true, yield in the event of any serious error on the part of the conveyor, whereas, in accordance with legal doctrine, the limits established by a special law could in no event be exceeded, unless the law itself contained a reservation. This principle is applied even to the insured value, since compensation must in no case exceed the insured value. For example, in the event of an insured value lower than the actual value, should any damage caused by a postal error exceed the insured value, the sender may not claim an indemnity higher than the insured value. (See note 5). If he wishes to be covered against the entire risk, he should declare the total value and, as appropriate, take out insurance with private companies in respect of the surplus.

German ruling (1929 Journal, pp 111 et seq): In this particular case, there was a violation of an administrative duty and an obvious error on the part of the service concerned. The civil court, however, was unable to pass judgment on the adm, one of the reasons being that an administrative error could not constitute cause for liability outside the provisions of postal legislation. In order to reduce charges as much as possible and avoid costly measures of supervision, etc, this legislation, unlike common law, has limited liability for damage arising during the conveyance of objects handed to the postal service. With this aim, it is therefore exclusive and does not permit the application of other provisions governing civil liability.

<sup>13)</sup> The adm which collects the inquiry charge refunds it, where appropriate, to the party concerned (1906 Rome Congress, II 379).

<sup>14)</sup> In view of the difficulty, if not impossibility, of determining the land and sea rates, as well as the air surcharges corresponding to any sector not traversed by the parcel and also the need to improve the public's relations with the Post, the 1984 Hamburg Congress adopted this provision entitling the sender to repayment of all fees and charges, whatever their nature (II Congress/C 7 – Rep 3, prop 5039.5/Rev 1).

<sup>15)</sup> Once a parcel has been delivered to the addressee, only the latter is entitled to an indemnity. (1969 Tokyo Congress, II 1547 and 1548, prop 6274).

This prov, the form of which was modified by the 1969 Tokyo Congress, and the end of which was supplemented by the 1979 Rio de Janeiro Congress, dates back to the 1920 Madrid Congress (II 498). It was also adopted by the 1924 Stockholm Congress for the Ins Agr, but at the 1929 London Congress it was deleted from the two Agrs (I 579, prop 983, 1552, prop 806 and II 390). It was readopted at the 1934 Cairo Congress for the Parcels Agr (II 660 to 663) and at the 1969 Tokyo Congress for the Ins Agr.

The prov, it is true, entails an exception to the general rule, which does not afford the addressee any direct claim on the postal service in respect of an item addressed to him. This applies, for example, in regard to money orders. As a general rule, the addressee can claim an indemnity only on the sender's express authorization or if the sender makes over his rights to him. In the case of postal parcels and insured items, however, the addressee is now legally entitled to act, on his own authority, and after taking delivery of the item, to claim the indemnity.

The following reasons were advanced in support of the innovation: By taking delivery of an item, the addressee becomes its lawful possessor. Hence an indemnity, as appropriate, is payable to him. Moreover, from a practical standpoint, it simplifies procedures where, in the event of damage sustained in the territory of the adm of destination, that adm may directly indemnify the addressee

without consulting the adm of origin with a view to obtaining the sender's consent (1920 Madrid Congress, I 674, 1934 Cairo Congress, I 786, prop 849). The new rule would, in fact, appear to correspond better to the prevailing conditions applicable to the carriage of goods. In general conveyance and in rail transport, the addressee's right has always been recognized.

<sup>16)</sup> For this purpose, the addressee must hold an express authorization from the sender (1934 Cairo Congress, I 1363).

<sup>17)</sup> Optional provision adopted by the 1979 Rio de Janeiro Congress to give adms of origin the possibility of applying their internal regulations with regard to liability if this is more favourable to users (II Congress 1652, prop 5039.5).

## Article 40

### Non-liability of postal administrations (Prot XV)

1 Postal administrations shall cease to be liable for parcels which they have delivered, according either to the conditions laid down in their internal regulations for items of the same kind or those set out in article 11, paragraph 3, of the Convention; liability shall however be maintained:

- a when theft or damage is discovered either prior to or at the time of delivery of a parcel <sup>(1)</sup> or when, internal regulations permitting, the addressee or, **in the case of return to sender, the latter** <sup>(2)</sup> makes reservations on taking delivery of a rifled or damaged parcel;
- b when the addressee or, in the case of return to **sender, the latter**, <sup>(2)</sup> although having given a proper discharge, notifies the delivery administration without delay <sup>(3)</sup> that he has found theft or damage and furnishes proof that the theft or damage did not occur after delivery. <sup>(4)</sup>

2 Postal administrations shall not be liable:

- i for the loss of, theft from or damage to parcels:
  - a in cases of force majeure. <sup>(5)</sup> The administration in whose service the loss, theft or damage occurred shall decide according to the laws of its country <sup>(6)</sup> whether the loss, theft or damage was due to circumstances amounting to a case of force majeure; these circumstances shall be communicated to the administration of the country of origin if the latter administration so requests. Nevertheless, the administration of the dispatching country shall still be liable if it has undertaken to cover risks of force majeure (article 39, paragraph 2);
  - b when they cannot account for parcels owing to the destruction of official records by force majeure, provided that proof of their liability has not been otherwise produced;
  - c when such loss, theft or damage has been caused by the fault or negligence of the sender <sup>(7)</sup> <sup>(8)</sup> or arises from the nature of the contents of the parcel; <sup>(9)</sup> <sup>(10)</sup> <sup>(11)</sup>

- d in the case of parcels which have been fraudulently insured for a sum greater than the actual value of the contents;
  - e when the sender has made no inquiry within the period prescribed in article 38, paragraph 2;
  - f in the case of prisoner-of-war or **civilian** <sup>(12)</sup> internee parcels;
  - ii for parcels seized under the legislation of the country of destination;
  - iii for parcels confiscated or destroyed by the competent authority, in the case of parcels whose contents fall within the prohibitions specified in article 19, a, ii, iv to viii, and b;
  - iv in the case of sea or air conveyance when they have made it known that they are unable to accept liability for insured parcels on board the ships or aircraft used by them; they shall nevertheless assume in respect of the transit of insured parcels in closed mails the liability which is laid down for uninsured parcels of the same weight.
- 3 Postal administrations shall accept no liability for customs declarations in whatever form these are made or for decisions taken by the Customs on examination of parcels submitted to customs control. <sup>(13)</sup>

<sup>1)</sup> Adopted by the 1969 Tokyo Congress, the first part of this subpara is aimed at maintaining the sender's right to compensation where the theft or damage in respect of the parcel has been notified officially (II 1547, prop 6110). See also the IB's opinion in the 1965 Rep, pp 46 and 47, on a matter in dispute concerning the payment of compensation for a torn and rifled parcel delivered, together with a copy of the record of theft, to the addressee who made no reservations on taking delivery of the item.

<sup>2)</sup> See art 29, note 2.

<sup>3)</sup> The words "without delay" should be interpreted as "immediately" (1947 Paris Congress, II 663).

<sup>4)</sup> This provision, allows the addressee, immediately after delivery of an item, to have any damage not visible on the outside recognized (1964 Vienna Congress, II 1231, prop 7262).

<sup>5)</sup> French ruling (1929 Journal, pp 105 and 106): An assault on an aged woman carrying mails on foot along a lonely road, particularly at night, is not an occurrence beyond human foresight or physically impossible to prevent. This is the case even though no protective measures may appear to have been taken to prevent such an attack and the undertakings' stated obligations may contain no specific provision or recommendation in this respect. Since "force majeure", which alone could relieve the adm of responsibility, cannot be established, liability holds good (Court of Appeal).

<sup>6)</sup> There are notable differences between the legislation of various countries in regard to the concept of "force majeure". Every country is free to decide, in accordance with its internal legislation, on disputes that may arise (1924 Stockholm Congress, II 222 to 224, and 1929 London Congress, II 392). See also Conv, art 52, note 2.

<sup>7)</sup> German ruling (1922 Journal, pp 129 to 132): A packet with an insured value of 3500 marks, weighing 3.260 kg and containing rouble bank notes to a value of 7133 marks, had been externally damaged. The packing consisted in a double thickness of thin paper fastened by string and sealed with coarse wax, whereas under the German postal regulations such an item, owing to its heavy weight, should have been wrapped in stout cloth, oil-cloth or leather, sewn up with an adequate number of wax seals on the seams. When the parcel arrived at the office of destination, the wrapping was damaged. It was noted that the weight was less by 255 g and that 200 rouble bank notes valued at 400 marks, were missing. The adm rejected the claim for an indemnity

submitted by the sender, because the damage was due to inadequate packing and sealing, ie negligence of the sender.

The sender objected, however, that the type of packing prescribed by the postal regulations, such as cloth, oil-cloth or leather, was not in general commercial use, on account of their very high price; that the wrapping paper used in place of the prescribed materials, according to the opinion of experts, offered approximately the same resistance as cloth; that the parcel sealing wax had been of the very best quality and absolutely equal to the "good sealing wax" prescribed by the postal regulations; and that, moreover, there was no connection between the allegedly inadequate wrapping and the decrease in the contents, which should be attributed to rifling.

The adm maintained that the assertion that a theft had occurred had not been proved, and that it should rather be recognized that the missing bundles of notes might have slipped out of the badly wrapped parcel and been lost.

The adm won its point. Among other grounds, the Court of Appeal stated that the fact that the materials mentioned were not used in business or that they could be obtained only at high prices was irrelevant. The party concerned could have purchased at least part of them, even though at a high price. The prevalent high cost was not sufficient reason to free the plaintiff from the obligation to pack parcels in accordance with the postal regulations.

In the face of claims, some of which are large, regarding insured parcels, the postal service can rely on the strict and precise requirements laid down in the regulations concerning the make-up of parcels. The sender must choose the materials indicated or at least some equivalent wrapping. Ordinary paper which, as shown by this example, was not particularly strong, did not comply with the provisions of the postal regulations. Moreover, according to those regulations, the fact that no objection was raised to the acceptance was irrelevant. (This fact can only imply a presumption subject to proof to the contrary, and in this particular case proof was produced).

<sup>a)</sup> German ruling (1923 Journal, pp 161 et seq): A parcel insured for 1500 marks was delivered to the addressee in a deficient wrapping, and a large number of articles were missing. The claimant requested an indemnity of 545 marks. Considering the condition of the parcel at the time of delivery, the adm contended that the parcel had not been correctly packed, and that, having regard to the value, weight, and distance involved, the cardboard and wrapping paper used were too thin and the wax of poor quality. According to the defendant, therefore, the damage was attributable to the negligence of the sender.

The sender, for his part, claimed that the wrapping materials in which the articles had arrived were not those originally used. As the parcel had, in fact, been made up by an experienced packer, in the claimant's opinion, rifling had occurred and the thief had not taken the trouble to close the parcel carefully after the violation. Judgment was against the adm. Among the grounds for its decision, the Court of Appeal declared that the adm had to prove that the loss of articles from the parcel in question was attributable to inadequate packing. One of the postal officials did not recall the item, while another, in the course of the discussion regarding the specimen of the wrapping submitted, declared that the materials submitted for examination were identical with the materials in which the articles were wrapped. He was unable to reply to the claimant's contention that the articles did not arrive in their original wrapping. The only important evidence that could make a decision possible was that of witness K, who stated he had packed the parcel himself. He had duly packed it in real cardboard used for packing women's hats and strong, good-quality paper, and had fastened the parcel with real string and not with twisted paper. The parcel had then been sealed with good sealing wax bearing the business seal of the firm U. When the remains of the wrapping were submitted to him, he declared that he had not used that type of cardboard and that the seal was not that of the firm U.

In view of the statements made by the witnesses, the court was unable to find any decisive proof in favour of the adm's contention that the parcel had been inadequately wrapped. If the damage sustained by the parcel had been caused only by pressure or shock, some of the articles might possibly have fallen out, but that was difficult to admit in the case of 20 to 25 pairs of stockings and one gold bracelet which had been removed from its case. To all appearances the parcel had

been tampered with during transmission and the thief did not repack it in the same materials, or at least only in part.

<sup>9)</sup> The exception to damage arising from the nature of the contents has appeared in the text since the 1897 Washington Congress. It corresponds to the legislation concerning the carriage of goods in general and for rail transport.

<sup>10)</sup> When an adm desires to attribute the damage to the nature of the contents, where the supplementary charge for special care has been paid, as laid down in art 12, it must take reasonable account of this fact (1939 Buenos Aires Congress, II 554).

<sup>11)</sup> See art 39, note 2.

<sup>12)</sup> See art 4, note 6.

<sup>13)</sup> Customs authorities are independent from postal adms and perform their functions in accordance with the legislation of their country (1964 Vienna Congress, II 1228, prop 7087).

## Article 41

### Sender's liability (<sup>1)</sup>)

1 The sender of a parcel shall be liable within the same limits as administrations themselves for any damage caused to other postal items (<sup>2)</sup>) as a result of the dispatch of articles not acceptable for conveyance or of the non-observance of the conditions of acceptance, provided that there has been no fault or negligence on the part of administrations or carriers.

2 The acceptance by the office of posting of such a parcel shall not relieve the sender of his liability. (<sup>3)</sup>)

3 An administration which finds damage that is due to the fault of the sender shall inform the administration of origin, (<sup>4)</sup>) whose responsibility it is to take action against the sender where appropriate.

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<sup>1)</sup> See Conv, art 54, note 1.

<sup>2)</sup> The sender is liable not only for the damage caused by his item to other parcels, but also for damage caused to other postal items (1964 Vienna Congress, II 1231, prop 7263). See also Conv, art 54, notes 2 and 3.

<sup>3)</sup> Since the postal service is unable to verify acceptability in every case, it is inevitable, owing to the fact that the existing defects are not realized, that items inadequately packed or containing prohibited articles should be accepted in error and without objection. This fact should not relieve the sender of his liability (1964 Vienna Congress, II 1231, prop 7263).

<sup>4)</sup> It is important that the adm of origin should be notified promptly of the extent of the damage so that it can, if necessary, take action against the sender (1969 Tokyo Congress, II 1548 and 1549, prop 6112).

Article 42

Determination of liability between postal administrations (Det Regs 154)

1 Until the contrary is proved, liability shall rest with the postal administration which, having received the parcel without comment and being furnished with all the prescribed means of inquiry, cannot prove either delivery to the addressee or, where appropriate, correct transfer to another administration. <sup>(1)</sup>

2 Until the contrary is proved, and subject to paragraph 4, an intermediate administration or administration of destination shall be relieved of all liability: <sup>(2)</sup>

- a when it has observed the rules for inspection of mails and parcels and the establishment of irregularities;
- b when it can prove that it was not informed of the inquiry until after the destruction of the official records relating to the parcel in question, the regulation period of retention having expired; this reservation shall not prejudice the rights of the claimant.

3 When the loss, theft or damage occurs in the service of an air carrier, the administration of the country which collects the conveyance dues in accordance with article 86, paragraph 1, of the Convention shall reimburse the administration of origin for the indemnity **as well as the charges and fees** paid to the sender, subject to article 1, paragraph 6, of the Convention and paragraph 7 of this article. It shall be for the former administration to recover **these amounts** from the air carrier in question. Where the administration of origin settles the conveyance dues direct with the air carrier in accordance with article 86, paragraph 2, of the Convention, it shall itself seek reimbursement of **these amounts** from the air carrier.

4 If the loss, theft or damage occurs in course of conveyance without it being possible to establish in which country's territory or service it happened, <sup>(3)</sup> <sup>(4)</sup> <sup>(5)</sup> the administrations concerned shall bear the loss equally; however, in the case of an uninsured parcel, when the amount of indemnity does not exceed 60 francs (**19.60 SDR**), this sum shall be borne equally by the administration of origin and the administration of destination, intermediate administrations being excluded. <sup>(7)</sup> If the theft or damage has been established in the country of destination or, in the case of return to sender, in the country of **his residence**, <sup>(8)</sup> it shall rest with the administration of that country to prove:

- a that neither the wrapping nor the fastening of the parcel bore any apparent trace of theft or damage;
- b that, in the case of an insured parcel, the weight established at the time of posting has not varied;

c that, in the case of parcels forwarded in closed receptacles, both the receptacles and their fastening were intact.

When such proof has been furnished by the administration of destination or **of the sender's country of residence**, <sup>(8)</sup> as the case may be, none of the other administrations concerned may repudiate its share of liability on grounds that it handed over the parcel without the next administration having made any objection.

5 In the case of items sent in bulk, in application of article 53, paragraphs 2 and 3, none of the administrations concerned may repudiate its share of liability by showing that the number of parcels found in the mail differs from that advised on the parcel bill. <sup>(9)</sup>

6 In the case of bulk transmission, the administrations concerned may agree among themselves that liability be shared in the event of loss of, theft from or damage to certain categories of parcels, determined by mutual agreement. <sup>(9)</sup>

7 As regards insured parcels, the liability of an administration towards other administrations shall in no case exceed the maximum insured value that it has adopted.

8 When a parcel has been lost, rifled or damaged as the result of force majeure, the administration in whose territorial jurisdiction or services the loss, theft or damage occurred shall not be liable towards the administration of origin unless the two administrations undertake to cover risks of force majeure. <sup>(10)</sup>

9 If the loss, theft or damage of an insured parcel occurs in the territory or service of an intermediate administration which does not accept insured parcels or which has adopted a maximum insured value lower than the amount of the loss, the administration of origin shall bear the loss not covered by the intermediate administration under paragraph 7 of this article and article 1, paragraph 6, of the Convention.

10 The rule laid down in paragraph 9 shall also apply in case of sea or air conveyance if the loss, theft or damage occurs in the service of an administration belonging to a contracting country which does not accept the liability laid down for insured parcels (article 40, paragraph 2, iv).

11 Customs duty and other fees of which it has not been possible to secure cancellation shall be borne by the administrations liable for the loss, theft or damage. <sup>(11)</sup>

12 An administration which has paid the indemnity shall take over the rights, up to the amount of the indemnity, of the person who has received it in any action which may be taken against the addressee, the sender or third parties.

<sup>1)</sup> A prop aimed at prohibiting postal officials from issuing addressees certificates of non-receipt of goods allegedly sent was not adopted, because in any event a claim is not entertained unless it is first proved that the item was posted (1929 London Congress, II 394).

<sup>2)</sup> Arbit (1927 Rep, pp 11 et seq; 1927 Journal, pp 373 et seq): 41 postal parcels sent to different persons in the course of three months were delivered to one of them, who was in fact a representative of the sender. After certain inquiries, the latter proclaimed his intention of collecting the amounts to his credit in respect of the items in question directly without any action on the part of the postal service. It was not until a year and 10 months later that he took the matter up again, but by that time the adm of destination no longer held the records relating to the period of delivery. In view of the length of time elapsed, it was entitled to consider the delivery of the parcels to the sender's representative as being made in due form. Moreover, the sender would not have announced his intention of settling the matter directly had the parcels really been considered lost. The adm of destination was declared free of liability towards the adm of origin.

<sup>3)</sup> The 1984 Hamburg Congress brought this para into line with art 43, para 1 to enable the administration of origin or destination also to recover from the air carrier in question the charges and fees refunded to the sender (II Congress/C 7 – Rep 4, prop 5042.2).

<sup>4)</sup> Arbit (1925 Rep, pp 12 et seq; 1926 Journal, pp 26 et seq): A sealed van containing 269 insured parcels and 936 ordinary parcels was robbed. A check at the office of destination showed that nine parcels were missing, seven of them being insured parcels. Before reaching the office of destination, the van had been opened for customs purposes, first on leaving the country of origin and again on entering the country of destination. As it was impossible to determine the territory in which the theft had occurred, the adms concerned had to share the loss.

<sup>5)</sup> Arbit (1948 Rep, pp 14–20): A postal parcel with an insured value of 980 gold francs was posted in 1943 in country A for delivery to a firm in country B. This firm asked for the parcel to be redirected to a new address in country C. In the course of redirection the parcel arrived by error in country D, from where it was forwarded to country E, which in turn reforwarded it to the office of destination in country C. There the parcel was found to have been partially rifled.

The IB considered that the provisions applicable in this case were those of the Parcels Agr (1939 Buenos Aires revision), art 44, para 1, iii, which provides *inter alia* that if theft occurred in the course of conveyance, without it being possible to establish in which country's territory or service it happened, the adms concerned shall bear the loss equally.

Since country C's responsibility did not appear to be involved, the IB took the view that the three countries B, D and E should contribute equally to the payment of the indemnity of 980 gold francs. This opinion had the validity of an arbit award because the parties in question had decided, by special compromise, to choose the IB as sole arbitrator.

<sup>6)</sup> Arbit (1966 Rep, pp 62–67). Two adms were at variance about the liability incurred for the loss of a number of parcels and the rifling of other parcels sent at intervals of two months by the same mail steamer and for the same destination.

The adm of destination (adm B) stated that on opening bags containing the parcels in dispute, its services had noted the disappearance and rifling of several parcels and had made out the verification notes required for the adm of origin. That adm therefore considered that the loss and rifling had occurred outside its jurisdiction and that because of this it was entitled to decline any responsibility for the parcels concerned.

The dispatching adm (adm A) for its part claimed that the bags comprising the dispatch had been transferred in perfect condition to adm B which had not, moreover, expressed any reservations at that time. The verification notes prepared several days after the transfer did not entitle it to put liability for these losses and riflings on to the dispatching adm.

The inquiry established that adm B did not prepare the verification note at the time of transfer and under the conditions required by the Postal Parcels Agr (Ottawa 1957), Det Regs, art 134, para 1, and that it had also not sent adm A the items required by art 135 of the same Det Regs (bags, string, lead seals, labels). Consequently, the arbitrators concluded that adm B bore the legal responsibility.



However, in view of the circumstances which had prevented adm B from opening and verifying the dispatches immediately, and because of the conciliatory attitude of adm A which had beforehand stated it was prepared to take over half the compensation to be paid to the senders the arbitrators decided that adms A and B should each pay half of this compensation, in order to reconcile the parties in dispute and in the interest of continuing smooth cooperation in the exchange of international postal dispatches.

<sup>7)</sup> If one or more adms act as intermediaries, and if it is not possible to ascertain in which service the damage has occurred, the administrative work connected with the settlement of the indemnity entails costs out of reasonable proportion to the amounts at stake. The purpose of this method is to reduce costs (1964 Vienna Congress, II 1228, prop 7093). It was extended to lost and rifled parcels by the 1979 Rio de Janeiro Congress which also raised the indemnity from 25 fr to 60 fr in the cases where it applied (II 1645, prop 5042.1).

<sup>8)</sup> See art 29, note 2.

<sup>9)</sup> See art 53, note 1. See also Conv, art 55, note 8.

<sup>10)</sup> See art 39, para 2.

<sup>11)</sup> This concerns any loss, damage or theft sustained after the items are cleared through Customs (1920 Madrid Congress, II 498).

## Article 43

### Payment of indemnity

1 Subject to the right of recourse against the administration which is liable, <sup>(1)</sup> the obligation to pay the indemnity and to refund the charges and fees shall rest either with the administration of origin or, in the case mentioned in article 39, paragraph 8, with the administration of destination.

2 This payment shall be made as soon as possible and, at the latest, within a period of six months from the day following the day of inquiry.

3 When the administration responsible for the payment does not undertake to cover risks of force majeure and when, at the end of the period prescribed in paragraph 2, the question of whether the loss, theft or damage is due to such causes has not been decided, it may exceptionally postpone settlement of the indemnity for another six months. <sup>(2)</sup>

4 The administration of origin or destination, as the case may be, shall be authorized to indemnify the rightful claimant on behalf of the administration which, having participated in the conveyance and having been duly informed, has allowed five months to pass:

- without finally settling the matter or
- without informing the administration of origin or destination, as the case may be, that the loss, theft or damage appeared to be due to a case of force majeure, <sup>(3)</sup> or that the parcel had been detained, confiscated or destroyed by the competent authority because of the nature of its contents or seized under the legislation of the country of destination. <sup>(4)</sup>

<sup>1)</sup> See art 44.

<sup>2)</sup> The 1964 Vienna Congress recommended adms which found themselves in the position mentioned in para 3 not to postpone payment of the indemnity for loss sustained, beyond a year at most from the day after the day of the claim (II 1231, prop 7095; III 561, recommendation CP 1). The 1979 Rio de Janeiro Congress embodied this recommendation in this provision by adding the words “for another six months” (II 1652, prop 5043.2).

<sup>3)</sup> See Conv, art 57, notes 5 and 6.

<sup>4)</sup> As in cases of force majeure, the adm of origin must be informed within five months as to whether a parcel has been confiscated, detained, destroyed or seized in the country of destination (1979 Rio de Janeiro Congress, II 1652, prop 5043.1).

## Article 44

### Reimbursing the administration which paid the indemnity

1 The administration which is liable or on behalf of which payment is made in accordance with article 42 shall reimburse the administration which made the payment under article 43, and which is called the “paying administration”, the amount of indemnity paid to the rightful claimant subject to article 39, paragraphs 3 and 6; this payment shall be made within four months of the date of dispatch of the notice of payment.

2 If the indemnity is to be borne by several administrations in accordance with article 42, the whole of the indemnity shall be paid to the paying administration, within the period mentioned in paragraph 1, by the first administration which, having duly received the parcel claimed for, is unable to prove its correct transfer to the next service. It shall rest with this administration to recover from the other administrations which are liable each one's share of the indemnity, paid to the rightful claimant.

3 The creditor administration shall be reimbursed in accordance with the rules for payment laid down in article 12 of the Convention.

4 The administrations of origin and destination may agree that the whole of the loss sustained in respect of ordinary parcels shall be borne by the administration which has to make the payment to the rightful claimant. (<sup>1</sup>)

5 When liability has been admitted, as well as in the case provided for in article 43, paragraph 4, the amount of the indemnity may also be automatically recovered from the administration which is liable through a liquidation account, either direct or through the intermediary of the first transit administration, which claims credit in its turn from the next administration, the operation being repeated until the sum paid has been debited to the administration which is liable; where appropriate, the statutory provisions on the drawing up of accounts shall be observed.

6 Immediately after paying the indemnity, the paying administration shall communicate to the administration which is liable the date and the amount of payment made. It may only claim reimbursement of this indemnity within a period of one year either from the date of dispatch of the notice of payment or, where appropriate, from the date of expiry of the period prescribed in article 43, paragraph 4.

7 The administration whose liability is duly established and which has at first declined to pay the indemnity shall assume all additional costs <sup>(2)</sup> resulting from the unwarranted delay in payment.

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<sup>1)</sup> Optional provision similar to Conv, art 59, para 3, introduced by the 1979 Rio de Janeiro Congress (II 1652, prop 5044.1); its application brings a reduction in administrative work which offsets the loss of revenue from the share of the amount of the indemnity recovered from other adms.

<sup>2)</sup> The 1957 Ottawa Congress in a formal opinion entrusted the IB with the task of defining the meaning of "additional costs" chargeable to the responsible adm (II 1161). The IB's interpretation was communicated to the adms (see circ 121/1958 and 1958 Rep, pp 31 and 32). A further prop was submitted on this matter (II 1232, prop 7101), and the 1964 Vienna Congress instructed the IB "to study the term 'frais accessoires' (additional costs) chargeable to the responsible adm, in accordance with the Parcels Agr, art 44" (resolution CP 1, c, III 561). At its May 1965 session, the EC adopted the definition submitted to it by Committee 7 (Parcel post), which confirmed the definition already given by the IB. The definition reads thus:

"As 'additional costs' are to be considered, inter alia, interest, banking costs and differences in exchange rates, even if the last two categories of costs, in ordinary circumstances and under certain conditions, should also be borne by the creditor adm. (See Tokyo Conv, Det Regs, art 103, paras 8 and 11). 'Additional costs' may also include administrative expenditure as well as any legal costs incurred by the creditor adm in legal proceedings undertaken in the interest of the responsible adm or in its own interest."

"In short, it is for the creditor adm to determine, in each specific case, which additional costs it regards as such. In determining those additional costs, the adm concerned must strictly observe one essential condition: ie there must be a direct cause and effect relation between an unjustified delay in payment of the indemnity by the debtor adm, on the one hand, and the costs incurred by the creditor adm, on the other hand. The scope of the concept 'additional costs' will depend on the circumstances surrounding each specific case." (Summary Record, 1965 EC session, p 18.)

## Article 45

Possible recovery of the indemnity from the sender or from the addressee

1 If, after payment of the indemnity, a parcel or part of a parcel previously considered lost, is found, the sender or the addressee, <sup>(1)</sup> <sup>(2)</sup> as the case may be, shall be advised that he may take delivery of it within a period of three months on repayment of the amount of the indemnity received. If the sender

or the addressee, as the case may be, does not claim the parcel within this period, the same approach shall be made to the other party.

2 If the sender or the addressee takes delivery of the parcel or of part of the parcel recovered against repayment of the amount of the indemnity, that sum shall be refunded to the administration or, where appropriate, administrations which bore the loss, within one year of the date of the repayment.

3 If the sender and the addressee refuse to take delivery of the parcel, it shall become the property of the administration or, where appropriate, administrations which bore the loss.

4 When proof of delivery is supplied after the period of five months laid down in article 43, paragraph 4, the indemnity paid shall continue to be borne by the intermediate administration or administration of destination if the sum paid cannot, for any reason, be recovered from the sender. <sup>(3)</sup>

5 In the case of subsequent discovery of an insured parcel the contents of which are found to be of less value than the amount of indemnity paid, the sender or, where article 39, paragraph 8, is applied, the addressee shall repay the amount of this indemnity against return of the insured parcel, without prejudice to the consequences of fraudulent insurance as mentioned in article 23, paragraph 2.

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<sup>1)</sup> The 1979 Rio de Janeiro Congress considered it superfluous to advise both the sender and the addressee, as was previously the rule, and decided that only the one who had received the indemnity should be advised (II 1653, prop 5045.1).

<sup>2)</sup> The addressee has priority in claiming the parcel if the indemnity was paid to him by virtue of art 39, para 8 (1964 Vienna Congress, II 1231, prop 7098).

<sup>3)</sup> See Conv, art 60, note 3.

## Part IV

### Rates due to administrations.

#### Allocation of rates <sup>(1)</sup> <sup>(2)</sup> <sup>(3)</sup> <sup>(4)</sup>

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<sup>1)</sup> For the development of rates up to the 1964 Vienna Congress, see art 4, note 5.

<sup>2)</sup> Evolution of rates since the 1964 Vienna Congress:

a Having been instructed by the 1964 Vienna Congress to carry out a study on the amount of outward, inward and transit land rates and sea rates, the EC, noting that these rates had always been fixed empirically, if not arbitrarily, recognized the need to review them in the light of actual service costs.

*Transit land rates and sea rates.* Because of the similarity of parcel-post and letter-post operations, especially as regards land and sea transit, the EC, in common with a large majority of the adms that replied to the questionnaire on the subject, considered that the so-called "comparative (parcel–letter-post) method", which consists in fixing the amount of transit land rates and sea rates by reference to transit charges of the same type, offered the best way of arriving at realistic results, bearing in mind that the level of transit charges had been determined on the basis of sound economic studies and that Congress was continuing to keep an eye on any changes in the component elements of these rates. The amount of the rates was accordingly fixed in accordance with the transit charge scales laid down in the Conv and on the basis of an average weight for each weight step. The sea rates were however subjected to a 10 percent rebate to take account, *inter alia*, of the fact that postal parcels cannot in general bear as high a conveyance cost as letter-post items. Also, the uniform transit rates were replaced by rates differentiated according to distance steps. In addition, the EC came out in favour of equal transit land rates for parcels in closed dispatches and transit parcels à découvert, and introduced the principle of payment for transit not involving a land route.

*Outward and inward rates.* In the absence of any basis of reference to letter post, the EC carried out a cost study. Undertaken by a working party composed of five countries (France, Germany, India, Sweden and Turkey), this study brought out in particular the importance of fixed costs. To determine the amount of the rates, the arithmetic mean of the costs of the five countries was established. The amounts obtained were very high in relation to the rates laid down in the 1964 Vienna Agr, so it was considered preferable, as a first step, to propose rates some 60–70 percent higher than the latter. It should be noted that the principle of equal outward and inward rates was maintained.

The 1969 Tokyo Congress approved the conclusions of the EC study (II 1528 to 1532, props 6001 and 6003 and Doc 13).

- b Acting upon recommendation C 81 of the 1969 Tokyo Congress, the EC adjusted the transit and sea rates by reference to letter-post transit charges. It should be noted that in fixing the sea rates allowance was made for an increase of 10 percent – instead of a rebate of 10 percent as in the case of the Tokyo rates – over the sea transit charges because it was noted that, weight for weight, a parcel-post mail takes up about 50 percent more space than a letter-post mail.

As for the outward and inward rates, the EC considered that they should be revised on the basis of the cost prices. However, before embarking on another long and difficult cost study, it consulted adms to find out what rates would satisfy them. The results of the consultation showed that the majority of adms would be satisfied with rates fixed on the basis of the cost prices determined before the Tokyo Congress (see 1969 Tokyo Congress – Doc 13, chapter 25), and so the EC decided in favour of these rates on conclusion of its study.

The 1974 Lausanne Congress adopted the EC's proposals on the land and sea rates (II 1402 and 1408, props 5046.1, 5047.4 and 5049.1). In addition, the principle of parity between outward and inward rates was partially abolished. Since that Congress outward rates may be fixed as adms see fit provided they are not lower than the inward rates (cf art 48, para 1 of the 1974 Lausanne Agreement).

- c In implementation of 1974 Lausanne Congress recommendation C 73, the EC made a new study of the amount of outward and inward land rates. However, in view of the wording of art 48, para 1, a, of the 1974 Lausanne Agreement, the work dealt essentially with inward rates. The consultation carried out on this subject revealed the difficulty of fixing rates capable of satisfying all adms. Account has to be taken of criteria which are hard to reconcile, namely:
  - the rates must enable the actual costs incurred in respect of inward parcels to be covered;

- they must be high enough to meet the needs of all adms but at the same time they must not be so high that the parcel post service cannot hold its own against competition from other means of conveyance; and
- in view of the possibilities of increase, the basic rates to be fixed should as far as possible make the rates reservations in the Prot superfluous.

An inward parcel cost analysis showed that the fixed costs per parcel (costs independent of weight) and the weight-dependent costs are in the ratio of nearly 3 to 1. On the basis of this ratio and of the information given by the countries which took part in the above consultation, the EC proposed, at the end of its study, new rates which were accepted by the 1979 Rio de Janeiro Congress (II 1647, prop 5046.1).

With regard to transit land rates and sea rates, the EC, pursuant to the same recommendation, adjusted them in the light of the revised transit charges of the same kind (Conv, art 61) and using the same method as for the 1974 Lausanne rates (1979 Rio de Janeiro Congress, II 1647 and 1649, props 5047.1 and 5049.1).

- d In resolution C 25, the 1979 Rio de Janeiro Congress instructed the EC to carry out a fresh study on the amount of the outward and inward land rates and to adjust the transit land rates and sea rates in the event of a revision of the letter-post transit charges.
- Outward and inward land rates. Complying with this instruction, the EC set itself the aim of finding a method of fixing these rates which would offer administrations more freedom than hitherto and relieve them of the need to make reservations in the Prot. For this purpose, adms were consulted on the following four measures:
    - a a fresh increase in the basic rates laid down in art 46 and in the options for applying increases provided for in arts 48 and 54 of the Agr;
    - b combining the increase options provided for in arts 48 and 54 by deleting art 54 and making provision for an adequate increase option in art 48;
    - c allowing complete freedom as regards inward rates;
    - d allowing limited freedom as regards inward rates but fixing guideline rates the amount of which would, as hitherto, be proposed by the EC.

Successive consultations showed that the adms preferred measure d which corresponded completely with the two main aims of the study. Consequently, the EC decided to propose to Congress that the rates concerned should no longer be given in the Agr except in the form of guideline rates which could be increased or reduced. The fixing of guideline rates by the EC – expressly desired by several adms for practical reasons or because of their domestic legislation – would help to avoid excessive increases. The 1979 Rio de Janeiro Postal Parcels Agr and its Prot make provision for a number of possibilities for increasing rates which even enable adms to cover the costs relating to handling incoming parcels. Fixing guideline rates had certainly to proceed from this necessity but must also take account of the fact that these rates should be high enough to meet the requirements of a maximum number of countries while at the same time ensuring that the parcel-post service remains competitive.

In the light of these findings and in view of the fact that the rates charged by adms on the basis of the possibilities of increase provided by the 1979 Rio de Janeiro Agr corresponded almost to a 100 percent increase over the rates laid down in art 46, para 1 of that Agr, the EC considered that the amount of the guideline rates to be proposed to the 1984 Hamburg Congress should show an increase of that order over the rates currently laid down in art 46, para 1 of the Agr. The 1984 Hamburg Congress accepted the new inward and outward rates thus fixed by the EC (II, Congress/C 7 – Rep 4, prop 5046.1). The adoption of prop 5046.1 involved the deletion of the following 1979 Rio de Janeiro arts: 48 (partially taken over in art 46 of the present Agr), 54 (Agr), I, a and table 1 (Exceptional inward rates), IV and V (Prot to that Agr) (1984 Hamburg Congress, II, Congress/C 7 – Rep 4, props 5048.1, 5054.1, 5301.1, 5304.1 and 5305.1).

- Transit and sea rates. In accordance with 1979 Rio de Janeiro Congress resolution C 25, the EC decided to adjust these rates by reference to the revised letter-post land transit and sea charges (see Congress – Doc 9). The 1984 Hamburg Congress adopted the EC prop relating to the land and sea rates (II, Congress/C 7 – Rep 6, props 5047.3 and 5049.3).
- e In its resolution C 22 (reproduced at the end of the present volume), the 1984 Hamburg Congress instructed the EC to carry out a fresh study on the amount of the guideline rates applicable to the outward and inward land rates and to adjust the transit land rates and sea rates in the event of a revision of the letter-post transit charges.

<sup>3)</sup> In connection with the study on the amount of outward, inward and transit land rates and of sea rates assigned to it by the 1964 Vienna Congress, the EC had occasion to make a separate study on systems of payment based on the gross weight of mail or on periodical statistics. When consulted, the great majority of adms came out against the settlement of accounts on the basis of statistics, while their views were divided on the question of payment based on the gross weight of the mail. The replies showed, on the other hand, that adms were in favour of two measures which represented an important step towards simplification of the existing system of payment, viz discontinuance of the principle whereby the charge on a parcel is equal to the sum of the rates allocated to the adms taking part in the conveyance, and abolition of the supplementary payments made to adms of destination and transit for certain categories of parcels (insured, express, fragile, cumbersome, with advice of embarkation). The proposal formulated by the EC upon conclusion of its study, which was designed to incorporate these two measures in the Agr, was adopted by the 1969 Tokyo Congress (II 1526 and 1527, prop 6025 and Doc 19).

As regards the discontinuance of the principle of parity between charges and total rates, see art 7, note 1.

As for the abolition of supplementary payments made to adms for certain categories of parcels, this should be considered not as a pure and simple abolition but as the incorporation of these payments in the principal payment made up of inward, transit and sea rates. The supplementary charges for special parcels (express, insured, etc) are still collected from senders, but they are retained by the adm collecting them, since the new rates adopted by the 1969 Tokyo Congress include a certain amount as payment for the special treatment of the aforementioned categories of parcels by adms of transit and destination. The adoption of this measure enables accounting procedures to be greatly simplified. See also art 6, note 1.

<sup>4)</sup> Instructed by the 1974 Lausanne Congress (resolution C 74) to study the question of simplifying the present procedure for allocating rates, the EC directed its work towards finding a single rate. However, in view of the complexity of the problem, solution of which requires further inquiries, it considered it premature to change the present regulations, and felt that simplified accounting should continue to be sought in bilateral relations in application of art 55 of the Agr. (See 1979 de Rio de Janeiro Congress – Doc 1, para 50.) In resolution C 27 by the 1979 Rio de Janeiro Congress, the EC was instructed to continue this study.

On the basis of the results of a series of consultations the EC considered that the bulk advice procedure should be kept and therefore did not change the provisions of the Agr. A detailed description of the procedures laid down (according to the average rate per parcel and per kg of gross weight of the mail) in art 55, para 3 (art 53, para 3 of the 1984 Hamburg Agr) was sent out in circ letter 3435 (B 2) 1453 of 17 June 1983.

## Chapter I

### Rates (Agr 53, 54; Det Regs 146 to 149)

#### Article 46

##### Outward and inward land rate (Prot I, VI, VII)

1 Parcels exchanged between two administrations shall be subject to the outward and inward land rates fixed as follows, for each country and each parcel:

| Weight steps <sup>(1)</sup>     | Outward and inward land rate <sup>(2)</sup> <sup>(3)</sup><br><b>Guideline rates</b> |             |
|---------------------------------|--|-------------|
| 1                               | 2  |             |
|                                 | <b>g fr</b>  | <b>SDR</b>  |
| Up to 1 kg <sup>(4)</sup> ..... | <b>8</b>   | <b>2.61</b> |
| Above 1 up to 3 kg .....        | <b>10</b>  | <b>3.27</b> |
| Above 3 up to 5 kg .....        | <b>12</b>  | <b>3.92</b> |
| Above 5 up to 10 kg .....       | <b>15</b>  | <b>4.90</b> |
| Above 10 up to 15 kg .....      | <b>18</b>  | <b>5.88</b> |
| Above 15 up to 20 kg .....      | <b>20</b>  | <b>6.53</b> |

#### Nevertheless, administrations may:

- a **increase their outward land rates as they see fit, to bring these into relation with the costs of their service. They may also reduce them as they see fit so long as they are not lower than their inward land rates;** <sup>(5)</sup>
- b **reduce their inward land rates as they see fit or increase them up to the amount of their costs, provided that they do not exceed their outward land rates.** <sup>(5)</sup>

2 The rates mentioned in paragraph 1 shall be payable by the administration of the country of origin, unless this Agreement provides for exceptions to this principle.

3 The outward and inward land rates shall be uniform for the whole of the territory of each country. <sup>(6)</sup>

4 **Modifications of the inward land rates according to paragraph 1 may only come into force on 1 January. To be applicable, such modifications must be communicated at least four months prior to that date to the International Bureau, which shall notify them to the administrations concerned at least three months before the date of their coming into force. If these periods**



**have not been observed, such modifications shall not come into force until 1 January of the of the following year. <sup>(7)</sup> <sup>(8)</sup>**

<sup>1)</sup> See art 5, note 1.

<sup>2)</sup> Guideline rates proposed by the EC on conclusion of the study assigned to it by the 1979 Rio de Janeiro Congress and adopted by the 1984 Hamburg Congress (II Congress C/7 – Rep 4, props 5046.1 and 5048.2). See also part IV, note 2, d.

<sup>3)</sup> As regards the revision of these rates, see part IV, note 5.

<sup>4)</sup> By decision CE 13/1974, the EC decided not to adopt the suggestion of an adm for standardizing the charges and indemnities relating to small packets and parcels of 1 kg, since these two categories of items are subject to different treatment at all stages (method of charging, posting, conveyance, customs treatment, delivery, liability, indemnity and accounting).

<sup>5)</sup> Within the framework of the study on the revision of land and sea rates (1974 Lausanne Congress recommendation C 73), this provision gave rise to differences of interpretation on which the EC refrained from giving an opinion, leaving it to adms which so desired to submit to Congress any proposals which they considered appropriate in order to remove any ambiguity (1978 EC documents, pp 189 to 191, and 1979 EC documents, pp 137 to 139 and 258 and 259). As a result, several proposed amendments were submitted to the 1979 Rio de Janeiro Congress, viz:

- props 5048.9 and 5048.12 aimed at leaving adms completely free to fix their outward rates, any relation with inward rates being abolished;
- prop 5048.10 under which outward rates might not be lower than the inward rates fixed on the basis of arts 46 and 48; on the other hand, when inward rates were increased above the limit set by art 48, ie when they were increased by the exceptional rates provided for in art 54 or in Prot, art I, adms would not be obliged to increase their outward rates by the amount of the exceptional rates;
- prop 5048.11 in favour of retaining the principle according to which outward may never be lower than inward rates and specifying expressly that this principle applies even when the exceptional rates provided for in art 54 or in Prot, art I are used; furthermore, art 54 would be incorporated into art 48.

After an animated discussion, all these props (of which 5048.10 and 5048.11 were aimed at giving a definitive interpretation to the provision concerned) were rejected; a lengthy discussion then followed on the interpretation to be given to the provision (1979 Rio de Janeiro Congress, II 1647 and 1648, 1651 and 1652 and 1662 to 1664).

<sup>6)</sup> A provision adopted by the 1974 Lausanne Congress (II 1402, props 5046.2 and 5046.4). The exceptions to this rule appear in the Prot, art VI.

<sup>7)</sup> The possibility of noting the outward and inward rates on 1 January was abolished by the 1979 Rio de Janeiro Congress (II, 1649 and 1752, props 5048.2 and 5048.4).

<sup>8)</sup> To enable adms to prepare, check, print and distribute their CP 1 and CP 21 tables, the periods laid down for notifying the IB of changes in the inward rates and their communication by the IB to the adms were increased by one month by the 1984 Hamburg Congress (II Congress/C 7 – Rep 4, prop 5048.2).

## Article 47

Transit land rate (Agr 50, 57; Prot II, III, VI, VII) <sup>(1)</sup>

1 Parcels exchanged between two administrations or between two offices of the same country by means of the land services <sup>(2)</sup> of one or more other

administrations shall be subject to the transit land rates below, payable to the countries whose services take part in the routeing on land. <sup>(3)</sup>

2 Each of the countries mentioned in paragraph 1 shall be authorized to collect for each parcel the transit land rates applicable to the distance step corresponding to the weighted average distance <sup>(4)</sup> <sup>(5)</sup> over which it conveys parcels in transit. This distance shall be calculated by the International Bureau. <sup>(6)</sup> <sup>(7)</sup>

3 Reforwarding, where applicable after warehousing, by the services of an intermediate country of mails and à découvert parcels entering and leaving by the same port (transit not involving a land route) shall be subject to the provisions of paragraphs 1 and 2. <sup>(8)</sup> <sup>(9)</sup>

4 As regards air parcels, the land rate for intermediate countries shall be applicable only where the parcel is conveyed by an intermediate land service. <sup>(10)</sup>

**5 However, as regards air parcels in transit à découvert, intermediate administrations shall be authorized to claim a single rate of 1 g fr (0.33 SDR) per item.**

6 When a country agrees to its territory being crossed by a foreign transport service without participation of its services according to article 3 of the Convention, parcels thus conveyed shall not give rise to allocation of the transit land rate to the postal administration concerned. <sup>(11)</sup>

7 The rates mentioned in paragraph 1 shall be payable by the administration of the country of origin unless this Agreement provides for exceptions to this principle.

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<sup>1)</sup> In regard to the notification of the rates applicable as from the entry into force of the Agr, the 1979 Rio de Janeiro Congress in its resolution C 40 (II 1263 and 1653, prop 5500.1) requested the adms of member countries which were signatories to the Agr to notify the IB of the information to be provided about the execution of the service (Det Regs, art 101) at least six months before the entry into force of the Agr. Regarding the revision of these rates, see part IV, note 2, d.

<sup>2)</sup> The term "land services" also covers river and lake transport (1969 Tokyo Congress, II 1529 to 1531, 1588 and 1589, prop 6001).

<sup>3)</sup> Rates established by the EC on conclusion of the study assigned to it by the 1979 Rio de Janeiro Congress (resolution C 25; see part IV, note 2, c) and adopted by the 1984 Hamburg Congress (II Congress/C 7 – Rep 6, prop 5047.3 and Congress – Doc 9).

<sup>4)</sup> The weighted average distance of transit parcel conveyance is established for a given country as follows: for each transit route used, the weight of transit parcels conveyed during the reference period is multiplied by the route length; the numbers of kg/km thus obtained for the different routes are then added together and the total is divided by the total weight of transit parcels conveyed over these routes.

<sup>5)</sup> This distance is indicated, for the countries concerned, in the Compendium of Information (Parcels).

| Distance steps                                    | Transit land rates |             |                       |             |                       |             |                        |             |                         |             |                         |             |
|---|--------------------|-------------|-----------------------|-------------|-----------------------|-------------|------------------------|-------------|-------------------------|-------------|-------------------------|-------------|
|   | Up to 1 kg         |             | Above 1<br>up to 3 kg |             | Above 3<br>up to 5 kg |             | Above 5<br>up to 10 kg |             | Above 10<br>up to 15 kg |             | Above 15<br>up to 20 kg |             |
| 1   | 2                  |             | 3                     |             | 4                     |             | 5                      |             | 6                       |             | 7                       |             |
|   | fr                 | SDR         | fr                    | SDR         | fr                    | SDR         | fr                     | SDR         | fr                      | SDR         | fr                      | SDR         |
| Up to 600 km . . . . .                            | <b>0.60</b>        | <b>0.20</b> | <b>1.50</b>           | <b>0.49</b> | <b>2.70</b>           | <b>0.88</b> | <b>4.80</b>            | <b>1.57</b> | <b>7.80</b>             | <b>2.55</b> | <b>10.80</b>            | <b>3.53</b> |
| Above 600<br>up to 1000 km . . . . .              | <b>0.80</b>        | <b>0.26</b> | <b>2.10</b>           | <b>0.69</b> | <b>3.80</b>           | <b>1.24</b> | <b>6.80</b>            | <b>2.22</b> | <b>11.00</b>            | <b>3.59</b> | <b>15.20</b>            | <b>4.97</b> |
| Above 1000<br>up to 2000 km . . . . .             | <b>1.10</b>        | <b>0.36</b> | <b>2.80</b>           | <b>0.91</b> | <b>5.00</b>           | <b>1.63</b> | <b>8.90</b>            | <b>2.91</b> | <b>14.50</b>            | <b>4.74</b> | <b>20.10</b>            | <b>6.57</b> |
| Above 2000 for each<br>additional 1000 km . . . . | <b>0.30</b>        | <b>0.10</b> | <b>0.70</b>           | <b>0.23</b> | <b>1.50</b>           | <b>0.49</b> | <b>2.20</b>            | <b>0.72</b> | <b>3.60</b>             | <b>1.18</b> | <b>5.00</b>             | <b>1.63</b> |

<sup>6)</sup> By resolution C 68 (reproduced at the end of this vol), the 1974 Lausanne Congress (III 895) decided to leave it to the IB to revise this distance in accordance with the procedure prescribed in resolution C 80 of the 1969 Tokyo Congress (III 758 and 759).

<sup>7)</sup> See also Prot, art III.

<sup>8)</sup> The principle of payment for transit not involving a land route was introduced by the 1969 Tokyo Congress on the proposal of the EC (II 1529 to 1531, prop 6001 and Doc 13).

<sup>9)</sup> Payment for transit not involving a land route is made, for a given country, at the same rates as for transit involving a land route (1969 Tokyo Congress, Doc 13).

<sup>10)</sup> A proposal to the effect that air parcels in transit à découvert should give entitlement to payment of the transit land rate was rejected by the 1969 Tokyo Congress (II 1529 and 1530, prop 6204). However, the 1979 Rio de Janeiro Congress, in its resolution C 25, instructed the EC to study the question of fixing the transit land rates. The results of several consultations on this subject having shown that the handling of air parcels in transit à découvert causes additional costs to the adms, the EC considered that the transit of these parcels should give rise to remuneration. As this could not be fixed on the basis of a distance to be covered, as there was no land transfer, the EC came out in favour of a single rate per item, which the 1984 Hamburg Congress adopted (II Congress/C 7 – Rep 5, prop 5047.4 and 5921.1).

<sup>11)</sup> A provision adopted by the 1974 Lausanne Congress (II 1407 and 1408, prop 5047.6). See Conv, art 3, note 1.

### Article 48

Sea rate (Agr 49, 50, 57; Prot IV, V, VI)

1 Each of the countries whose services participate in the sea conveyance of parcels shall be authorized to claim the sea rates mentioned in the table shown in paragraph 2. These rates shall be payable by the administration of the country of origin, unless this Agreement provides for exceptions to this principle.

2 For each sea conveyance used, <sup>(1)</sup> the sea rate shall be calculated according to the table below. <sup>(2)</sup> <sup>(3)</sup>

3 If necessary, the distance steps used to determine the amount of the sea rate applicable between two countries shall be calculated on the basis of a weighted average distance, <sup>(4)</sup> determined in terms of the tonnage of the mails carried between the respective ports of the two countries.

4 Sea conveyance between two ports of the same country may not give rise to the collection of the rate referred to in paragraph 2 when the administration of that country already receives, for the same parcels, payment in respect of land conveyance.

5 As regards air parcels, the sea rate for intermediate administrations or services shall be applicable only where the parcel is conveyed by an intermediate sea service; for this purpose every sea service provided by the country of origin or destination shall be regarded as an intermediate service.

| Distance steps                    |  | Weight steps |      |                    |      |                    |      |                     |      |                      |      |                      |      |
|-----------------------------------|--|--------------|------|--------------------|------|--------------------|------|---------------------|------|----------------------|------|----------------------|------|
| a Expressed in nautical miles     | b Expressed in km after conversion on the basis of 1 n.m. = 1.852 km | Up to 1 kg   |      | Above 1 up to 3 kg |      | Above 3 up to 5 kg |      | Above 5 up to 10 kg |      | Above 10 up to 15 kg |      | Above 15 up to 20 kg |      |
| 1                                 | 2  | 3            |      | 4                  |      | 5                  |      | 6                   |      | 7                    |      | 8                    |      |
|                                   |  | fr           | SDR  | fr                 | SDR  | fr                 | SDR  | fr                  | SDR  | fr                   | SDR  | fr                   | SDR  |
| Up to 500 n. m.                   | Up to 926 km   | 0.40         | 0.13 | 0.90               | 0.29 | 1.70               | 0.56 | 3.00                | 0.98 | 4.80                 | 1.57 | 6.60                 | 2.16 |
| Above 500 up to 1000              | Above 926 up to 1852   | 0.50         | 0.16 | 1.20               | 0.39 | 2.10               | 0.69 | 3.80                | 1.24 | 6.10                 | 1.99 | 8.50                 | 2.78 |
| Above 1000 up to 2000             | Above 1852 up to 3704  | 0.60         | 0.20 | 1.40               | 0.46 | 2.50               | 0.82 | 4.50                | 1.47 | 7.30                 | 2.38 | 10.10                | 3.30 |
| Above 2000 up to 3000             | Above 3704 up to 5556  | 0.60         | 0.20 | 1.60               | 0.52 | 2.90               | 0.95 | 5.10                | 1.67 | 8.30                 | 2.71 | 11.50                | 3.76 |
| Above 3000 up to 4000             | Above 5556 up to 7408  | 0.70         | 0.23 | 1.80               | 0.59 | 3.20               | 1.05 | 5.60                | 1.83 | 9.10                 | 2.97 | 12.60                | 4.12 |
| Above 4000 up to 5000             | Above 7408 up to 9260  | 0.80         | 0.26 | 1.90               | 0.62 | 3.40               | 1.11 | 6.00                | 1.96 | 9.80                 | 3.20 | 13.50                | 4.41 |
| Above 5000 up to 6000             | Above 9260 up to 11112   | 0.80         | 0.26 | 2.00               | 0.65 | 3.60               | 1.18 | 6.40                | 2.09 | 10.40                | 3.40 | 14.30                | 4.67 |
| Above 6000 up to 7000             | Above 11112 up to 12964  | 0.80         | 0.26 | 2.10               | 0.69 | 3.80               | 1.24 | 6.70                | 2.19 | 10.90                | 3.56 | 15.00                | 4.90 |
| Above 7000 up to 8000             | Above 12964 up to 14816  | 0.90         | 0.29 | 2.20               | 0.72 | 3.90               | 1.27 | 7.00                | 2.29 | 11.30                | 3.69 | 15.70                | 5.13 |
| Above 8000<br>per additional 1000 | Above 14816<br>per additional 1852                                   | 0.00         | 0.00 | 0.10               | 0.03 | 0.10               | 0.03 | 0.30                | 0.10 | 0.40                 | 0.13 | 0.50                 | 0.16 |

<sup>1)</sup> In the case of two sea conveyances carried out successively by the same ship and interrupted by a land conveyance, only one sea transit charge is paid. Should sea conveyance have been made by two different ships, the transit charge is payable for each (1906 Rome Congress, II 387, 1902 Rep, p 6).

<sup>2)</sup> Basic rates established by the EC on conclusion of the study assigned to it by the 1979 Rio de Janeiro Congress (resolution C 25, see also part IV, note 2. d) and adopted by the 1984 Hamburg Congress (II Congress/C 7 – Rep 6, prop 5049.3 and Congress – Doc 9. Increased by 50 percent, these rates, correspond to the revised letter-post sea transit charges increased by 10 percent. The option of reducing or increasing them is laid down in art 49.

<sup>3)</sup> Regarding the notification of the rates applicable as from the entry into force of the Agr, see art 47, note 1. In regard to the revision of these rates see part IV, note 2, d.

<sup>4)</sup> A charge graduated according to distance, if strictly applied, might give rise to different charges for different ports in the same country. To avoid that difficulty, it was decided, where appropriate, to base the charge on the average distance (1880 Paris Conf 111).

## Article 49

### Reduction or increase of the sea rate (Prot IV, VI)

1 Administrations may increase by 50 percent at most the sea rate laid down in article 48, paragraph 2. On the other hand, they may reduce it as they wish.

2 This option shall be subject to the conditions laid down in article 46, paragraph 4.

3 In the case of an increase, this shall also be applied to parcels originating in the country to which the services providing sea conveyance belong; (<sup>1</sup>) nevertheless, this obligation shall not apply either in the relations between a country and the territories for whose international relations it is responsible, or in the relations between these territories.

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<sup>1)</sup> The IB was consulted as to whether a country could charge sea rates for the conveyance of its parcels to another country at rates differing from those charged for the conveyance of parcels on the same route, but in the opposite direction; it reached the conclusion that adms were free to fix their sea rates within the possibilities afforded by art 49, for nowhere in the Agr was it laid down that the rates governing sea conveyance between two countries should be the same in both directions (see IB's opinion in 1962 Rep, pp 31 and 33).

## Article 50

### Application of new rates following unforeseeable changes in routing (Agr 47, 48) (<sup>1</sup>)

When, for reasons of force majeure or any other unforeseeable occurrence, an administration is obliged to use for the conveyance of its own parcels a

new dispatch route which causes additional sea or land conveyance costs, it shall be required to inform immediately by telegram all the administrations whose parcel mails or à découvert parcels are sent in transit by way of its country. From the fifth day following the day on which this information is sent, the intermediate administration shall be authorized to charge the administration of origin the land and sea rates which correspond to the new route. <sup>(2)</sup>

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<sup>1)</sup> An article adopted by the 1969 Tokyo Congress, providing for collection from the sender, instead of from the addressee as previously, of the additional charges resulting from the use of a more costly route for transit parcels (II 1533 to 1536, prop 6258).

<sup>2)</sup> The time limits laid down in art 46, para 4, do not apply in these cases (1969 Tokyo Congress, II 1533 to 1536, prop 6258). See also Det Regs, arts 102, para 4 and 113, para 3.

## Article 51

Basic rates and calculation of air conveyance dues (Agr 52, 57, Prot VI) <sup>(1)</sup>

1 The basic rate applicable to the settlement of accounts between administrations in respect of air conveyance shall be fixed at a maximum of 1.74 thousandths of a franc, **(0.568 thousandth of an SDR)** <sup>(2)</sup> per kilogramme of gross weight and per kilometre; this rate shall be applied proportionately to fractions of a kilogramme.

2 Air conveyance dues relating to air parcel mails shall be calculated according to, on the one hand, the actual basic rate specified in paragraph 1 and the kilometric distances given in the "List of Airmail Distances" referred to in article 227, paragraph 1, b, of the Detailed Regulations of the Convention and, on the other, the gross weight of the mails.

3 The air conveyance dues payable to the intermediate administration for à découvert air parcels shall be fixed in principle as indicated in paragraph 1, but per half-kilogramme for each country of destination. Nevertheless, when the territory of the country of destination of these parcels is served by one or more lines with several stops in that territory, dues shall be calculated on the basis of a weighted average rate taking into account the weight of the parcels offloaded at each stop. The dues to be paid shall be calculated for each individual parcel, the weight of each being rounded upwards to the next half-kilogramme.

4 Each administration of destination which provides air conveyance of air parcels within its country shall be entitled to reimbursement of the corresponding conveyance dues. These dues shall be uniform for all mails from abroad, whether or not the air parcels are reforwarded by air.

5 The dues referred to in paragraph 4 shall be fixed in the form of a single price calculated for all air parcels addressed to the country, on the basis of the rate actually paid for air conveyance of parcels within the country of destination, but not exceeding the maximum rate <sup>(3)</sup> provided for in paragraph 1, and according to the weighted average of the sector distances covered by air parcels of the international service on the internal air network. The weighted average distance shall be determined in terms of the gross weight of all the air parcel mails arriving at the country of destination, including the air parcels which are not reforwarded by air within that country. <sup>(4)</sup>

6 Entitlement to reimbursement of the dues referred to in paragraph 4 shall be subject to the conditions laid down in article 46, paragraph 4. <sup>(5)</sup>

7 The transshipment at the same airport, in the course of transmission, of air parcels conveyed successively by several separate air services shall be performed without remuneration.

8 No transit land rate shall be payable for:

- a the transfer of airmails between two airports serving the same town;
- b the transport of such mails between an airport serving a town and a warehouse situated in the same town and the return of the same mails for reforwarding.

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<sup>1)</sup> See art 8, note 1.

<sup>2)</sup> Maximum rate adopted by the 1979 Rio de Janeiro Congress and applicable to all categories of mail: LC, AO and CP (II 1649, prop 5052.2/Rev 1). See Conv, art 83, note 1, and Agr, art 8, note 2.

<sup>3)</sup> Clarification introduced by the 1979 Rio de Janeiro Congress (II 1656, prop 5052.1).

<sup>4)</sup> Conv, art 83, note 5, gives examples of calculating unit prices of internal air conveyance for airmail correspondence (LC/AO). On the basis of these examples, a separate weighted average distance should be established for international air parcels reforwarded on the internal air network and, as applicable a separate unit price. This information is published in the General List of Airmail Services (List AV 1). See also 1979 Rio de Janeiro Congress resolution C 39.

<sup>5)</sup> The purpose of this paragraph, which was introduced by the 1969 Tokyo Congress, is to avoid frequent alterations in the charges to be collected from senders (II 1536, prop 6051).

## Article 52

Air conveyance dues for lost or destroyed air parcels (Agr 51) <sup>(1)</sup>

In case of loss or destruction of air parcels as a result of an accident occurring to the aircraft or through any other cause involving the liability of the air carrier, the administration of origin shall be exempt from any payment in respect of the air conveyance of the air parcels lost or destroyed, for any part of the flight of the line used.

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<sup>1)</sup> See Conv, art 88, note.



## Chapter II

### Allocation of rates

#### Article 53

General principles (Agr 54; Det Regs 146 to 149)

1 Allocation of rates to the administrations concerned shall be made, in principle, in respect of each parcel. <sup>(1)</sup> <sup>(2)</sup>

2 However, in the case of transmission by closed mails, the administration of origin may agree with the administration of destination to allocate rates in bulk for each weight step. <sup>(3)</sup>

3 Also in the case of transmission by closed mails, the administration of origin may agree with the administration of destination and, as appropriate, with the intermediate administrations to credit them with sums calculated per parcel <sup>(4)</sup> or per kilogramme <sup>(4)</sup> of gross weight of the mails on the basis of the land and sea rates.

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<sup>1)</sup> In the course of its study of the system governing the collection of charges and fees on postal parcels (see art 5, note 1), the ELC noted that the methods of exchange based on the allocation of rates on individual parcels represented an extremely heavy burden for the offices of exchange and accounting services. Hence it was advisable to encourage adms to resort to simpler methods, by means of bilateral agreements, thereby ensuring an appreciable saving in staff and at the same time speeding up the treatment of parcels in offices of exchange.

To be effective, such simplification would involve considerable changes, not only in the method of the allocation of rates, but also in the rules governing the mutual liability of the adms concerned. From the standpoint of the allocation of rates, apart from redirected parcels and parcels in transit à découvert, the sole requirement would be the entry of parcels of which it was desired to keep track, ie virtually only insured parcels. The entry of all other parcels would be made in bulk, with an indication of the aggregate rates payable to each adm.

As regards liability, two cases should be distinguished:

- the case of loss;
- the case of theft or damage.

In the event of loss, in principle, liability is equally shared by each of the adms which took part in the conveyance of the parcel, except in the case of insured parcels, in respect of which the present rules are maintained.

Should theft or damage occur, two solutions may be envisaged. Under the first, liability would be shared for all but insured parcels. Under the second, liability for theft or damage would continue to be determined as at present, that is to say, verification note CP 13 and report CP 14 would continue to be prepared in each case (1964 Vienna Congress, II 1233, prop 7007). See also part IV, note 3.

<sup>2)</sup> On the results of the EC study on simplifying the present procedure for allocating rates (1974 Lausanne Congress resolution C 74), see part IV, note 4. In resolution C 27 the 1979 Rio de Janeiro Congress instructed to the EC to continue that study (see also part IV, note 4).

<sup>3)</sup> The adm of origin has no need to agree with the intermediate adm on allocating transit or sea rates in bulk by weight step, since this method is earmarked for form CP 12; as a result, the

reference to intermediate adms has been deleted from this para (1979 Rio de Janeiro Congress, 1650, prop 5055.1/Rev 1).

\*) The average payments per parcel or per kg are calculated according to weighted statistical factors. They are revised as a matter of course should any change occur in the rates, or at the request of one of the adms concerned in the event of any change in the composition of traffic (1964 Vienna Congress, II 1233, prop 7007). See also Det Regs, art 149.

### Article 54

Service parcels. Parcels of prisoners of war and **civilian** internees (Agr 16, 17, 53) <sup>(1)</sup>

Rates shall not be allocated for service parcels and for prisoner-of-war and **civilian** <sup>(1)</sup> internee parcels, apart from the air conveyance dues applicable to air parcels.

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<sup>1)</sup> See art 4, note 6.

## Part V

### Miscellaneous provisions

#### Article 55

Application of the Convention <sup>(1)</sup>

The Convention shall be applicable, where appropriate, by analogy, in all cases not expressly governed by this Agreement. <sup>(2)</sup>

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<sup>1)</sup> The 1964 Vienna Congress aligned the text relating to the application of the Conv in the different Agrs (II 399, Doc 88). Couched as it is in general terms, this provision makes it possible to cover all cases in which the Conv is applied (II 1233, prop 7008).

<sup>2)</sup> Internal legislation does not prevail over the provisions of the Agr; it shall apply only to such cases as are not covered by the latter (1878 Paris Congress, p 442). See Const, art 24, note.

#### Article 56

Conditions for approval of proposals concerning this Agreement and its Detailed Regulations (\*)

- 1 To become effective, proposals submitted to Congress relating to this Agreement and its Detailed Regulations must be approved by a majority of the member countries present and voting which are parties to the Agreement. At least half of these member countries represented at Congress must be present at the time of voting.
- 2 To become effective, proposals introduced between two Congresses relating to this Agreement and its Detailed Regulations must obtain:
  - a unanimity of votes, if they involve either the addition of new provisions or amendments of substance to the articles of this Agreement, its Final Protocol or article 155 of its Detailed Regulations;
  - b two thirds of the votes, if they involve amendments of substance to the Detailed Regulations, with the exception of article 155;
  - c a majority of the votes, if they involve:
    - i interpretation of the provisions of this Agreement, its Final Protocol and its Detailed Regulations, except in the case of a dispute to be submitted to arbitration as provided for in article 32 of the Constitution;
    - ii drafting amendments to be made to the Acts specified in subparagraph i.

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\*) As regards the procedure for presenting and considering proposals, see Const, art 29 and Gen Regs, arts 119 to 123.

#### Article 57

Parcels addressed to or originating in countries not participating in the Agreement (Agr 1; Det Regs 113)

- 1 The administrations of countries participating in this Agreement which maintain an exchange of parcels with the administrations of non-participating countries shall, in the absence of any objection on the part of the latter, allow the administrations of all the participating countries to avail themselves of these services.
- 2 For transit by the land, sea and air services of the countries participating in the Agreement, parcels addressed to or originating in a non-participating country shall be treated in the same way as parcels exchanged between participating countries in so far as the amount of the land and sea rates and

the air conveyance dues is concerned. <sup>(1)</sup> The same shall apply, with respect to liability, whenever it is established that loss, theft or damage occurred in the service of one of the participating countries and when the indemnity has to be paid in a participating country either to the sender or, where article 39, paragraph 8, is applied, to the addressee. <sup>(2)</sup>

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<sup>1)</sup> Apart from the relations between contracting countries, the conditions of exchange are governed by special treaties. Thus, in the case of sea conveyance, the conditions of conveyance are governed by the Parcels Agr if the ship belongs to a country party to the Agr and by special agreements if the ship belongs to a country which is not a party to the provisions of the Agr (1929 London Congress, II 398 and 399).

<sup>2)</sup> Since the charges made and the rates paid are the same as for parcels originating in or addressed to participating countries, in the event of loss, damage or theft of parcels addressed to or originating in non-participating countries, it is fair that the liability of the participating adms should be expressly specified (1964 Vienna Congress, II 1233, prop 7102).

## Part VI

### Final provisions

#### Article 58

##### Entry into force and duration of the Agreement

This Agreement shall come into force on **1 January 1986** and shall remain in operation until the entry into force of the Acts of the next Congress.

In witness whereof, the plenipotentiaries of the Governments of the contracting countries have signed <sup>(1)</sup> this Agreement in a single original which shall be deposited in the archives of the Government of the **Swiss Confederation**. A copy thereof shall be delivered to each party by the Government of the country in which Congress is held.

Done at **Hamburg, 27 July 1984**.

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<sup>1)</sup> Names of the countries which signed the Agr.

Democratic Republic of Afghanistan  
People's Democratic Republic of Algeria  
Argentine Republic  
Australia  
Republic of Austria

People's Republic of Angola  
Commonwealth of the Bahamas  
State of Bahrain  
People's Republic of Bangladesh  
Barbados

|  |  |
|--|--|
| Belgium  | Republic of Iraq                           |
| People's Republic of Benin   | Ireland                                    |
| Kingdom of Bhutan  | Israel                                     |
| Republic of Bolivia  | Republic of the Ivory Coast                |
| Republic of Botswana   | Jamaica                                    |
| Federative Republic of Brazil  | Japan                                      |
| People's Republic of Bulgaria  | Hashemite Kingdom of Jordan                |
| Socialist Republic of the Union of Burma   | Republic of Kenya                          |
| Republic of Burundi  | Democratic People's Republic of Korea      |
| Byelorussian Soviet Socialist Republic   | Republic of Korea                          |
| Republic of Cameroon   | Kuwait                                     |
| Canada   | Lebanese Republic                          |
| Central African Republic   | Kingdom of Lesotho                         |
| Republic of Chad   | Republic of Liberia                        |
| Chile  | Principality of Liechtenstein              |
| People's Republic of China   | Luxembourg                                 |
| Republic of Colombia   | Democratic Republic of Madagascar          |
| Islamic Federal Republic of the Comoros  | Malawi                                     |
| People's Republic of the Congo   | Malaysia                                   |
| Republic of Costa Rica   | Republic of Mali                           |
| Republic of Cuba   | Islamic Republic of Mauritania             |
| Republic of Cyprus   | Mauritius                                  |
| Czechoslovak Socialist Republic  | United Mexican States                      |
| Kingdom of Denmark   | Principality of Monaco                     |
| Republic of Djibouti   | Mongolian People's Republic                |
| Commonwealth of Dominica   | Kingdom of Morocco                         |
| Dominican Republic   | Nepal                                      |
| Republic of Ecuador  | Netherlands                                |
| Arab Republic of Egypt   | Netherlands Antilles                       |
| Socialist Ethiopia   | New Zealand                                |
| Republic of Finland  | Republic of the Niger                      |
| French Republic  | Federal Republic of Nigeria                |
| Gabonese Republic  | Norway                                     |
| Republic of Ghana  | Sultanate of Oman                          |
| German Democratic Republic   | Pakistan                                   |
| Federal Republic of Germany  | Republic of Panama                         |
| United Kingdom of Great Britain and Northern Ireland   | Papua New Guinea                           |
| Ireland  | Republic of Paraguay                       |
| Channel Islands and Isle of Man  | Republic of Peru                           |
| Overseas Territories for whose international relations the Government of the United Kingdom of Great Britain and Northern Ireland is responsible | Polish People's Republic                   |
| Greece   | Portugal                                   |
| Revolutionary People's Republic of Guinea  | State of Qatar                             |
| Guyana   | Socialist Republic of Romania              |
| Republic of Haiti  | Rwandese Republic                          |
| Republic of Honduras   | Saint Vincent and the Grenadines           |
| Hungarian People's Republic  | Republic of San Marino                     |
| Republic of Iceland  | Kingdom of Saudi Arabia                    |
| India  | Republic of Senegal                        |
| Republic of Indonesia  | Singapore                                  |
| Islamic Republic of Iran   | Solomon Islands                            |
|  | Spain                                      |
|  | Democratic Socialist Republic of Sri Lanka |
|  | Democratic Republic of the Sudan           |

## Parcels, Agreement

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Republic of Suriname  
Kingdom of Swaziland  
Sweden  
Swiss Confederation  
Syrian Arab Republic  
United Republic of Tanzania  
Thailand  
Togolese Republic  
Kingdom of Tonga  
Republic of Trinidad and Tobago  
Tunisia  
Turkey  
Ukrainian Soviet Socialist Republic  
Union of Soviet Socialist Republics

United States of America  
United Arab Emirates  
Republic of Upper Volta  
Eastern Republic of Uruguay  
Vatican City State  
Republic of Venezuela  
Socialist Republic of Viet Nam  
Yemen Arab Republic  
People's Democratic Republic of Yemen  
Socialist Federal Republic of Yugoslavia  
Republic of Zaire  
Republic of Zambia  
Zimbabwe

(For the signatures see 1984 Hamburg Documents, vol III, pp 345 to 377).

## Final Protocol to the Postal Parcels Agreement

At the moment of proceeding to signature of the Postal Parcels Agreement concluded this day, the undersigned plenipotentiaries have agreed the following: <sup>(1)</sup> <sup>(2)</sup> <sup>(3)</sup>

<sup>1)</sup> Pursuant to the Const, art 22, para 6, this Prot contains the reservations to the provisions of the Agr (see Gen Regs, Prot, preamble, notes 1 and 2).

<sup>2)</sup> An adm may, by unilateral declaration, renounce the benefit of a derogation made in its favour in the Prot (1929 London Congress, II 567).

<sup>3)</sup> Having been instructed by the 1964 Vienna Congress to make a study with a view to defining the conditions under which reservations may be carried into the Prot of the Parcels Agr (resolution CP 2), the EC devoted its main attention to reservations concerning regulations. After consulting adms, it reached the conclusion that such reservations should be authorized only when domestic legislation or regulations, or the restricted extent of the domestic parcels service, prevented adms from applying some of the provisions of the Agr. In addition, the EC followed the view of the great majority of adms in proposing the incorporation in the Agr proper of general and permanent reservations (see arts 3 and 5, para 2) as well as a certain number of individual reservations concerning regulations (see art 4, para 2, b; art 20, para 2; art 22, para 4; art 23, para 1, a, i; art 37, para 2). In this connection it was pointed out that the regulations concerning postal parcels should not be too rigid, seeing that it was an optional Agr. Too strict an attitude in the matter might prevent countries that were not parties to it from acceding to this Agr. (Comprehensive Rep on the work of the EC 1964–1969, para 92; 1969 Tokyo Congress, II 1524 to 1526.) Furthermore, the EC appealed to the adms appearing in the Prot to make every effort to adapt their domestic legislation and regulations so as to be able to apply all the clauses of the Agr, if possible without reservation, and also to re-examine their reservations concerning rates in the light of the new rates adopted by the 1969 Tokyo Congress (CE 1969 – Doc 12/Annex 2 (CE/C 7 – Doc 26/Annex 9, d). See also Const, art 22, note 9.

### Article I

Exceptional **inward** land rates <sup>(1)</sup> <sup>(2)</sup>

**Notwithstanding article 46, the administrations listed below reserve the right to fix their inward land rates at a level higher than that of their outward land rates:** <sup>(3)</sup> <sup>(4)</sup>

Albania  
Algeria  
Argentina  
Bahamas  
Bahrain  
Bangladesh  
Barbados  
Benin  
Botswana

Bulgaria (People's Rep)  
Byelorussia  
Central African Rep  
Chad  
China (People's Rep)  
Comoros  
Congo (People's Rep)  
Cuba  
Cyprus

|                           |                                     |
|---------------------------|-------------------------------------|
| Czechoslovakia            | Papua New Guinea                    |
| Dem People's Rep of Korea | Polish People's Rep                 |
| Egypt                     | Qatar                               |
| Ethiopia                  | Senegal                             |
| German Dem Rep            | Singapore                           |
| Ghana                     | Solomon Islands                     |
| Greece                    | Sri Lanka                           |
| Haiti                     | Sudan                               |
| Indonesia                 | Swaziland                           |
| Iraq                      | Syrian Arab Rep                     |
| Israel                    | Thailand                            |
| Jordan                    | Togo                                |
| Kuwait                    | Trinidad and Tobago                 |
| Lebanon                   | Turkey                              |
| Lesotho                   | Ukraine                             |
| Madagascar                | Union of Soviet Socialist Republics |
| Malawi                    | United Arab Emirates                |
| Malaysia                  | Upper Volta                         |
| Mali                      | Vanuatu                             |
| Mauritania                | Venezuela                           |
| Mexico                    | Viet Nam                            |
| Nepal                     | Yemen Arab Rep                      |
| Niger                     | Yemen (People's Dem Rep)            |
| Oman                      | Zambia                              |
| Pakistan                  | Zimbabwe                            |

<sup>1)</sup> Background note. As early as the 1880 Paris Conf, the question of exceptional rates (then known as "surcharges") gave rise to lengthy discussion. In order to clearly define those authorized, the following rules were proposed.

"All countries are entitled to levy a surcharge of 25 centimes on dispatch and on receipt. This surcharge may be applied by any one country to all others or restricted, on the basis of reciprocity, to the countries which have themselves adopted it.

"Surcharges of over 25 centimes may be collected only by the countries in whose favour they were established in the Agr, it being understood that all member countries of the UPU may, on the basis of reciprocity, apply those surcharges to items originating in or sent to the countries which use them" (p 112). The competent committee, however, deemed the reciprocal surcharge would be an infringement of the UPU principle that charges should be as moderate as possible. First an ordinary charge was fixed and later surcharges were admitted, solely with a view to encouraging countries in a special position to accede to the Convention concerning postal parcels (p 143). The reciprocity clause was eliminated from the draft Agr, because the view of the majority (11 delegations for, 10 against and 2 abstentions) was that such a principle would amount to the use of reprisals rather than reciprocity. (For the full discussion see 1880 Paris Conf, 141–146 and 164–166.) Finally, the Conf adopted a remarkably simple art on charges and "surcharges", para 2 of which read:

"As a transitional measure, each contracting party shall have the right to apply a surcharge of 25 centimes per parcel on parcels originating in or sent to its offices.

"As an exception, the surcharge shall be increased to 50 centimes for Great Britain and Ireland, 75 centimes for British India and for Persia, and 1 fr for Sweden."

The first para corresponds to art 54 of the 1979 Rio de Janeiro Agr, but the words "as a transitional measure" have been deleted and "surcharge" replaced by "exceptional rate of 1 fr at most". The second para was gradually altered, owing to the extension of the Agr and the diversity of conditions in the postal parcel service in the countries concerned, until it finally became art I of



the Prot to the same Agr. It should be noted that the rates listed in the Prot were exceptional and provisional.

<sup>2)</sup> Instructed by the 1969 Tokyo Congress (decision C 82) to study props 6206 and 6245 of that Congress designed to allow adms to fix their land and sea rates at their own discretion, a measure which would have enabled the reservations concerning rates to be deleted, the EC decided in favour of maintaining the system of admitting rates reservations in the Prot – a system which is quite liberal and allows a certain amount of flexibility by enabling countries to adapt their rates to the actual cost of the parcel-post service (Comprehensive Rep on the work of the EC 1969–1974, para 58). See also Prot, preamble, note 3.

<sup>3)</sup> Although the maximum outward and inward rates authorized by the 1984 Hamburg Agr (art 46, para I) are 100 percent higher than those authorized by the 1979 Rio de Janeiro Agr, fresh reservations were made by several countries to cover the costs of handling inward parcels which they considered to be considerably higher than those relating to outward parcels. However, taking the view that such reservations can result in increases likely to damage the interest of the service, the 1984 Hamburg Congress, in resolution C 89 (reproduced at the end of the present volume), instructed the EC to study the possibility of applying a control mechanism for exceptional inward land rates (II, Congress 21st plenary meeting).

<sup>4)</sup> As regards the conditions under which the exceptional rates are applied, see Agr, art 46, para 4.

## Article II

### Exceptional transit land rates <sup>(1)</sup>

For the time being, the administrations listed in **the table** below shall be authorized to collect the exceptional transit land rates indicated therein, in addition to the transit rates mentioned in article 47, paragraph 1:

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<sup>1)</sup> This new article results from the study carried out by the EC following resolution C 25 of the 1979 Rio de Janeiro Congress (see art 46, note 7).

| No | Authorized administrations      | Amount of the <b>exceptional transit</b> land rate for parcels of the following weight steps: |      |                       |      |                       |      |                        |      |                         |      |                         |      |
|----|---------------------------------|---|------|-----------------------|------|-----------------------|------|------------------------|------|-------------------------|------|-------------------------|------|
|    |                                 | Up to 1 kg  |      | Over 1 and up to 3 kg |      | Over 3 and up to 5 kg |      | Over 5 and up to 10 kg |      | Over 10 and up to 15 kg |      | Over 15 and up to 20 kg |      |
| 1  | 2                               | 3   |      | 4                     |      | 5                     |      | 6                      |      | 7                       |      | 8                       |      |
|    |                                 | fr  | SDR  | fr                    | SDR  | fr                    | SDR  | fr                     | SDR  | fr                      | SDR  | fr                      | SDR  |
| 1  | Afghanistan                     | 2.10  | 0.69 | 2.80                  | 0.91 | 3.50                  | 1.14 | 4.20                   | 1.37 | 6.00                    | 1.96 | 8.00                    | 2.61 |
| 2  | <b>United States of America</b> | 2.00  | 0.65 | 3.00                  | 0.98 | 4.00                  | 1.31 | 6.00                   | 1.96 | 8.00                    | 2.61 | 10.00                   | 3.27 |
| 3  | Argentina <sup>1</sup>          | 2.00  | 0.65 | 4.00                  | 1.31 | 5.00                  | 1.63 | 8.00                   | 2.61 | 12.00                   | 3.92 | 15.00                   | 4.90 |
| 4  | Australia <sup>1</sup>          | 0.90  | 0.29 | 1.20                  | 0.39 | 1.60                  | 0.52 | 2.40                   | 0.78 | 3.30                    | 1.08 | 4.20                    | 1.37 |
| 5  | Bahamas                         | 2.00  | 0.65 | 2.25                  | 0.74 | 2.50                  | 0.82 | 3.00                   | 0.98 |                         |      |                         |      |
| 6  | Bahrain                         | 2.55  | 0.83 | 2.70                  | 0.88 | 3.00                  | 0.98 | 4.00                   | 1.31 |                         |      |                         |      |
| 7  | Bangladesh                      | 3.00  | 0.98 | 4.00                  | 1.31 | 4.50                  | 1.47 | 5.00                   | 1.63 |                         |      |                         |      |
| 8  | Barbados <sup>1</sup>           | 2.50  | 0.82 | 2.75                  | 0.90 | 2.70                  | 0.88 | 2.40                   | 0.78 |                         |      |                         |      |
| 9  | Belgium                         | 0.50  | 0.16 | 1.00                  | 0.33 | 1.50                  | 0.49 | 2.50                   | 0.82 | 3.50                    | 1.14 | 4.50                    | 1.47 |
| 10 | <b>Belize</b>                   | 9.20  | 3.01 | 11.00                 | 3.59 | 11.85                 | 3.87 | 15.15                  | 4.95 | 18.80                   | 6.14 | 21.80                   | 7.12 |
| 11 | Benin                           | 0.60  | 0.20 | 1.00                  | 0.33 | 1.50                  | 0.49 | 3.00                   | 0.98 | 4.50                    | 1.47 | 6.00                    | 1.96 |
| 12 | Burma                           | 0.70  | 0.23 | 0.60                  | 0.20 | 0.60                  | 0.20 | 0.90                   | 0.29 |                         |      |                         |      |
| 13 | Bolivia                         | 1.00  | 0.33 | 1.20                  | 0.39 | 1.40                  | 0.46 | 2.00                   | 0.65 | 3.00                    | 0.98 | 4.00                    | 1.31 |
| 14 | Botswana <sup>1</sup>           | 4.00  | 1.31 | 5.00                  | 1.63 | 6.00                  | 1.96 | 7.50                   | 2.45 | 9.00                    | 2.94 | 10.00                   | 3.27 |
| 15 | Brazil                          | 4.00  | 1.31 | 6.00                  | 1.96 | 8.00                  | 2.61 | 10.00                  | 3.27 | 20.00                   | 6.53 | 24.00                   | 7.84 |
| 16 | <b>Bulgaria (People's Rep)</b>  | 1.00  | 0.33 | 2.00                  | 0.65 | 3.00                  | 0.98 | 4.00                   | 1.31 | 6.00                    | 1.96 | 8.00                    | 2.61 |
| 17 | Central African Rep             | 0.60  | 0.20 | 1.50                  | 0.49 | 2.00                  | 0.65 | 4.00                   | 1.31 | 6.00                    | 1.96 | 8.00                    | 2.61 |
| 18 | Chile                           | 4.00  | 1.31 | 4.00                  | 1.31 | 6.00                  | 1.96 | 8.00                   | 2.61 | 12.00                   | 3.92 | 16.00                   | 5.23 |
| 19 | China (People's Rep)            | 4.00  | 1.31 | 7.20                  | 2.35 | 9.20                  | 3.01 | 10.50                  | 3.43 | 12.00                   | 3.92 | 15.00                   | 4.90 |
| 20 | Cyprus                          | 4.00  | 1.31 | 5.00                  | 1.63 | 6.50                  | 2.12 | 7.50                   | 2.45 | 10.00                   | 3.27 | 13.00                   | 4.25 |
| 21 | Congo (People's Rep)            | 2.50  | 0.82 | 3.00                  | 0.98 | 4.00                  | 1.31 | 6.00                   | 1.96 | 10.00                   | 3.27 | 12.00                   | 3.92 |
| 22 | Ivory Coast (Rep)               | 0.60  | 0.20 | 1.00                  | 0.33 | 1.50                  | 0.49 | 3.00                   | 0.98 | 5.00                    | 1.63 | 7.00                    | 2.29 |
| 23 | <b>Dominica</b>                 | 5.50  | 1.80 | 6.00                  | 1.96 | 6.35                  | 2.07 | 7.85                   | 2.56 | 11.45                   | 3.74 | 13.80                   | 4.51 |
| 24 | Egypt                           | 0.50  | 0.16 | 0.50                  | 0.16 | 0.50                  | 0.16 | 1.00                   | 0.33 | 1.00                    | 0.33 | 1.00                    | 0.33 |
| 25 | El Salvador                     | 2.00  | 0.65 | 2.00                  | 0.65 | 2.00                  | 0.65 | 2.00                   | 0.65 | 2.00                    | 0.65 | 2.00                    | 0.65 |
| 26 | United Arab Emirates            | 3.40  | 1.11 | 3.80                  | 1.24 | 4.00                  | 1.31 | 3.40                   | 1.11 | 2.20                    | 0.72 | 2.00                    | 0.65 |
| 27 | Ecuador                         | 3.00  | 0.98 | 3.00                  | 0.98 | 4.00                  | 1.31 | 6.00                   | 1.96 | 8.00                    | 2.61 | 10.00                   | 3.27 |
| 28 | France                          | 1.00  | 0.33 | 2.00                  | 0.65 | 3.00                  | 0.98 | 4.00                   | 1.31 | 6.00                    | 1.96 | 8.00                    | 2.61 |
| 29 | Gambia                          | 1.70  | 0.56 | 1.80                  | 0.59 | 1.75                  | 0.57 | 1.60                   | 0.52 |                         |      |                         |      |

| No | Authorized administrations   | Amount of the <b>exceptional transit</b> land rate for parcels of the following weight steps: |      |                       |      |                       |      |                        |      |                         |      |                         |      |
|----|--|---|------|-----------------------|------|-----------------------|------|------------------------|------|-------------------------|------|-------------------------|------|
|    |  | Up to 1 kg  |      | Over 1 and up to 3 kg |      | Over 3 and up to 5 kg |      | Over 5 and up to 10 kg |      | Over 10 and up to 15 kg |      | Over 15 and up to 20 kg |      |
| 1  | 2  | 3   | 4    | 5                     | 6    | 7                     | 8    |                        |      |                         |      |                         |      |
|    |  | fr  | SDR  | fr                    | SDR  | fr                    | SDR  | fr                     | SDR  | fr                      | SDR  | fr                      | SDR  |
| 30 | United Kingdom of Great Britain and Northern Ireland and Overseas Dependent Territories of the United Kingdom <sup>1</sup> | 13.50   | 4.41 | 16.00                 | 5.23 | 17.00                 | 5.55 | 21.50                  | 7.02 | 26.50                   | 8.66 | 30.50                   | 9.96 |
| 31 | Grenada <sup>1</sup>   | 5.50  | 1.80 | 6.00                  | 1.96 | 6.35                  | 2.07 | 7.85                   | 2.56 | 11.45                   | 3.74 | 13.80                   | 4.51 |
| 32 | Guyana <sup>1</sup>  | 1.00  | 0.33 | 1.10                  | 0.36 | 1.20                  | 0.39 | 1.40                   | 0.46 |                         |      |                         |      |
| 33 | India  | 2.70  | 0.88 | 2.70                  | 0.88 | 2.70                  | 0.88 | 3.60                   | 1.18 | 3.60                    | 1.18 | 3.60                    | 1.18 |
| 34 | Iran (Islamic Rep)   | 1.00  | 0.33 | 1.20                  | 0.39 | 1.40                  | 0.46 | 1.60                   | 0.52 | 2.00                    | 0.65 | 2.60                    | 0.85 |
| 35 | Iraq   | 1.00  | 0.33 | 1.20                  | 0.39 | 1.50                  | 0.49 | 2.00                   | 0.65 | 4.00                    | 1.31 | 5.00                    | 1.63 |
| 36 | Jamaica  | 2.00  | 0.65 | 2.50                  | 0.82 | 3.00                  | 0.98 | 4.00                   | 1.31 | 6.00                    | 1.96 | 8.00                    | 2.61 |
| 37 | Kenya <sup>1</sup>   | 3.00  | 0.98 | 3.50                  | 1.14 | 4.00                  | 1.31 | 5.00                   | 1.63 |                         |      |                         |      |
| 38 | Madagascar   | 2.00  | 0.65 | 3.00                  | 0.98 | 4.00                  | 1.31 | 6.00                   | 1.96 | 8.00                    | 2.61 | 10.00                   | 3.27 |
| 39 | Malaysia   | 1.00  | 0.33 | 1.10                  | 0.36 | 1.20                  | 0.39 | 2.00                   | 0.65 |                         |      |                         |      |
| 40 | Malawi <sup>1</sup>  | 1.00  | 0.33 | 1.10                  | 0.36 | 1.20                  | 0.39 | 1.40                   | 0.46 |                         |      |                         |      |
| 41 | Malta <sup>1</sup>   | 1.00  | 0.33 | 1.10                  | 0.36 | 1.20                  | 0.39 | 1.40                   | 0.46 |                         |      |                         |      |
| 42 | Mauritius  | 1.70  | 0.56 | 1.80                  | 0.59 | 1.75                  | 0.57 | 1.60                   | 0.52 |                         |      |                         |      |
| 43 | Nepal  | 2.00  | 0.65 | 2.50                  | 0.82 | 3.00                  | 0.98 | 3.50                   | 1.14 | 4.50                    | 1.47 | 5.50                    | 1.80 |
| 44 | Nigeria  | 3.00  | 0.98 | 3.50                  | 1.14 | 4.00                  | 1.31 | 5.00                   | 1.63 |                         |      |                         |      |
| 45 | Oman   | 3.50  | 1.14 | 3.70                  | 1.21 | 4.00                  | 1.31 | 4.50                   | 1.47 |                         |      |                         |      |
| 46 | Uganda <sup>1</sup>  | 3.00  | 0.98 | 3.50                  | 1.14 | 4.00                  | 1.31 | 5.00                   | 1.63 |                         |      |                         |      |
| 47 | Pakistan   | 2.00  | 0.65 | 3.00                  | 0.98 | 4.00                  | 1.31 | 5.00                   | 1.63 |                         |      |                         |      |
| 48 | Panama (Rep)   | 1.00  | 0.33 | 1.50                  | 0.49 | 2.00                  | 0.65 | 3.00                   | 0.98 | 4.00                    | 1.31 | 5.00                    | 1.63 |
| 49 | Papua New Guinea <sup>1</sup>  | 0.45  | 0.15 | 0.75                  | 0.25 | 0.95                  | 0.31 | 1.65                   | 0.54 | 2.00                    | 0.65 | 2.40                    | 0.78 |
| 50 | Peru   | 1.00  | 0.33 | 1.20                  | 0.39 | 1.40                  | 0.46 | 2.00                   | 0.65 | 3.00                    | 0.98 | 4.00                    | 1.31 |
| 51 | Qatar  | 1.00  | 0.33 | 1.10                  | 0.36 | 1.20                  | 0.39 | 1.40                   | 0.46 |                         |      |                         |      |
| 52 | Dem People's Rep of Korea  | 3.00  | 0.98 | 4.00                  | 1.31 | 5.00                  | 1.63 | 5.50                   | 1.80 | 6.00                    | 1.96 | 6.50                    | 2.12 |
| 53 | Romania  | 1.00  | 0.33 | 2.00                  | 0.65 | 3.00                  | 0.98 | 4.00                   | 1.31 | 6.00                    | 1.96 | 8.00                    | 2.61 |
| 54 | Saint Lucia  | 5.50  | 1.80 | 6.00                  | 1.96 | 6.35                  | 2.07 | 7.85                   | 2.56 | 11.45                   | 3.74 | 13.80                   | 4.51 |
| 55 | Saint Vincent and the Grenadines   | 9.20  | 3.01 | 11.00                 | 3.59 | 11.85                 | 3.87 | 15.15                  | 4.95 | 18.80                   | 6.14 | 21.80                   | 7.12 |

| No | Authorized administrations                   | Amount of the <b>exceptional transit</b> land rate for parcels of the following weight steps: |      |                       |      |                       |      |                        |       |                         |       |                         |       |
|----|--|---|------|-----------------------|------|-----------------------|------|------------------------|-------|-------------------------|-------|-------------------------|-------|
|    |  | Up to 1 kg  |      | Over 1 and up to 3 kg |      | Over 3 and up to 5 kg |      | Over 5 and up to 10 kg |       | Over 10 and up to 15 kg |       | Over 15 and up to 20 kg |       |
| 1  | 2  | 3   |      | 4                     |      | 5                     |      | 6                      |       | 7                       |       | 8                       |       |
|    |  | fr  | SDR  | fr                    | SDR  | fr                    | SDR  | fr                     | SDR   | fr                      | SDR   | fr                      | SDR   |
| 56 | Solomon Islands                              | 9.20  | 3.01 | 11.00                 | 3.59 | 11.85                 | 3.87 | 15.15                  | 4.95  | 18.80                   | 6.14  | 21.80                   | 7.12  |
| 57 | Seychelles <sup>1</sup>                      | 5.50  | 1.80 | 6.00                  | 1.96 | 6.35                  | 2.07 | 7.85                   | 2.56  | 11.45                   | 3.74  | 13.80                   | 4.51  |
| 58 | Sierra Leone                                 | 1.40  | 0.46 | 2.00                  | 0.65 | 2.50                  | 0.82 | 2.80                   | 0.91  |                         |       |                         |       |
| 59 | Singapore                                    | 1.00  | 0.33 | 1.10                  | 0.36 | 1.20                  | 0.39 | 2.00                   | 0.65  |                         |       |                         |       |
| 60 | Sudan  | 4.00  | 1.31 | 6.00                  | 1.96 | 8.00                  | 2.61 | 10.00                  | 3.27  |                         |       |                         |       |
| 61 | Sri Lanka                                    | 3.00  | 0.98 | 4.00                  | 1.31 | 6.00                  | 1.96 | 8.00                   | 2.61  | 10.00                   | 3.27  | 12.00                   | 3.92  |
| 62 | Syrian Arab Rep                              | 2.00  | 0.65 | 3.00                  | 0.98 | 4.00                  | 1.31 | 5.00                   | 1.63  | 6.00                    | 1.96  | 7.00                    | 2.29  |
| 63 | Tanzania (United Rep) <sup>1</sup>           | 3.00  | 0.98 | 3.50                  | 1.14 | 4.00                  | 1.31 | 5.00                   | 1.63  |                         |       |                         |       |
| 64 | Thailand                                     | 3.50  | 1.14 | 4.00                  | 1.31 | 5.50                  | 1.80 | 6.50                   | 2.12  | 8.00                    | 2.61  | 10.50                   | 3.43  |
| 65 | Trinidad and Tobago                          | 2.00  | 0.65 | 2.50                  | 0.82 | 3.00                  | 0.98 | 4.00                   | 1.31  |                         |       |                         |       |
| 66 | Turkey                                       | 5.00  | 1.63 | 5.00                  | 1.63 | 5.00                  | 1.63 | 5.00                   | 1.63  | 5.00                    | 1.63  | 5.00                    | 1.63  |
| 67 | Tuvalu                                       | 5.50  | 1.80 | 6.00                  | 1.96 | 6.35                  | 2.07 | 7.85                   | 2.56  | 11.45                   | 3.74  | 13.80                   | 4.51  |
| 68 | Union of Soviet Socialist Republics          |   |      |                       |      |                       |      |                        |       |                         |       |                         |       |
|    | Via the European part of the USSR            | 1.80  | 0.59 | 4.30                  | 1.40 | 7.80                  | 2.55 | 13.80                  | 4.51  | 22.60 <sup>2</sup>      | 7.38  | 31.00 <sup>2</sup>      | 10.13 |
|    | Via the Asian part of the USSR               | 5.10  | 1.67 | 12.20                 | 3.99 | 22.40                 | 7.32 | 39.50                  | 12.90 | 65.10 <sup>2</sup>      | 21.27 | 89.30 <sup>2</sup>      | 29.17 |
|    | Via the European and Asian parts of the USSR | 6.60  | 2.16 | 15.50                 | 5.06 | 28.60                 | 9.34 | 50.60                  | 16.53 | 83.40 <sup>2</sup>      | 27.25 | 114.20 <sup>2</sup>     | 37.31 |
| 69 | Venezuela                                    | 1.50  | 0.49 | 3.00                  | 0.98 | 4.50                  | 1.47 | 6.50                   | 2.12  | 9.00                    | 2.94  | 12.00                   | 3.92  |
| 70 | Yemen (People's Dem Rep)                     | 4.00  | 1.31 | 4.00                  | 1.31 | 6.00                  | 1.96 | 8.00                   | 2.61  | 12.00                   | 3.92  | 16.00                   | 5.23  |
| 71 | Yugoslavia                                   | 0.90  | 0.29 | 1.20                  | 0.39 | 2.00                  | 0.65 | 2.20                   | 0.72  | 3.60                    | 1.18  | 3.10                    | 1.03  |
| 72 | Zaire  | 0.80  | 0.26 | 1.80                  | 0.59 | 3.00                  | 0.98 | 6.00                   | 1.96  | 10.00                   | 3.27  | 12.00                   | 3.92  |
| 73 | Zambia                                       | 4.20  | 1.37 | 5.60                  | 1.83 | 8.40                  | 2.74 | 11.20                  | 3.66  |                         |       |                         |       |

Observations:

<sup>1</sup> The amounts shown in the table are to be considered as maxima.

<sup>2</sup> For whole articles only.

### Article III

#### Weighted average distance for conveyance of parcels in transit

Article 47, paragraph 2, last sentence, shall not apply to the following countries unless they so request: Bulgaria (People's Rep), Byelorussia, **Cuba**, Czechoslovakia, **Mongolian People's Rep**, Polish People's Rep, Romania, Ukraine and Union of Soviet Socialist Republics. <sup>(1)</sup>

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<sup>1)</sup> These countries consider that the determination of the weighted average distance of conveyance of parcels in transit is a sovereign right of each country which has acceded to the Agr (1969 Tokyo Congress, II 1550, prop 6289).

### Article IV

#### Sea rates <sup>(1)</sup>

**Argentina**, Australia, the Bahamas, Bahrain, **Bangladesh**, Barbados, **Belgium**, **Belize**, **Canada**, **Chile**, the Comoros, Congo (People's Rep), **Cyprus**, Djibouti, **Dominica**, **Finland**, France, **Gabon**, Gambia, **Germany**, **Fed Rep of**, the United Kingdom of Great Britain and Northern Ireland, the Overseas Dependent Territories of the United Kingdom, **Greece**, Grenada, Guyana, India, Italy, Jamaica, Japan, Kenya, Madagascar, Malaysia, Malta, Mauritius, **the Netherlands**, Nigeria, **Norway**, Oman, Pakistan, Papua New Guinea, Qatar, **Saint Lucia**, **Saint Vincent and the Grenadines**, Seychelles, Sierra Leone, Singapore, the **Solomon Islands**, **Spain**, **Sweden**, Tanzania (United Rep), Thailand, Trinidad and Tobago, **Tuvalu**, Uganda, the United Arab Emirates, **the United States of America**, **Vanuatu**, Yemen (People's Dem Rep) and Zambia shall be authorized to increase by 50 percent at the most the sea rates provided for in articles 48 and 49.

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<sup>1)</sup> See art I, notes 2 and 4.

### Article V

#### Determination of average rates

Notwithstanding article 53, paragraph 3, of the Agreement and article 149, paragraph 2, of the Detailed Regulations, the United States of America shall be authorized to establish average land and sea rates per kilogramme based on the weight distribution of parcels received from all administrations. <sup>(1)</sup>

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<sup>1)</sup> In the United States the inward land and transit rates and the sea rates are established on the basis of the cost of handling parcels received from all countries.

## Article VI

### Supplementary rates (Agr 46 to 52)

1 Every parcel sent by surface or air addressed to Corsica, the French Overseas Departments, the French Overseas Territories and the Mayotte Community shall be subject to an inward land rate not exceeding the corresponding rate for France. When such a parcel transits metropolitan France it shall, in addition, give rise to the collection of the following supplementary rates and dues:

a “surface” parcels

- i the French transit land rate;
- ii the French sea rate corresponding to the distance step between metropolitan France and each of the Departments, Territories and Community in question;

b air parcels

- i **the French transit land rate for parcels in transit à découvert;**
- ii the air conveyance dues corresponding to the airmail distance between metropolitan France and each of the Departments, Territories and Community in question.

**2 Every parcel sent by surface or air addressed to Romania shall be subject to an inward land rate equal to that applied by the country of origin and effective on the same date.**

3 Every parcel conveyed by the Iraq-Syria trans-desert motor services shall give rise to the collection of a special supplementary rate fixed as follows:

| Weight steps                 | Supplementary rates | Weight steps               | Supplementary rates |
|------------------------------|---------------------|----------------------------|---------------------|
| 1                            | 2                   | 1                          | 2                   |
| kg                           | fr                  | kg                         | fr                  |
| Up to 1 . . . . .            | 0.50                | Over 5 and up to 10 . . .  | 5.00                |
| Over 1 and up to 3 . . . . . | 1.50                | Over 10 and up to 15 . . . | 7.50                |
| Over 3 and up to 5 . . . . . | 2.50                | Over 15 and up to 20 . . . | 10.00               |

4 The postal administrations of the Arab Republic of Egypt and the Democratic Republic of the Sudan shall be authorized to collect a supplementary rate of 20 centimes over and above the transit land rates laid down in article 47, paragraph 1, of the Agreement for each parcel in transit via Lake Nasser between El Shallal (Egypt) and Wadi Halfa (Sudan).

5 Every parcel sent in transit between Denmark and the Farøe Islands shall give rise to the collection of the following supplementary rates: (\*)

- a surface parcels
    - i the Danish transit land rate;
    - ii the Danish sea rate corresponding to the distance step between Denmark and the Farøe Islands;
  - b air parcels
    - the air conveyance dues corresponding to the airmail distance between Denmark and the Farøe Islands.
- 6 The postal administration of Chile shall be authorized to collect a supplementary rate of 8 francs per kilogramme at most for the conveyance of parcels to Easter Islands. <sup>(2)</sup>

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<sup>1)</sup> These rates are to cover the excess costs of Danish adm caused by the conveyance of parcels for the Farøe Islands, the postal service of which was taken over by the Islands' autonomous local administration on 1 April 1976 (1979 Rio de Janeiro Congress, II 1668, prop 5305.1).

<sup>2)</sup> All parcels for Easter Island are sent by air since there are no scheduled surface services (1979 Rio de Janeiro Congress, II 1668, prop 5305.2).

## Article VII

### Special tariffs (Agr 5 to 7)

- 1 The administrations of Belgium, France and Norway may collect higher land rates for air parcels than for surface parcels. <sup>(1)</sup>**
- 2 The administration of Lebanon shall be authorized to collect for parcels up to 1 kilogramme the charge applicable to parcels over 1 and up to 3 kg.**

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<sup>1)</sup> The study carried out as a result of resolution C 25 of the 1979 Rio de Janeiro Congress (see part IV, note 2, d), led the EC to propose the abolition of this article. However, these countries considered that the economic balance of the parcel post service required them to maintain this reservation. See also the interpretation of this provision given to the 1952 Brussels Congress (II 844).

## Article VIII

### Supplementary charges (Agr 6, 9 to 14) <sup>(1)</sup>

**Exceptionally, administrations shall be authorized to exceed the upper limits of the supplementary charges shown in articles 9 to 12 and 14 if this is necessary to bring these charges into line with the costs of operating their services. However, in the case of return to sender (article 29, paragraph 3, b) or redirection (article 31, paragraph 6, c), the amount of the charges passed on may not exceed the rates laid down in the Agreement. Administrations wishing to apply this provision must notify the International Bureau of their intention as soon as possible.**

<sup>1)</sup> In its resolution C 15 the 1979 Rio de Janeiro Congress instructed the EC to study the question of modifying the principles for fixing supplementary charges for postal parcels and to propose a homogenous system with simple rules for giving adms more freedom. The results of the consultation of member countries showed that the majority of adms:

- favoured the option of fixing their supplementary charges freely, but with maximum limits where these charges can be passed on to the country of origin for returned parcels or to the country of new destination of redirected parcels;
- wanted art VI of the Prot to be transferred to the Agr;
- were satisfied with the present system of fixing the supplementary charges which provides for minimum charges for most services.

In view of these results and to enable all adms to cover their operating costs, the EC considered that maximum charges could continue to be fixed in the Agr, but that these would be for guidance only, although allowing adms to fix their own charges on the basis of their operating costs. To do this, the EC decided to propose amendments to arts 9, 11, 12 and 14 of the Agr, art VI of the Prot having been transferred, after adaptation, to the Agr itself (see art 14, para 2). The 1984 Hamburg Congress adopted these amendments (II, Congress/C 7 – Rep 2, props 5009.1, 5009.2, 5009.3, 5009.4, 5011.1, 5012.1, 5014.1, 5014.2, 5014.3, 5014.4, 5029.1, 5031.1, 5306.1 and 5306.2/Rev 1).

### Article IX

#### Treatment of parcels wrongly accepted

**Byelorussia, Bulgaria (People's Rep), Cuba, Dem People's Rep of Korea, Ukraine and the Union of Soviet Socialist Republics reserve the right to provide information about the seizure of a postal parcel or part of its contents only within the limits of the information provided by the customs authorities and in accordance with their internal legislation.**

### Article X

Withdrawal from the post. Alteration or correction of address

Notwithstanding article 37, Ecuador, **El Salvador**, Panama (Rep) and Venezuela shall be authorized not to return postal parcels after the addressee has requested their clearance by Customs, since this is incompatible with those countries' customs legislation.

### Article XI

#### Prohibitions

**The postal administration of Canada shall be authorized not to accept insured parcels containing the valuable articles covered in article 19, b, since this is contrary to its internal regulations.**



## Article XII

### Exceptions to the principle of liability <sup>(1)</sup>

Notwithstanding article 39, Iraq, Sudan, Yemen (People's Dem Rep) and Zaire shall be authorized to pay no indemnity for damage to parcels coming from any country and addressed to Iraq, Sudan, Yemen (People's Dem Rep) or Zaire and containing liquids or substances which easily liquefy, glass articles or articles of a similar fragile nature.

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<sup>1)</sup> By recommendation C 70, the 1974 Lausanne Congress (III 896 and 897) urged adms of countries which had made reservations to art 39 to reconsider their position with a view to applying the provisions of that article. See also 1979 Rio de Janeiro Congress decision C 20 (III 899).

## Article XIII

### Compensation <sup>(1)</sup>

1 Notwithstanding article 39, the Bahamas, Barbados, **Belize**, Bolivia, Botswana, **Canada**, **Dominica**, Fiji, Gambia, those of the Overseas Dependent Territories of the United Kingdom of Great Britain and Northern Ireland whose internal regulations do not permit them to comply, Grenada, Guyana, Lesotho, Malawi, Malta, Mauritius, Nauru, Nigeria, Papua New Guinea, Romania, **Saint Lucia**, **Saint Vincent and the Grenadines**, Seychelles, Sierra Leone, **the Solomon Islands**, Swaziland, Trinidad and Tobago, Uganda, **the United States of America** and Zambia shall have the right not to pay compensation for uninsured parcels lost, stolen or damaged in their service.

**2 Notwithstanding article 39, paragraph 8, the United States of America shall be authorized to maintain the sender's right to indemnity for insured parcels after the addressee has taken delivery thereof, unless the sender waives this right in favour of the addressee.**

3 The postal administration of Brazil shall be authorized not to apply article 39 with respect to liability in cases of damage, including the cases referred to in article 40.

**4 The United States of America, when acting as an intermediate administration, shall be authorized not to indemnify other administrations in the event of loss of, theft from or damage to transit insured parcels conveyed à découvert or forwarded in closed mails.**

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<sup>1)</sup> By recommendation C 70, the 1974 Lausanne Congress (III 896 and 897) urged adms of countries which had made reservations to art 39 to reconsider their position with a view to applying the provisions of that art. In addition, the 1979 Rio de Janeiro Congress decided that such administra-

tions are not entitled to receive compensation for their uninsured parcels lost, stolen or damaged in the services of member countries which accept liability under article 39 (III 899).

#### **Article XIV**

##### **Payment of the indemnity**

**The postal administration of Lebanon shall not be obliged to comply with article 43, paragraph 4, of the Agreement as regards finally settling a claim within five months. Nor does it agree to the rightful claimant's being indemnified on its behalf by another administration upon expiry of the above-mentioned period.**

#### **Article XV**

##### **Non-liability of the postal administration**

The postal administration of Nepal shall be authorized not to apply article 40, paragraph 1, b.

#### **Article XVI**

##### **Advice of delivery**

**The postal administration of Canada shall be authorized not to apply article 27, given that it does not offer the advice of delivery service for parcels in its internal service.**

In witness whereof, the plenipotentiaries below have drawn up this Protocol which shall have the same force and the same validity as if its provisions were inserted in the actual text of the Agreement to which it relates, and they have signed (') it in a single original which shall be deposited in the archives of the Government of **the Swiss Confederation**. A copy thereof shall be delivered to each party by the Government of the country in which Congress is held.

**Done at Hamburg, 27 July 1984.**

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<sup>1)</sup> For the names of the countries which signed the Prot, see the final clause of the Agr, note 1.

(For the signatures, see 1984 Hamburg Documents, vol III, pp 345 to 377).

## Detailed Regulations of the Postal Parcels Agreement

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Detailed Regulations  
– Forms

Other decisions concerning the Postal Parcels  
Agreement and its Detailed Regulations



# Detailed Regulations of the Postal Parcels Agreement

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## Detailed Regulations of the Postal Parcels Agreement

Having regard to article 22, paragraph 5, of the Constitution of the Universal Postal Union concluded at Vienna, on 10 July 1964, the undersigned, on behalf of their respective postal administrations, have by common consent drawn up the following measures for ensuring the implementation of the Postal Parcels Agreement: <sup>(1)</sup>

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<sup>1)</sup> See Const, art 22, note 7.

### Chapter I

#### Preliminary provisions

##### Article 101

Information to be supplied by administrations <sup>(1)</sup> <sup>(2)</sup>

1 Each administration shall notify the other administrations, through the intermediary of the International Bureau, of:

- a the inward land rates and, where appropriate, the transit land rates and the sea rates which it collects (Agreement, articles 46 to 49; Final Protocol, articles II to VII); <sup>(3)</sup>
- b the provisions it has adopted regarding: <sup>(3)</sup>
  - i the maximum weight of parcels (Agreement, article 2, paragraph 2);
  - ii the option of accepting or not the following special parcels: insured, free of charges and fees, cash-on-delivery, fragile, cumbersome, airmail, express (Agreement, article 4, paragraphs 2 to 5);
  - iii the maximum size of parcels conveyed by surface (Agreement, article 20, paragraphs 1 and 2);
  - iv the maximum insured value (Agreement, article 23, paragraph 1, a, i);
  - v the sender's instructions which it does not accept at the time of posting in accordance with article 22, paragraph 4, of the Agreement;
  - vi the acceptance or otherwise of the advice of delivery for ordinary parcels in accordance with article 27 of the Agreement;



- vii the option of not accepting requests for withdrawal from the post and alteration of address in accordance with article 37, paragraph 2, of the Agreement;
  - viii the number of customs declarations required for parcels in transit <sup>(4)</sup> and for those addressed <sup>(5)</sup> to its own country, as well as the languages in which those declarations may be completed (article 106, paragraph 1, b);
  - ix the acceptance or otherwise of collective dispatch notes, in accordance with article 106, paragraph 3;
  - x the method of dispatching documents accompanying parcels sent to its country (article 121, paragraph 1); <sup>(6)</sup>**
  - c information regarding the air parcel service, in particular the sizes which it admits <sup>(3)</sup> (Agreement, article 20, paragraphs 1 and 2) by arrangement with the air carriers, and, where applicable, the amount of payment collected, according to article 51, paragraphs 4 and 5, of the Agreement, for conveyance within the country; <sup>(7)</sup>
  - d the list of live animals of which the conveyance by post is authorized by its own postal regulations (Agreement, article 19, a, iv); <sup>(7)</sup>
  - e whether it admits parcels for all localities or, if not, a list of the localities to which the service extends (Agreement, article 3, paragraph 1); <sup>(3)</sup>
  - f the charges applicable in its service (Agreement, articles 7 to 14; Final Protocol, article VIII); <sup>(8)</sup>
  - g the necessary information concerning customs or other regulations, as well as the prohibitions or restrictions governing the entry and transit of parcels in the territory of its country (Agreement, article 19, a, viii); <sup>(8)</sup>
  - h an extract, in Arabic, Chinese, English, French, Russian or Spanish, from the provisions of its laws or regulations applicable to the conveyance of parcels. <sup>(9)</sup>
- 2 Any amendment to the information mentioned in paragraph 1 shall be notified without delay by the same means and as regards subparagraphs a and c, taking into account articles 46, paragraph 4, 49, paragraph 2, and 51, paragraph 6, of the Agreement.

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<sup>1)</sup> Within the framework of the study which it carried out in implementation of 1974 Lausanne Congress decision C 66 (III 894), the EC studied this art as a whole. It added land and sea rates to the information to be supplied by adms and, apart from the addition of several references, made some drafting amendments. In addition, it deleted the opening words of para 1 "At least three months before implementing the Agreement", since, from the legal point of view, it is not appropriate to make provision for an action to be undertaken before the entry into force of the Act concerned (1979 Rio de Janeiro Congress, II Congress/C 7 – Rep 5, prop 5501.1). Instead of this time limit for supplying information, the 1979 Rio de Janeiro Congress adopted resolution C 40 (reproduced at the end of this vol) inviting adms to supply their information to the IB at least six months before the entry into force of the Agr.

<sup>2)</sup> The information which admits communication to one another, through the intermediary of the IB, concern:

- a the regulations resulting from internal legislation;
- b the application of restrictive or exceptional provisions;
- c the amount of the rates and of the supplementary charges;
- d the operation of optional services;
- e various particulars concerning the international service.

<sup>3)</sup> These particulars appear in the Compendium of Information (Parcels), except sea rates which are published in IB circulars and those relating to COD parcels, which are contained in the Compendium of Information (Postal Financial Services and Subscriptions).

<sup>4)</sup> See art 106, note 3.

<sup>5)</sup> See art 106, note 4.

<sup>6)</sup> See art 121, note 1.

<sup>7)</sup> See AV 1 List, chapter II, internal service.

<sup>8)</sup> See List of Prohibited Articles.

<sup>9)</sup> See List of Equivalents and Compendium of Information (Parcels).

### Article 102

#### Routeing and rates (\*)

1 By means of tables in the form of the annexed specimens CP 1 and CP 21, each administration shall set out on what conditions it accepts parcels in transit for countries for which it is in a position to act as intermediary, and particularly the rates to be assigned to it. <sup>(2)</sup>

2 On the basis of the information contained in the official Compendium of Information of general interest relating to the implementation of the Postal Parcels Agreement and in the CP 1 and CP 21 tables of intermediate administrations, each administration shall decide upon the routes to be used for forwarding its parcels and the charges to be collected from the senders.

3 Administrations shall send direct to each other, <sup>(3)</sup> at least one month before their application, <sup>(4)</sup> CP 1 <sup>(5)</sup> and CP 21 tables as well as all subsequent amendments to these tables; they shall send copies of their CP 1 and CP 21 tables to the International Bureau.

4 The time limit for notification laid down in paragraph 3 shall not apply to the cases mentioned in article 50 of the Agreement.

5 To determine the most favourable route for the dispatch of parcels, the dispatching office of exchange may send to the office of exchange of destination a trial note in the form of the specimen C 27 referred to in article 163, paragraph 3, of the Detailed Regulations of the Convention. <sup>(6)</sup> This note shall be attached to the parcel bill on which its presence shall be indicated. If the C 27 form is missing when the mail 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). (7)

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<sup>1)</sup> Within the framework of the study which it carried out in implementation of 1974 Lausanne Congress decision C 66 (III 894), the EC studied this art as a whole. It made a drafting amendment to para 1 and added a reference to the Compendium (Postal Parcels) in para 2 (1979 Rio de Janeiro Congress, II 1653, prop 5502.1 and Congress – Doc 1, para 46).

<sup>2)</sup> The list of maritime services should comprise only services available to adms under the conditions of payment fixed by the Agr (1880 Paris Conf, 123).

<sup>3)</sup> Communication through the intermediary of the IB was eliminated, owing to the fact that it delayed the dissemination of amendments (1964 Vienna Congress, II 1255, prop 7009).

<sup>4)</sup> It often happens that adms send each other tables CP 1 and CP 21, and especially amendments to those tables, at the same time as they notify them of their application, or fail to show the date of application (1964 Vienna Congress, II 1255, prop 7124).

<sup>5)</sup> Formal opinion: In regard to the operation of the service, it would be highly desirable to reduce amendments to table CP 1 to a strict minimum (1939 Buenos Aires Congress, II 558).

<sup>6)</sup> The 1979 Rio de Janeiro Congress adopted formal opinion C 81 (reproduced at the end of this vol) requesting adms to ensure that their offices of exchange complete the trial notes and return them by the quickest route to the office of origin, in accordance with Conv, Det Regs, art 163, para 3.

<sup>7)</sup> Provision brought into line with Conv, Det Regs, art 163, para 3 (1979 Rio de Janeiro Congress, II 1653, prop 5502.3).

## Chapter II

### Treatment of parcels by the office of origin

#### Section I

#### General conditions of admission and posting

##### Article 103

##### Addresses of the sender and the addressee (Agr 18)

1 To be admitted to the Post, every parcel shall bear, in roman letters and in arabic figures on the parcel itself or on a label firmly attached to it, the exact addresses of the addressee and the sender. If other letters and figures are used in the country of destination, it shall be recommended that the address be given also in these letters and figures. Addresses written in pencil shall not be allowed; nevertheless, parcels of which the address is written in indelible pencil on a surface previously dampened shall be accepted.

2 Only one person or a corporate body may be designated as addressee. However, addresses such as “Mr A at . . . for Mr Z at . . .” or “Bank A at . . . for Mr Z at . . .” may be admitted, it being understood that only the person indicated under A shall be regarded by administrations as the addressee. In addition, the addresses of A and Z shall be in the same country.

3 The office of posting shall also advise the sender to put in the parcel a copy of his address and that of the addressee.

#### Article 104

General packing conditions (Agr 18; Det Regs 105) <sup>(1)</sup> <sup>(2)</sup> <sup>(3)</sup> <sup>(4)</sup>

1 Every parcel shall be packed and closed in a manner befitting the weight, the shape and the nature of the contents as well as the mode and duration of conveyance; the packing and closing shall protect the contents against crushing or damage by repeated handling; they shall also be such that it is impossible to tamper with the contents without leaving clear traces thereof.

2 Every parcel shall be made up particularly securely <sup>(5)</sup> if it has to be:

- a conveyed over long distances;
- b transhipped or handled many times;
- c protected against major changes in climate, temperature or, in the case of conveyance by air, variations in atmospheric pressure.

3 It shall be packed and closed <sup>(6)</sup> in such a way as not to endanger the health of officials and so as not to present any danger if it contains articles of a kind likely to injure officials called upon to handle it or to soil or damage other parcels or postal equipment.

4 It shall have, on the packing or the wrapping, sufficient space for service instructions and for affixing stamps and labels.

5 The following shall be accepted without packing:

- a articles which can be fitted together or put and kept together by a strong cord with lead or other seals, so as to form one single parcel which cannot come apart;
- b parcels in one piece, such as pieces of wood, metal, etc, which it is not the custom of the trade to pack.

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<sup>1)</sup> Pursuant to decision C 58 of the 1969 Tokyo Congress, the CCPS revised the rules concerning the make-up and packing of postal parcels. The results of this study, which are reflected in a strengthening of the above-mentioned rules and their adaptation to modern packaging techniques, were adopted by the 1974 Lausanne Congress (II 1410, props 5504.1 and 5505.1).

<sup>2)</sup> In formal opinion C 41 the 1979 Rio de Janeiro Congress called on adms to recommend users to make up parcels so firmly as to ensure their handling and conveyance in the best possible

conditions (II 1653, prop 5500.2). Noting, however, that the users of packaging sold by adms tend to neglect interior packing, the 1984 Hamburg Congress, in recommendation C 20 (reproduced at the end of the present volume) invited adms to inform their users employing the packs sold by postal services of the need to use appropriate interior packing as well and to make sure that the outside wrapping is properly closed (II, Congress/C 7 – Rep 3, prop 5000.5).

<sup>3)</sup> In its decision C 21 the 1984 Hamburg Congress instructed the CCPS to examine with the International Organization for Standardization (ISO) the possibility of laying down norms concerning the packaging sold by adms (II Congress/C 7 – Rep 3, prop 5000.5; Congress – Doc 81/Rev 1; Congress – PV 16).

<sup>4)</sup> See Agr, art 39, note 5.

<sup>5)</sup> Particularly secure packing was prescribed in the original Agr for any conveyance by maritime services, especially in the case of objects liable to deteriorate or cause deterioration of other items (1880 Paris Conf, 124).

<sup>6)</sup> Closures with projecting, sharp or pointed parts are not admissible (1974 Lausanne Congress, II 1410, prop 5504.1).

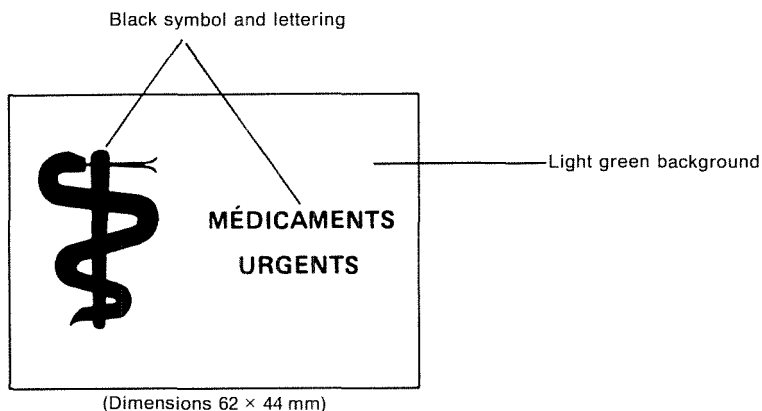
## Article 105

Special packing. Marking of parcels containing live animals, radioactive materials **or urgent medicines** (Agr 18, 19; Det Regs 104, 110) (<sup>1</sup>)

1 Every parcel which contains one or other of the following substances shall be made up as indicated below:

- a precious metals: the packing shall consist either of a stout metal box, a case made of wood of a minimum thickness of 1 cm for parcels up to 10 kg and 1½ cm for parcels over 10 kg, or two seamless bags forming a double wrapping; however, when cases made of plywood are used, their thickness may be limited to 5 mm on condition that the edges of the cases are reinforced by metal angle strips;
- b articles of glass or other fragile objects: they shall be packed in a box of metal, wood, strong plastic material or strong cardboard, filled with paper, wood shavings or any other appropriate protective materials to prevent any friction or knocks during transport either between the objects themselves or between the objects and the sides of the box;
- c liquids and substances which easily liquefy: they shall be enclosed in perfectly leak-proof containers. Each container shall be placed in a special box of metal, wood, strong plastic material or strong corrugated cardboard, containing enough sawdust, cotton wool or any other appropriate protective material to absorb the liquid should the container break. The lid of the box shall be fixed so that it cannot easily work loose;
- d fatty substances which do not easily liquefy, such as ointments, soft soap, resins, etc, and silkworm eggs, the conveyance of which presents fewer difficulties: they shall be enclosed in a first covering (box, bag of cloth, plastic, etc) which is itself placed in a box of wood, metal or any other material stout enough to prevent the contents from leaking;

- e dry colouring powders, such as aniline blue, etc: these products shall be admitted only in perfectly leakproof metal boxes, placed in turn in boxes of wood, strong plastic material or strong corrugated cardboard with sawdust or some other appropriate absorbent and protective material between the two containers;
- f dry non-colouring powders: these products shall be placed in containers (box, bag) of metal, wood, strong plastic material or cardboard; these containers shall themselves be enclosed in a box made of one of those materials;
- g live animals: the wrapping of the parcel as well as the dispatch note shall be provided with a label bearing in bold letters the words “animaux vivants” (live animals);
- h radioactive materials: parcels containing radioactive materials shall be **plainly and durably marked** by the sender **with the words** “Matières radioactives. **Quantités admises au transport par la poste**” (Radioactive materials. **Quantities permitted for movement by post**): <sup>(2)</sup> these words shall be officially crossed out should the packing be returned to the place of origin. These parcels shall also bear in addition to the name and address of the sender, a request in bold letters for the return of the parcels in the event of non-delivery. The sender shall give his name and address and the contents of the parcel on the inner wrapping. <sup>(4)</sup>
- i **urgent medicines: parcels containing urgent medicines shall be furnished, on the side which bears the addressee’s address, with a light green label with the following text and symbol: <sup>(3)</sup>**



2 Parcels containing the substances referred to in paragraph 1, h, may only be accepted for posting if those substances are admitted by all the administrations called upon to participate in the conveyance of the parcel.

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<sup>1)</sup> See art 104, note 1. In the context of the CCPS study these provisions were as far as possible brought into line with those of the Conv, Det Regs, art. 118. See also Agr, art 19, note 5.

<sup>2)</sup> Amendment resulting from the revision of the Regulations for the Safe Transport of Radioactive Materials of the International Atomic Energy Authority (IAEA) (1984 Hamburg Congress, II, Congress/C 6 – Rep 3, prop 5505.1. See also Conv, Det Regs, art 121, note 4).

<sup>3)</sup> Provision similar to that in art 118, para 3 of the Det Regs of the Conv, introduced by the 1984 Hamburg Congress to facilitate the identification and speed up the customs clearance of items containing urgent medicines (II Congress/C 6 – Rep 3, prop 5505.3).

<sup>4)</sup> Provision similar to Conv, Det Regs 121, paras 2 and 3 (1974 Lausanne Congress, II 1397, prop 5505.3). See also Agr, art 19, note 7 and art 110, notes 3 and 4.

## Article 106

Formalities to be complied with by the sender

- 1 Each parcel shall be accompanied by:
  - a a dispatch note of strong white cardboard, in the form of the annexed specimen CP 2; <sup>(1)</sup>
  - b a customs declaration in the form of the annexed specimen C 2/CP 3. <sup>(2)</sup>  
The customs declaration shall be made out in the required number of copies, <sup>(3)</sup> <sup>(4)</sup> these being securely attached to the dispatch note. <sup>(5)</sup>
- 2 The sender may **also** attach to the CP 2 dispatch note any document (invoice, export licence, import licence, certificate of origin, **certificate of health**, etc) necessary for customs treatment in the dispatching country and in the country of destination.
- 3 The addresses of the sender and addressee, and all other particulars to be furnished by the sender, shall be identical on the parcel and the dispatch note. In the event of a discrepancy, the particulars appearing on the parcel shall be regarded as valid.
- 4 Except in the case of insured parcels, parcels for delivery free of charges and fees, and cash-on-delivery parcels, the same dispatch note accompanied by the number of customs declarations required for a single parcel may suffice for three parcels at most, provided that they are posted simultaneously at the same office by the same sender, sent by the same

route, subject to the same charge and addressed to the same person; each administration may, however, insist on a dispatch note and the prescribed number of customs declarations for each parcel.

5 The contents of the parcel shall be shown in detail on the customs declaration; indications of a general kind shall not be admitted.

6 Although they assume no liability for the customs declaration, administrations shall do their utmost to inform senders of the correct way to complete these declarations. <sup>(6)</sup>

7 The sender shall indicate how the parcel is to be dealt with in the event of non-delivery. For this purpose he shall insert a cross on the back of the dispatch note, where the instructions listed in article 22, paragraph 2, of the Agreement are given in a box relating to one of these instructions; this cross may be handwritten, typewritten or printed. Furthermore, the sender may reproduce or have printed only one of the permitted instructions on the back of the dispatch note. The instruction marked by the cross on the dispatch note shall be typed on the parcel itself. It shall be in French or in a language known in the country of destination. <sup>(7)</sup> The form corresponding to the annexed specimen CP 2bis <sup>(8)</sup> may be used for this purpose; the completed form shall be securely affixed to the parcel.

**8 If the sender wishes to forbid any redirection under article 31, paragraph 5, of the Agreement, the parcel and the dispatch note must bear the indication “Ne pas réexpédier” (Do not redirect) in French or in a language known in the country of destination. <sup>(9)</sup>**

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<sup>1)</sup> This specimen, adopted by the 1969 Tokyo Congress, was designed in accordance with the principles established for dispatch documents by the United Nations Economic Committee for Europe (II 1552, prop 6145).

<sup>2)</sup> This form, which is valid for both letter-post items and for postal parcels, was designed by the CCC-UPU Contact Committee. It meets both customs and postal requirements and is suitable for all users. Bulk senders who make out the customs declarations at the same time as the other dispatch documents (goods declaration, dispatch note, invoices, etc) using a multicopying system (details entered only once) may omit reproduction of the “Instructions” on the back of the form if this is dictated by technical factors (1969 Tokyo Congress, II 1552, prop 6044). See also Conv, art 37, note 1, Agr, art 19, note 5 and form C 2/CP 3, note 2.

<sup>3)</sup> Information on this point is given in the Compendium of Information (Postal Parcels). Adms are urged to approach their customs authorities with the aim of reducing the number of customs declarations required to a strict minimum and refraining from prescribing such declarations for transit parcels. Formal opinion of 1952 Brussels Congress (II 808, prop 526, Switzerland). The EC also made a recommendation (circ 155/1966) on the abolition of customs formalities for postal items in transit.

<sup>4)</sup> In pursuance of resolution C 27 of the 1964 Vienna Congress concerning the customs treatment of postal items and on the proposal of the CCC-UPU Contact Committee, the EC sent an appeal to adms asking those that still required three or four customs declarations to try to obtain from the customs authorities a reduction in the number of copies required and requesting those that



asked for two copies to consider whether a single copy would not suffice (circ 159/1966). The IB makes approaches to this effect whenever it can.

<sup>5)</sup> The 1979 Rio de Janeiro Congress rejected a prop (5506.1) by the EC resulting from the work of the CCC-UPU Contact Committee and aimed at giving the adm of destination the option of asking for C 2/CP 3 customs declarations to be affixed to the parcels (II Congress/C 7 – Rep 6); in this connection, it instructed the CCPS, in resolution C 42 to carry out a study of the entire problem of methods of dispatching the C 2/CP 3 customs declaration accompanying postal parcels. See art 121, note 1 on this subject.

<sup>6)</sup> Because senders do not complete declarations properly, customs authorities sometimes encounter considerable difficulties. This causes delay in delivery and inconvenience to the addressees (1964 Vienna Congress, II 1259 and 1260, prop 7207). To facilitate cooperation between the Customs and the Post in the country of destination, it is essential that the sender make out a customs declaration in accordance with the provisions of the Acts and that his attention be drawn to the necessity of strictly observing the instructions appearing on the back of forms C 1 and C 2/CP 3. To this end, and on the proposal of the CCC-UPU Contact Committee, the EC recommended postal adms by circs 137/1973 and 73/1978:

- a to check that all letter-post items on which customs duty is payable and all postal parcels are accompanied by a customs declaration form C 1 or C 2/CP 3 as the case may be, in the requisite number of copies, in accordance with the provisions of the Conv, Det Regs, art 116, para 1, and the Parcels Agr, Det Regs, art 106;
- b to ensure that the customs declarations are fully completed in accordance with the instructions given on the back of these forms;
- c when a declaration is obviously incomplete, to draw the sender's attention to the customs regulations and to accept only items accompanied by a complete declaration;
- d to advise exporters of commercial items of the need, where appropriate to attach a certificate of origin to each parcel.

Adms were also asked to draw the attention of senders (exporters) of commercial parcels to the advantages to be gained from a statement of value for customs clearance of parcels. Such a statement would be attached to the other documents accompanying the parcel (cf circ 73/1978 which also contains information on manifold sets of documents used by major senders of postal parcels). See also Agr, art 15, note 2, and Conv, art 37, note 1.

<sup>7)</sup> In his own interest the sender should, by his choice of language, facilitate the work of the adm concerned, but the adm, whose purpose it is to satisfy the public, should not overrate the difficulties encountered (1929 London Congress, II 384 and 385).

<sup>8)</sup> Optional form adopted by the 1974 Lausanne Congress and designed to facilitate treatment of the parcel by the adm of destination (II 1410, props 5506.1, 5506.2 and 5902.92).

<sup>9)</sup> While maintaining art 31, para 5, which gives the sender the possibility of asking for his item not to be redirected, the 1979 Rio de Janeiro Congress abolished the box provided for that purpose on the front of the C 2 form in order to avoid any confusion in the country of destination of the item. By introducing this new paragraph the 1984 Hamburg Congress fixed the practical procedures which will enable the office of destination to comply with such a wish by the sender (II Congress/C 7 – Rep 6, prop 5506.3).

### Article 107

#### Formalities to be complied with by the office of origin

1 The office of origin or the dispatching office of exchange shall be responsible for affixing or indicating:

- a on the parcel beside the address and on the dispatch note:
    - in the spaces provided, a label in the form of the annexed specimen CP 8 indicating clearly the serial number of the parcel and the name of the office of origin; **if** the administration of origin so permits, that part of the CP 8 label which is to be affixed to the dispatch note may be replaced by a preprinted indication having the same layout as the corresponding part of the label;
    - **the weight of the parcel in kilogrammes and hundreds of grammes, each fraction of a hundred grammes being rounded up to the next hundred;**
  - b on the dispatch note only: **the date-stamp impression;**
  - c either on the parcel, or on the dispatch note: the postage stamps or any other method of showing prepayment authorized by the regulations of the administration of origin. <sup>(1)</sup>
- 2 Administrations may agree to dispense with the formalities mentioned in paragraph 1.
- 3 The same office of origin or the same dispatching office of exchange may not use two or more series of labels at the same time, unless the series are distinguished by a distinctive mark.

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<sup>1)</sup> This prov expressly retains the option implicitly admitted hitherto of representing prepayment either in the parcel or on the dispatch note (1979 Rio de Janeiro Congress, II 1657, prop 5507.3). See also Agr, art 18, e.

## Section II

### Special conditions of admission and posting for certain categories of parcels

#### Article 108

##### Insured parcels (Agr 23; Det Regs 109, 127) <sup>(1)</sup>

Every insured parcel shall be subject to the following special rules regarding make-up:

- a it shall be sealed by one or more lead seals or identical wax seals or by some other effective means, with a special design or mark of the sender; on any one parcel, only one uniform design or mark may be used; should the parcel be secured by string it may be sealed by a single lead or wax seal applied in such a way that the string cannot be unknotted or removed without obvious traces of tampering appearing; <sup>(2)</sup>

- b the wax or other seals, as well as the labels of any kind and the postage stamps, if any, affixed to these parcels shall be spaced out so that they cannot hide any damage to the packing; the labels and postage stamps shall not be folded over two sides of the packing so as to cover an edge; any labels on which the address appears may be gummed to the packing itself provided the insured value does not exceed 1000 francs (**326.69 SDR**) and the dimensions of the label do not exceed  $15 \times 10.7$  cm; <sup>(3)</sup>
- c it shall be provided, like the dispatch note, with a pink label <sup>(4)</sup> in the form of the annexed specimen CP 7 and bearing in roman letters the letter "V", the name of the office of origin and the serial number of the parcel; the label shall be gummed on the parcel, on the same side as, and near to, the address; nevertheless, administrations may use at the same time the CP 8 label prescribed in article 107, paragraph 1, a, and a small pink label, bearing in bold letters the words "Valeur déclarée" (Insured);
- d the insured value shall be expressed in the currency of the country of origin and written by the sender, on the parcel and the dispatch note, in words with roman lettering and in arabic figures, without erasure or alteration, even if certified; the amount of the insured value shall not be indicated in pencil or indelible pencil;
- e the amount of the insured value shall be converted into gold francs **or SDRs** by the sender or by the office of origin; the result of the conversion rounded up where appropriate to the nearest franc, shall be shown in figures at the side of or below those representing the value in the currency of the country of origin; the amount in gold francs **or SDRs** shall be boldly underlined in coloured pencil; conversion shall not be carried out in direct services between countries which have a common currency;
- f the office of origin shall be responsible for indicating the weight in kilogrammes and tens of grammes both on the parcel beside the address and on the dispatch note (in the space provided), rounding up each fraction of ten grammes to the next ten;
- g no serial number shall be placed on the front of insured parcels by the intermediate administrations.

<sup>1)</sup> See art 113, note 1.

<sup>2)</sup> A provision made more flexible by the 1974 Lausanne Congress, which specified that a single lead or wax seal could be used for securing insured parcels (II 1416, prop 5508.2).

<sup>3)</sup> By authorizing the use of address labels, the 1974 Lausanne Congress met the wishes of users who address their items by machine (II 1416, prop 5508.1).

<sup>4)</sup> To avoid any confusion with express items, the 1974 Lausanne Congress replaced red by pink, which is now reserved for insured items (II 1396 and 1416, props 4505.1 and 5508.3).

#### Article 109

##### Fraudulent insurance (Agr 23)

When circumstances of any kind, particularly an inquiry, disclose a fraudulent insurance for a value greater than the actual value of the contents of the parcel, the administration of origin shall be advised as soon as possible; where appropriate, the documents relating to the inquiry shall be sent to that administration. If the parcel has not yet been delivered to the addressee, the administration of origin may ask for its return. <sup>(1)</sup>

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<sup>1)</sup> Clarification added by 1979 Rio de Janeiro Congress (II 1697, prop 5509.1).

#### Article 110

##### Other categories of parcels (Det Regs 105)

- 1 Air parcels. Every air parcel as well as the dispatch note relating to it shall bear at the time of dispatch a special blue label inscribed "Par avion" (By airmail), with, if desired, a translation in the language of the country of origin.
- 2 Express parcels. Every express parcel and its dispatch note shall be provided with a light red label, bearing very conspicuously the printed indication "Express" (Express); this label shall be affixed whenever possible beside the name of the place of destination.
- 3 Parcels for delivery free of charges and fees.
  - a Every parcel for delivery free of charges and fees and its dispatch note shall be provided with:
    - i a very bold indication "Franc de taxes et de droits" (Free of charges and fees) (or any other equivalent expression in the language of the country of origin);
    - ii a yellow label bearing, also very boldly, the indication "Franc de taxes et de droits";
  - b it shall be accompanied by the prescribed customs declarations and by a franking note on yellow paper in the form of the annexed specimen C 3/CP 4. <sup>(1)</sup> The sender of the parcel, and, as regards the postal service indications, the dispatching office, shall complete the text of the right-hand side of the front of parts A and B. The entries of the sender may be made with the use of carbon paper. The text shall include the undertaking prescribed in article 24, paragraph 1, of the Agreement;
  - c the dispatch note, the customs declarations and the franking note shall be securely fastened together.

4 Fragile parcels.

- a In the service between countries which admit fragile parcels and without prejudice to compliance with the general rules regarding make-up and packing, every fragile parcel shall be provided, either by the sender or by the office of origin, with a label featuring a picture of a glass printed in red on a white background. Every parcel, the fragile nature of whose contents is indicated by any external sign whatever affixed by the sender, shall be provided by the office of origin with the same label, and the corresponding supplementary charge collected. If the sender does not wish the parcel to be treated as fragile, the office of origin shall cross out the marking made by the sender;
- b the relative dispatch note shall bear very conspicuously on the front the indication "Colis fragile" (Fragile parcel) either in manuscript or printed on a label.

5 Cumbersome parcels. Every cumbersome parcel and the front of its dispatch note shall bear a label showing in bold letters the word "Encombrant" (Cumbersome). This entry shall be supplemented, on the dispatch note only, by the words "en vertu de l'article 20, paragraphe 4, de l'Arrangement" (pursuant to article 20, paragraph 4, of the Agreement) in the case of parcels charged as cumbersome in accordance with article 20, paragraph 4, of the Agreement.

6 Service parcels. Every service parcel and its dispatch note shall bear, the former beside the address and the latter on the front of the form, the indication "Service des postes" (On Postal Service) or a similar indication; this indication may be followed by a translation in another language.

7 Prisoner-of-war and **civilian** <sup>(2)</sup> internee parcels. Every prisoner-of-war and **civilian** <sup>(2)</sup> internee parcel and its dispatch note shall bear, the former beside the address and the latter on the front of the form, one of the indications "Service des prisonniers de guerre" (Prisoner-of-war Service) or "Service des internés civils" (Civilian Internees Service); these indications may be followed by a translation in another language.

8 Parcels containing live animals. The parcels as well as the dispatch notes shall bear the indication prescribed in article 105, paragraph 1, g.

9 Parcels containing radioactive materials whose contents and make-up comply with the regulations of the International Atomic Energy Agency providing special exemptions for certain categories of items <sup>(3)</sup> shall be admitted for conveyance by post subject to prior consent from the competent authorities of the country of origin. <sup>(4)</sup> Administrations may designate special post offices for the posting of parcels containing radioactive materials.

10 Parcels for which an advice of delivery is requested.

- a Every parcel for which the sender requests an advice of delivery at the time of posting shall bear very conspicuously either the indication "Avis de réception" (Advice of delivery) or the stamp impression "A.R."; the same shall apply to the dispatch note;
  - b the parcel shall be accompanied by a copy of the C 5 form referred to in article 138, paragraph 2, of the Detailed Regulations of the Convention. This form, **completed in accordance with the provisions of the said article 138, paragraph 2, shall be** attached to the dispatch note. <sup>(6)</sup>
- 11 Parcels for which an advice of embarkation is requested.
- a Every parcel for which the sender requests an advice of embarkation shall be marked by means of an "Avis d'embarquement" (Advice of embarkation) label affixed to the parcel and to the dispatch note;
  - b the parcel shall be accompanied by a form conforming to the annexed specimen CP 6 which shall show very clearly the port (or the country) from which the advice of embarkation is to be returned. Each form may only refer to one parcel, even when more than one parcel is covered by a single dispatch note.

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<sup>1)</sup> The 1969 Tokyo Congress combined forms C 3 and CP 4 in such a way that the same model can be used both for letter-post items and for postal parcels; in addition, it was decided to retain the numbering C 3/CP 4 (II 1558 and 1666, prop 6272).

<sup>2)</sup> See art 4, note 6.

<sup>3)</sup> As understood here, the conveyance by post of radioactive materials is restricted to consignments exempted from special conveyance prescriptions, within the meaning of the Regulations for the safe transport of radioactive materials of the International Atomic Energy Agency (IAEA), because of the very low activity of their contents.

The relevant extracts of the said Regulations are reproduced in the Compendium (Conv).

<sup>4)</sup> Before such consent is granted, the adm of origin, or the responsible body appointed to this end, as the case may be, ensures that these dispatches conform to IAEA prescriptions, by requesting, for example, that a prototype packing for each category of item be submitted to it for approval. See also Agr, art 19, note 7.

<sup>5)</sup> Clarification made by the 1984 Hamburg Congress (II Congress/C 7 – Rep 6, prop 5510.4).

<sup>6)</sup> See Agr, art 14, note 8.

### Section III

#### Formalities requested after posting

##### Article 111

##### Delivery free of charges and fees requested after posting (Agr 10; Det Regs 134)

- 1 If, after posting, the sender of a parcel requests delivery free of charges and fees, the office of origin shall inform the office of destination by an

explanatory note. This latter, bearing a postage stamp representing the charge due, shall be forwarded as a registered item and by the quickest route (air or surface) to the office of destination, accompanied by a franking note duly completed. <sup>(1)</sup> The office of destination shall affix to the parcel, near the address, and also to the dispatch note, the label prescribed in article 110, paragraph 3, a, ii.

2 When the request is to be forwarded by telegraph, <sup>(1)</sup> the office of origin shall inform the office of destination by telegraph and at the same time advise the relative particulars <sup>(2)</sup> of the posting of the item. The latter office shall automatically make out a franking note.

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<sup>1)</sup> See Agr 10, note 2.

<sup>2)</sup> These particulars take the place of the explanatory note (1957 Ottawa Congress, II 687 and 688, props 343 and 344).

## Article 112

Withdrawal from the post. Alteration of address (Agr 37; Det Regs 141) <sup>(1)</sup>

1 As a general rule, requests for alteration of address or withdrawal of a parcel from the post shall be dealt with in accordance with articles 144 and 145 of the Detailed Regulations of the Convention.

2 Any telegraphic request for alteration of address concerning an insured parcel shall be confirmed by post by the first mail; the confirmatory request prepared on a C 7 form used for the letter post shall bear, underlined in coloured pencil, the note "Confirmation de la demande télégraphique du . . ." (Confirmation of the telegraphic request of the . . .); it shall be accompanied by the facsimile prescribed in article 144, paragraph 1, a, of the Detailed Regulations of the Convention.

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<sup>1)</sup> See Agr, art 14, notes 9 and 10.

## Chapter III

### Treatment of parcels by the offices of exchange

#### Section I

#### Routeing

#### Article 113

##### General principle of the exchange of parcels (Agr 57)

- 1 Each administration shall forward by the routes and means that it uses for its own parcels those parcels transferred to it by another administration to be conveyed in transit across its territory. <sup>(1)</sup>
- 2 In the event of the interruption of a route, parcels in transit which were intended to go by that route shall be forwarded by the best route available.
- 3 If the use of the new dispatch route occasions higher costs (additional land or sea rates), the transit administration shall act in accordance with article 50 of the Agreement. <sup>(2)</sup>
- 4 Transit shall be effected under the conditions fixed by the Postal Parcels Agreement and by its Detailed Regulations, even when the administration of origin or destination of the parcels has not acceded to the Agreement.
- 5 In the relations between countries separated by one or more intermediate territories parcels shall follow the routes which the administrations concerned have agreed upon.

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<sup>1)</sup> Regarding the security of valuable items conveyed by the post, see Agr, art 23, note 1.

<sup>2)</sup> See Agr, art 50, note 1.

#### Article 114

##### Routeing and customs clearance of air parcels (Agr 4; Det Regs 115)

- 1 Every administration providing the air parcel service shall forward by the air routes that it uses for its own items of that type, air parcels transferred to it by another administration; if for any reason the forwarding of air parcels by another route offers, in a particular case, advantages over the existing air routes, the air parcels shall be forwarded by that route.
- 2 Administrations which do not participate in the air parcel service shall forward such parcels **by the air communications they use for the conveyance of their airmail correspondence. In the absence of an air link, air parcels shall be forwarded by such administrations by the surface route** normally used for other parcels. <sup>(1)</sup>
- 3 Air parcel mails shall be forwarded by the flight requested by the administration of the country of origin, provided that flight is used by the administration of the transit country for the transmission of its own mails. If this is not the case or if there is not sufficient time for the transshipment, the administration of the country of origin shall be informed of this. <sup>(2)</sup>



4 Articles **209** to **211** of the Detailed Regulations of the Convention shall be applicable, respectively, in the case of:

- a the impossibility of transshipping air parcel mails direct as scheduled;
- b an interrupted flight or a diversion of air parcel mails;
- c an accident. <sup>(2)</sup>

5 When air parcels are forwarded by surface mail in the cases provided for in paragraphs 1, 2 and 4, the dispatching office of exchange shall prepare a CP 12 special parcel bill for the transit administrations concerned. <sup>(3)</sup>

6 Administrations shall take steps to speed up customs clearance of air parcels as much as possible. <sup>(4)</sup>

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<sup>1)</sup> Amendment adopted by the 1984 Hamburg Congress so that the provision in para 2 reflects the real position. As at present a single rate is applied for LC/AO/CP mail, it matters little whether a bag to be sent by an intermediate administration contains airmail parcels or airmail letters (II Congress/C 7 – Rep 7, prop 5514.1).

<sup>2)</sup> The amendments made to paras 3 and 4 arise from the EC study carried out in implementation of 1974 Lausanne Congress decision C 61 (III 882) (1979 Rio de Janeiro Congress, II 1658, prop 5514.1 and Congress – Doc 1, para 37). See also art 115, note 1.

<sup>3)</sup> Provision clarified by the 1979 Rio de Janeiro Congress (II 1658, prop 5514.2).

<sup>4)</sup> Formal opinion of the 1952 Brussels Congress: "Air parcels are delivered under the best possible conditions in regard to speed" (II 839).

## Article 115

### Transshipment of air parcel mails (Det Regs 114) <sup>(1)</sup>

1 In principle, the transshipment of air parcel mails in the conditions prescribed in article **51**, paragraph 7, of the Agreement shall be done by the postal administration of the country where the transshipment takes place.

2 Notwithstanding paragraph 1, transshipment of air parcel mails may be performed by the airlines in accordance with article **208**, paragraph 2, of the Detailed Regulations of the Convention.

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<sup>1)</sup> The 1979 Rio de Janeiro Congress eased the provisions relating to the direct transshipment of airmail dispatches between two different countries. Cf Conv, art 78, note 3.

## Article 116

### Surface airlifted (S.A.L.) parcels <sup>(1)</sup>

**Surface parcel mails may be conveyed by air on the conditions provided for in article 89 of the Convention.**

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<sup>1)</sup> Provision introduced by the 1984 Hamburg Congress (II Congress/C 7 – Rep 8, prop 5515.91). See also Conv, art 71, note 7.

#### Article 117

##### Customs clearance of express parcels (Agr 9)

Administrations which participate in the exchange of express parcels shall take steps to speed up customs clearance as much as possible.

## Section II

### Make-up and dispatch of mails

#### Article 118

##### Different methods of transmission (1)

1 The exchange of postal parcel mails shall be carried out by offices called “offices of exchange”. (2)

2 This exchange shall be effected, as a general rule, by means of receptacles (bags, (3) baskets, crates, etc). Adjacent administrations may, however, agree to the handing over of certain categories of parcels unenclosed.

3 In the service between non-adjacent countries, the exchange shall, as a general rule, be effected in closed mails.

4 Administrations may agree to effect exchanges in transit à découvert; (4) however, it shall be obligatory to make up closed mails if an intermediate administration states that the parcels in transit à découvert are such as to hinder its work.

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<sup>1)</sup> This art does not concern methods of handing over of air parcels to air transport services but their exchange between postal adms (1927 The Hague Conf, 185).

<sup>2)</sup> In order to simplify the parcel-post service, from the outset the formal opinion was expressed that offices of exchange should be limited to an absolute minimum and that the exchange should, as a general rule, be effected by offices located at the frontier (1880 Paris Conf, 124).

<sup>3)</sup> See Conv, Det Regs, art 202, note 2.

<sup>4)</sup> Since the 1952 Brussels Congress the transmission of closed mails has become the rule and transit à découvert the exception, whereas under the previous system the contrary was the case.

## Article 119

### Parcel bills (Det Regs 120)

1 Before dispatch, all the parcels to be forwarded by surface shall be entered by the dispatching office of exchange on a parcel bill in the form of the annexed specimen CP 11. <sup>(1)</sup> For air parcels being sent direct or in transit à découvert the offices of exchange shall use a special parcel bill, known as an “Air parcel bill”, in the form of the annexed specimen CP 20. <sup>(1)</sup>

2 As regards service parcels and prisoner-of-war and **civilian** <sup>(2)</sup> internee parcels, air parcels require a statement of the air conveyance dues to be credited to the administrations concerned.

3 In the absence of special agreement, parcel bills shall be numbered according to an annual series for each dispatching office of exchange and each office of exchange of destination as well as for each route if more than one route is used; the last number of the year shall be shown on the first parcel bill of the following year. If a mail is cancelled, the dispatching office shall enter on the parcel bill beside the number of the mail the indication “Dernière dépêche” (Last mail). In the case of sea and air services, the name of the ship carrying the mail or, where appropriate, the air service used shall be shown, whenever possible, on the parcel bills.

4 If air parcels are sent from one country to another by surface routes along with other parcels, the presence of the air parcels with an air parcel bill shall be shown by an appropriate note on the CP 11 parcel bill.

5 Every insured parcel shall be entered on the parcel bill with the letter “V” in the “Observations” column. <sup>(3)</sup>

6 Where closed mails are exchanged between countries which are not adjacent, the dispatching office of exchange shall prepare for each of the intermediate administrations a special parcel bill in the form of the annexed specimen CP 12; <sup>(1)</sup> that office shall insert thereon the total number of parcels per weight step or the total number of parcels or the gross weight of the mail. The CP 12 parcel bill shall be numbered in an annual series for each dispatching office of exchange and for each intermediate administration and in addition, bear the serial number of the relative mail; the last number of the year shall be shown on the first parcel bill of the following year. In the case of sea services, the name of the ship carrying the mail shall be entered on the CP 12 parcel bill, whenever this is possible.

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<sup>1)</sup> Pursuant to decision C 84 of the 1969 Tokyo Congress, the EC adapted forms CP 11 and CP 20 in the light of the various rate-allocation systems laid down in art 55 of the Agr; similar adaptations were made to forms CP 12, CP 15 and CP 15bis (1974 Lausanne Congress, II 1418 and 1420, props 5911.1, 5920.1, 5912.1, 5915.1 and 5915.2). It should be noted that for bulk-entered parcels, the rates must no longer be calculated as soon as the mail is closed, but monthly or quarterly, as the case may be, when the CP 15 and CP 15bis-statements are made out.

<sup>2)</sup> See art 4, note 6.

<sup>3)</sup> Provision adopted by the 1979 Rio de Janeiro Congress to attract the attention of the officials of the receiving office of the mail better (II 1658, prop 5518.2).

## Article 120

Simplified drawing up of CP 11 and CP 20 parcel bills (Det Regs 119) (<sup>1)</sup>)

1 The parcel bills shall be drawn up in a simplified way in the cases laid down in article 53, paragraphs 2 and 3, of the Agreement. (<sup>2)</sup>)

2 When the allocation of rates is made: (<sup>3)</sup>)

- a in bulk on the basis of weight steps, the number of parcels for each weight step, **whatever the origin of the parcels** shall be entered on the parcel bills;
- b in bulk per parcel, the total number of parcels, **whatever their origin**, shall be entered on the parcel bills;
- c in bulk on the basis of the total weight of parcels, **whatever the origin of the parcels**, the number of bags making up the mail and the total gross weight of the latter shall be shown on the parcel bills.

3 In all cases of bulk entry, parcels which are redirected, **parcels** returned to origin or **parcels** forwarded in transit à découvert **to the last country of transit** shall always be entered individually with an indication opposite each parcel of the amount of the dues payable or of the corresponding rate. The number or weight of these parcels shall not be included **in the number per weight step**, in the total number or total weight of the parcels indicated on the parcel bill according to the method of bulk entry used.

4 Insured parcels shall also be entered individually but without mention of the corresponding rate. Their number or weight shall be included **in the number per weight step**, in the total number or total weight of the parcels indicated on the parcel bill according to the method of bulk entry used.

5 Service parcels and prisoner-of-war and **civilian** internee parcels for which, under article 56 of the Agreement, no rates are allocated shall not be included **in the number per weight step**, in the total number or total weight of the parcels indicated on the parcel bill. Article 119, paragraph 2, shall be applicable for the dispatch of parcels by air.

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<sup>1)</sup> This article was first redrafted by the 1979 Rio de Janeiro Congress to define clearly the entries to be made on the simplified parcel bills (II Congress 1658, prop 5519.1). However, as it was not specified that from the last country of transit parcels forwarded in transit à découvert may be entered in bulk, the 1984 Hamburg Congress amended this article to enable these simplification measures to be applied more fully. It also introduced the number of parcels per weight step which had been omitted (II Congress/C 7 – Rep 7, prop 5519.2).

<sup>2)</sup> See Agr, art 53, note 1.

<sup>3)</sup> See art 119, note 1.

## **Article 121**

### **Dispatch of documents accompanying parcels <sup>(1)</sup>**

**1 The accompanying documents referred to in article 106, paragraphs 1 and 2, and where applicable, COD money order forms, franking notes and advices of delivery shall be dispatched from the dispatching office of exchange to the office of exchange of destination in accordance with one or other of the following methods:**

- a by attaching them to the parcel bill;**
- b by affixing them to the relevant parcel.**

**The choice of the method of dispatch shall be up to the administration of destination, which shall notify the other administrations accordingly through the intermediary of the International Bureau.**

**2 The accompanying documents relating to parcels in transit à découvert shall be dispatched to the transit administration in accordance with the method of dispatch chosen by that administration.**

**3 In the case provided for in paragraph 1, a, the parcel bill and the documents accompanying the parcels may be dispatched by air to the office of exchange of destination if it has thus been agreed between the administrations concerned.**

**4 In the case provided for in paragraph 1, b, the accompanying documents shall be placed in a transparent adhesive envelope conforming to the attached specimen CP 5 or CP 5bis, which shall be affixed to the parcel. However, in the case of parcels to which the transparent adhesive envelope cannot be affixed because of their size, the accompanying documents shall be attached firmly to the corresponding parcel.**

**5 Notwithstanding paragraph 4, administrations which are unable to use transparent adhesive envelopes shall have the option of sending the accompanying documents by attaching them firmly to the parcels.**

**6 The administrations of origin and destination may agree that documents accompanying parcels exchanged in direct mails shall be dispatched in accordance with any other system which suits them.**

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<sup>1)</sup> In its resolution C 42 the 1979 Rio de Janeiro Congress instructed the CCPS "to carry out a thorough study of the entire problem of methods of dispatching the C 2/CP 3 customs declaration accompanying postal parcels and to submit the results of this study and any proposals resulting therefrom to the next Congress". This study was included in the CCPS work programme as No 532 and was carried out in the form of an inquiry, the results of which were considered by the CCPS and then by the CCC-UPU Contact Committee. On the basis of the views expressed by the CCPS and the Contact Committee, the EC made the following decisions:

- i the principle of giving the adm of destination the right to ask for the docs accompanying the parcels to be sent to it in the way which best suited the customs clearance method in its country was approved;

- ii the two methods selected for dispatching docs accompanying parcels were:
    - dispatching the docs with the parcel bill;
    - dispatching the docs attached to the relevant parcel in accordance with a determined method;
  - iii adms of origin and destination retained the right to agree in their reciprocal relations on the docs being dispatched in any other way which suited them;
  - iv the principle of a standard C 2/CP 3 customs declaration form is retained without excluding the possibility of combining the CP 2 dispatch note and the C 2/CP 3 customs declaration;
  - v a cheap and simple system of affixing all the relevant docs to each parcel, if that method were adopted, was to be studied. In this connection the EC decided that the docs accompanying the parcels would, when this method of transmission between two adms was adopted, be inserted in a transparent address envelope (conforming to the CP 5 and CP 5bis specimens) affixed to the parcel; however, the use of such envelopes would remain optional.
- The 1984 Hamburg Congress approved the conclusions of the study which, in addition to creating the present art, involved amendments to other arts in the Det Regs (II Congress/C 7 – Rep 5, props 5519.91, 5501.1, 5506.1, 5518.1, 5520.1, 5905.91 and 5905.92).

## Article 122

### Transmission in closed mails (Det Regs 118)

1 In the normal circumstances of transmission in closed mails, the receptacles (bags, baskets, crates, etc) shall be marked, closed and labelled <sup>(1)</sup> in the manner laid down for letter bags in articles 155, paragraphs 3 and 4; 162, paragraphs 1, 6 and 7; **and 223, paragraph 1**, <sup>(2)</sup> <sup>(3)</sup> of the Detailed Regulations of the Convention, subject to the following special provisions:

- a the labels shall be yellow ochre in colour. The layout and text shall conform to the annexed specimens CP 23, **CP 24 and CP 24bis**; <sup>(2)</sup> <sup>(3)</sup>
- b for receptacles other than bags some special methods of closing may be adopted, provided that the contents are sufficiently protected;
- c the labels or addresses of closed receptacles which contain air parcels shall bear the indication or label “Par avion” (By airmail);
- d the outer bag containing insured parcels shall be in good condition and the edge of its mouth shall be provided, if possible, with piping which makes it impossible to open the bag illicitly without leaving visible traces. <sup>(4)</sup>

2 The number of receptacles comprising the mail and, unless otherwise agreed between the administrations concerned, the number of receptacles to be returned, shall be entered on the parcel bill. <sup>(5)</sup> In the absence of special agreement, administrations shall number the receptacles of the same mail; the serial number of each receptacle shall be written on the CP 23 or CP 24 label. <sup>(6)</sup>

3 The following shall be dispatched in separate receptacles:

- a insured parcels: where uninsured and insured parcels are dispatched in the same bag, the insured parcels shall be placed in an inner recepta-

cle sealed with lead. <sup>(4)</sup> The receptacles which include such parcels, whether alone or together with uninsured parcels, shall be marked with the letter "V";

- b fragile parcels: the receptacles concerned shall then be provided with the label referred to in article 110, paragraph 4;
- c express parcels, if their number justifies it: the receptacles which contain only or some such parcels shall bear the label or the indication "Exprès" (Express).

4 Cumbersome parcels, fragile parcels, or those whose nature necessitates it may be sent unenclosed: in order to determine the mail of which they are part, such parcels shall be provided with a CP 23 or CP 24 label. <sup>(7)</sup> Labels of unenclosed insured parcels shall be endorsed with the letter "V". However, parcels going by sea, **with the exception of cumbersome parcels**, <sup>(8)</sup> shall be sent in receptacles.

5 As a general rule, bags and other receptacles containing parcels shall not weigh more than 30 kilogrammes. <sup>(9)</sup>

6 The parcel bill shall be inserted by the dispatching office of exchange in one of the receptacles comprising the mail, where appropriate in one of those containing insured parcels or express parcels. **In the case provided for in article 121, paragraph 1, a**, the accompanying documents concerning express parcels shall be placed in the bundle before the other documents. If the number of accompanying documents so warrants, the parcel bill may be inserted in a special **bag**. In all cases, the label of the receptacle containing the parcel bill shall be marked "F". By special agreement between the administrations concerned, the label may also be marked with the number of bags making up the mail and, if applicable, the number of parcels sent à découvert. <sup>(10)</sup>

7 The parcel bills relating to mails containing insured parcels shall be inserted in a pink envelope. If the insured parcels are placed in a lead-sealed inner receptacle in accordance with paragraph 3, a, the pink envelope containing the parcel bill shall be attached to the outside of this receptacle. <sup>(4)</sup>

8 The special CP 12 parcel bill mentioned in article **119**, paragraph **6**, shall be sent unenclosed or in any other way agreed between the administrations concerned, accompanied, where appropriate, by the documents required by the intermediate countries.

9 For conveyance purposes, bags of postal parcels and unenclosed parcels may be placed in containers, subject to special agreement between the administrations concerned on the methods of using containers. <sup>(11)</sup> <sup>(12)</sup>

<sup>1)</sup> In decision C 75 the 1979 Rio de Janeiro Congress instructed the EC, in collaboration with IATA, to study the question of labelling surface airlifted mail. At the conclusion of its study, the EC proposed the creation of a new CP 20 label, adopted by the 1984 Hamburg Congress (II Congress/C 7 – Rep 8, prop 5924.9/Rev 1).

<sup>2)</sup> Any adm may request that the gross weight of each bag be indicated on the label (1934 Cairo Congress, II 335).

<sup>3)</sup> Reference introduced by the 1984 Hamburg Congress to take account of the use of surface bags for surface mails conveyed by air and special labels for this category of mail (II Congress/C 7 – Rep 8, prop 5520.3/Rev 1) Cf Conv, Det Regs, art 223, note.

<sup>4)</sup> Provision adopted by the 1974 Lausanne Congress, resulting from the CCPS study on the security of high-value items conveyed by the Post (II 1418 and 1419, prop 5522.1 and Congress – Doc 20); clearer identification of insured items facilitates their special treatment during the make-up and opening of the mails. See also art 113, note 1.

<sup>5)</sup> The number of receptacles making up the mail is the number of outer receptacles, which may contain inner receptacles (see para 3, a). In order to make checking easier, the number of "receptacles to be returned" must be entered on the parcel bills, that term having been chosen to exclude synthetic material receptacles which can be used only once (1979 Rio de Janeiro Congress, II Congress 1659, prop 5520.7).

<sup>6)</sup> The obligation to print a serial number on the receptacles was abolished by the 1969 Tokyo Congress (II 1555 and 1556, prop 6156/Rev).

<sup>7)</sup> Clarification made by the 1984 Hamburg Congress; the CP 24 labels can also be used to indicate airmail parcels sent unenclosed (II Congress/C 7 – Rep 7, prop 5520.4).

<sup>8)</sup> Addition made by the 1984 Hamburg Congress (II Congress/C 7 – Rep 7, prop 5520.5).

<sup>9)</sup> The option for adms to accept, by prior mutual agreement, receptacles other than bags up to a maximum weight of 70 kg was withdrawn by the 1964 Vienna Congress (II 1257, prop 7144). In addition, the 1974 Lausanne Congress reduced the maximum weight of bags and other receptacles from 40 to 30 kg (II 1419, prop 5522.2). In resolution C 13, the 1979 Rio de Janeiro Congress instructed the CCPS to examine the question of the maximum weight of bags used in the international postal service (II 1451, prop 2500.10/Rev 1). At the conclusion of its study the CCPS considered that the status quo should be kept (1984 Hamburg Congress, I Congress – Doc 2, part B, e and Congress – PV 8). An adm which had proposed the reduction of the maximum weight of bags to 25 kg, withdrew its prop (2555.2).

<sup>10)</sup> Para rewritten by the 1984 Hamburg Congress to take account of the creation of art 121 (II Congress/C 7 – Rep 6, prop 5520.1). See also art 121, note 1).

<sup>11)</sup> The 1974 Lausanne Congress expressed the formal opinion C 71 (III 897) that it should be specified that the conveyance of containers containing parcels is only admitted after prior agreement of all the adms concerned, including the transit adms. Any transit adm may expressly forego participation in the conveyance and the transit rates payable to it. See also IB opinion regarding the transport of mail in containers (1970 Rep, pp 83–85).

<sup>12)</sup> In resolution C 54 (III 880), the 1974 Lausanne Congress instructed the EC to study in collaboration with the CCPS, the technical, administrative and legislative aspects of the use of containers for transporting international mail. This study the conclusions of which were adopted by the 1979 Rio de Janeiro Congress (II Congress – Doc 1, ch 20 – see also prop 2500.6) was the subject of a voluminous report by the CCPS (study 424) which was sent to Union adms together with an IATA document setting out the airlines' views on the use of containers for transporting airmail (circ letter 3370.5(B 1)880 of 14 July 1978). The 1979 Rio de Janeiro Congress also adopted resolution C 67 prepared by the EC and in which the CCPS is instructed to undertake two related studies in the light of developments in the containerization field. The study carried out by a Working Party reached the following conclusions, adopted by the 1984 Hamburg Congress:



- i the use of intra-container modules is limited particularly in international exchanges of mail and it seems that there is not yet enough information on the needs and requirements of the majority of UPU members to warrant preparation of standards;
- ii as regards simplification of documentation, it does not seem advisable at the present stage to make recommendations to Congress, as the solutions envisaged do not appear to satisfy the majority of administrations (Hamburg Congress, I Congress – Doc 2, part B, d; Congress – PV 8). See also Hamburg Congress formal opinion C 77, reproduced at the end of the present volume.

### Article 123

#### Treatment of parcels with advice of embarkation (Det Regs 110, 144)

1 If a parcel accompanied by an advice of embarkation is included in a closed mail sent in transit through the port of embarkation concerned, the dispatching office of exchange of the mail shall withdraw the advice of embarkation attached to the documents accompanying the parcel and attach it to the relevant CP 12 special parcel bill referred to in article 119, paragraph 6, after making the necessary notes on it.

2 Every office of exchange which undertakes the embarkation either of a parcel with advice of embarkation received à découvert or of a closed mail in transit containing such a parcel shall fill up the CP 6 form appropriately and send it direct to the sender.

### Section III

#### Transfer and check of mails and parcels. Return of empty receptacles <sup>(1)</sup>

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<sup>1)</sup> Since the transfer and check of mails are two consecutive operations, art 122 (art 121 of the 1974 Lausanne Agr) was transferred to this section, whose title was amended accordingly (1979 Rio de Janeiro Congress, II 1781, props 5521.4 and 5522.91).

### Article 124

#### Transfer of mails

1 In the absence of special agreement between administrations concerned, the transfer of surface parcel mails shall be carried out by means of a C 18 delivery bill referred to in article 164, paragraph 1, of the Detailed Regulations of the Convention.

2 The receiving administration shall ensure that the carrier can hand over the mails to a competent service. <sup>(1)</sup>

3 The mails shall be handed over in good condition. However, a mail may not be refused because of damage or theft. When a mail is received in bad condition by an intermediate office, it shall be put in new packing just as it is. The office which repacks it shall copy the particulars from the original label on to the new label and apply to the latter an impression of its date-stamp, preceded by the endorsement “Remballé à . . .” (Repacked at . . .). <sup>(2)</sup>

4 Air parcel mails to be handed over at the airport shall be accompanied by AV 7 forms on the conditions laid down in article 205 of the Detailed Regulations of the Convention.

5 Surface parcel mails to be handed over at the airport shall be accompanied by C 18bis **delivery bills on the conditions laid down in article 224** of the Detailed Regulations of the Convention. <sup>(3)</sup>

6 The weight of bags or other receptacles containing insured air parcels shall be shown separately on the AV 7 delivery bill; in addition, the letter “V” shall be written in the “Observations” column opposite this entry. <sup>(4)</sup>

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<sup>1)</sup> Provision adopted by the 1979 Rio de Janeiro Congress aimed at avoiding the difficulties to which the transfer of mail often gives rise (II 1663, prop 5521.2).

<sup>2)</sup> See Conv, Det Regs, arts 164, para 7, and 165, para 2.

<sup>3)</sup> Similar provision to Conv, Det Regs, art 164, para 6 (1984 Hamburg Congress, II Congress/C 7 – Rep 7, prop 5522.1).

<sup>4)</sup> Provision designed to make it possible to spot immediately that bags or receptacles are missing and to make the necessary investigations (1979 Rio de Janeiro Congress, II 1666, prop 5521.3).

## Article 125

Check of mails by offices of exchange <sup>(1)</sup> <sup>(2)</sup>

1 Every office of exchange receiving a mail shall immediately check the receptacles and their fastening. It shall also check the origin and destination of the bags making up the mail and entered on the delivery bill, and then the parcels and the various documents which accompany them. These checks shall be made in the presence of the other interested parties whenever this is possible.

2 The office of destination **shall keep** a close check on whether the mails arrive in the sequence in which they were dispatched, particularly in the case of mails containing insured parcels. <sup>(3)</sup>

3 When the receptacles are opened, the constituent parts of the fastening (string, lead seal, label) shall be kept together; to achieve this the string shall be cut in one place only.

**4 Any irregularities discovered shall be reported without delay by a verification note in the form of the annexed specimen CP 13, prepared in accordance with article 126.** When the office of exchange of destination has not sent off a CP 13 note by the first available post, it shall be considered, until the contrary is proved, as having received the bags or parcels in good condition.

**5** When the findings of an office of exchange are such as may involve the liability of a transport undertaking, they must where possible be countersigned by the representative of that undertaking. This signature may be made either on the CP 13 verification note, a copy of which shall be handed to the undertaking, or, as the case may be, on the C 18, C 18bis or AV 7 delivery bill accompanying the mail.

**6** The discovery, at the time of the check, of any irregularities whatsoever may in no case be the cause of the return of a parcel to origin except as provided for in article 21, paragraphs 3 and 4, of the Agreement.

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<sup>1)</sup> In 1974 Lausanne Congress decision C 57 (III 881), the CCPS was instructed to undertake a study on the possibility of exchanging, through the IB, information about the circumstances in which certain thefts have been committed in the postal services and about the deficiencies in the security system discovered during the inquiry. At the end of that study, the CCPS concluded that the introduction of an exchange of information of this kind on the international level was of no practical value because of the disparity of the measures taken and the security measures adopted by adms (1979 Rio de Janeiro Congress, Congress – Doc 2, para 6, c). See also Conv, Det Regs, art 165.

<sup>2)</sup> In its resolution C 74, the 1979 Rio de Janeiro Congress instructed the CCPS to undertake a study on all the provisions relating to notification of irregularities for which adms might be liable, in particular, as regards the preparation and use of the CP 13 verification note and the CP 14 report. This study showed that the provisions in force were in principle satisfactory. However, these provisions are in part imprecise and incomplete. For that reason the offices of exchange have difficulties in knowing exactly how these provisions should be interpreted and applied. The result is differences in application which complicate the execution of the service. The CCPS therefore thought it useful to split the text of art 123 of the Det Regs of the Rio de Janeiro Agreement into two separate arts: the first, which constitutes the present art concerning the verification of dispatches, the second which is the new art 126 concerning the discovery of irregularities. The 1984 Hamburg Congress shared this view. (II Congress/C 7 – Rep 7, prop 5523.1 and 5523.92.)

<sup>3)</sup> This check makes it possible to ascertain without delay whether any mails are missing (1974 Lausanne Congress, II 1419, prop 5525.5 and Congress – Doc 20).

## **Article 126**

### **Discovery of irregularities and processing of verification notes <sup>(1)</sup>**

**1** When an intermediate office receives a mail in bad condition, it shall check the contents if it thinks that they have not remained intact and put it in new packing just as it is. It shall copy the particulars from the original label on to a new one and apply to the latter an impression of its date-stamp,

preceded by the endorsement “Remballé à . . .” (Repacked at . . .). <sup>(2)</sup> The fact shall be reported by means of a CP 13 verification note, to be prepared in four or five copies, as appropriate. One copy shall be retained by the office which prepared it, and the others shall be sent to:

- the office of exchange from which the mail was received (two copies);
- the dispatching office of exchange (if this is not the office referred to above); and
- the office of destination (inserted in the repacked mail).

2 The provisions of the third sentence of paragraph 1 shall be applicable, where appropriate by analogy, in the event of the absence of a mail or one or more of the bags comprising it, or of any other irregularity. However, intermediate offices of exchange shall not be bound to check the documents accompanying the parcel bill.

3 If the office of exchange of destination discovers errors or omissions in the parcel bill it shall immediately make the necessary corrections, taking care to cross out the incorrect entries in such a way as to leave the original entries legible. These corrections shall be made in the presence of two officials; unless there is an obvious error, the corrections shall be accepted in preference to the original statement. The office of exchange shall also carry out the routine checks when the receptacle or its fastening gives grounds for presuming that the contents have not remained intact or that some other irregularity has occurred. The irregularities which have been established, as well as the absence of a mail or one or more of the bags comprising it, or the absence of the parcel bill, shall be notified without delay to the dispatching office of exchange <sup>(3)</sup> by a CP 13 verification note, to be prepared in three or four copies as appropriate. One copy shall be retained by the office of exchange which prepared it and the others shall be sent to:

- the dispatching office of exchange (two copies); and
- the intermediate office of exchange from which the mail was received (if the mail was not received direct). <sup>(4)</sup>

4 The absence of an air parcel mail shall be notified at the latest on receipt of the first mail following the missing mail; similarly, the absence of one or more bags in an air parcel mail shall be notified at the latest on receipt of the first mail following the said mail. <sup>(5)</sup>

5 If the parcel bill is missing, the office of exchange of destination shall prepare a fresh parcel bill or make a precise note of the parcels received (serial number of the parcels, offices of origin and destination, weight, insured value, etc).

6 Notwithstanding paragraph 3, the office of exchange of destination shall have the right not to make corrections and not to make out a CP 13 verifica-

tion note if the errors or omissions in respect of the rates due do not exceed 10 francs (3.27 SDR) per parcel bill. <sup>(6)</sup>

**7** Verification notes shall be sent under registered cover by the quickest route (air or surface) in a special envelope as specified in article 165, paragraph 16, of the Detailed Regulations of the Convention. Irregularities concerning insured parcels which involve the liability of administrations shall, in addition, be notified immediately by telex or telegram. <sup>(7)</sup>

**8** The offices to which the CP 13 verification notes are sent shall return them as promptly as possible after having examined them and indicated thereon their observations, if any; they shall retain one copy. The returned verification notes shall be attached to the parcel bills to which they relate. Corrections made to a parcel bill which are unsupported by documentary evidence shall not be considered valid; however, if these verification notes are not returned to the office of exchange which issued them within a period of one month <sup>(8)</sup> from the date of their dispatch they shall be considered, until the contrary is proved, as duly accepted by the offices to which they were sent.

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<sup>1)</sup> Taken over from art 123 of the 1979 Rio de Janeiro Agr. See also art 125, note 2.

<sup>2)</sup> Provision brought into line with Conv, Det Regs, art 165, para 2 (1979 Rio de Janeiro Congress, II 1698, prop 5523.5).

<sup>3)</sup> Contrary to what is expressly admitted for other forms, adms of destination do not have the option of asking for CP 13 verification notes to be sent to an office of their choice (decision CE 7/1969).

<sup>4)</sup> This office must be informed immediately, considering the liability it has to assume (1969 Tokyo Congress, II 1556, prop 6158).

<sup>5)</sup> Provision adopted by the 1979 Rio de Janeiro Congress to expedite dispatch of the CP 13 verification note in the case of air parcel mails (II 1663 and 1792, prop 5523.4).

<sup>6)</sup> This optional provision does not prevent an adm from rectifying, in special cases, systematic errors arising, for example, from the incorrect application of the principles underlying the calculation of the amounts to be credited (1969 Tokyo Congress, II 1556, prop 6159). The maximum amount was raised from 2 to 10 francs by the 1979 Rio de Janeiro Congress (II 1663, prop 5523.3).

<sup>7)</sup> It is essential to take advantage of telecommunications facilities for notifying major irregularities, especially those concerning insured parcels. The periodic exchange between adms of individual lists of current telex numbers allotted to offices of exchange would greatly facilitate contacts in urgent cases (1974 Lausanne Congress, II 1419, prop 5525.5 and Congress – Doc 20). See also art 113, note 1.

<sup>8)</sup> The 1979 Rio de Janeiro Congress reduced this period from two months to one month and abolished the time limit of four months previously allowed in relations with distant countries (II 1663, props 5523.4 and 5523.1).

#### Article 127

Discrepancies of weight or size of parcels (Agr 20; Det Regs 107, 108)

1 Unless there is an obvious error, the view of the office of origin shall prevail as regards the establishment of the weight or size. However, if the discrepancies in weight which are established entail a change in rates, the new weight shall be valid. <sup>(1)</sup>

2 As regards ordinary parcels, discrepancies in weight within the same weight step may not be made the subject of verification notes or the cause of the parcels being returned; verification notes shall be prepared only where the discrepancy would involve an alteration of the rates. <sup>(2)</sup>

3 As regards insured parcels, discrepancies of weight up to 10 grammes above or below the weight stated may not be queried by the intermediate administration or administration of destination unless the external condition of the parcels makes it necessary.

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<sup>1)</sup> See IB opinion in 1968 Rep, pp 66 and 67, on the method of calculating the additional rate resulting from a discrepancy discovered in the weight of a parcel sent in open mail.

<sup>2)</sup> Differences of weight arising from rounding off are regarded as unimportant (1934 Cairo Congress, I 1384).

In any case, parcels cannot be stopped in the course of transmission – and still less returned to the service which forwarded them – on the grounds that their weight differs from that stated on the dispatch notes and on the parcels themselves (1929 London Congress, II 412 and 413).

#### Article 128

Notification of irregularities for which administrations may be liable

1 Any office of exchange which, on the arrival of a mail, discovers the absence of, theft from or damage to one or more parcels shall proceed as follows:

- a it shall indicate in as much detail as possible on the CP 13 verification note <sup>(1)</sup> made out in accordance with article 125 or in the CP 14 formal report provided for in article 129, paragraph 2, the condition in which it found the outer packing of the mail. Unless this is impossible for a stated reason, the receptacle, the string, the lead or other seal and the label shall be kept intact for a period of six weeks from the date of verification and shall be sent to the administration of origin if it so requests; <sup>(2)</sup>
- b it shall send a duplicate of the verification note to the last intermediate office of exchange, if any, at the same time as to the dispatching office of exchange. <sup>(3)</sup>

2 If it considers it necessary, the office of exchange of destination may, at the expense of its administration, inform the dispatching office of exchange of its discoveries by telegraph.

3 Where offices of exchange in direct contact are concerned, <sup>(4)</sup> the respective administrations of these offices may agree on the method of procedure in the case of irregularities for which they may be liable.

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<sup>1)</sup> See art 126, note 3.

<sup>2)</sup> The 1974 Lausanne Congress replaced the obligation to send the outer packing (receptacle, string, etc) together with the CP 13 verification note by the obligation to give a detailed description of the condition of the packing (II 1420, prop 5527.1). See also Conv, Det Regs, art 165, note 10.

<sup>3)</sup> On the occasion of the loss of a civilian parcel included in a mail containing parcels for prisoners of war and delivered to the authorities of the prisoner-of-war camp without being checked, the IB concluded that the liability of the office of exchange in the country where the camp was located was involved. IB opinion, 1946 Rep, pp 15 to 18.

<sup>4)</sup> Offices of exchange in direct contact are those operating on the same premises. The deletion of these words would only lead to the drawing up of formal reports in all cases. (Interpretation given by the 1947 Paris Congress, II 676.)

## Article 129

Receipt by the office of exchange of a damaged or insufficiently packed parcel

1 Any office of exchange which receives from a corresponding office a damaged or insufficiently packed parcel shall send it on, after having repacked it if necessary, preserving as far as possible the original packing, the address and the labels. The weight of the parcel before and after repacking shall be shown on the actual packing of the parcel; this indication shall be followed by the note "Remballé à . . ." (Repacked at . . .) stamped with an impression of the date-stamp and signed by the officials who did the repacking.

2 If the condition of the parcel is such that the contents could have been removed or damaged or if the parcel shows a discrepancy in weight such as to suggest the removal of the whole or part of the contents, the office of exchange, **shall report this fact to the dispatching office of exchange by means of a sufficiently explicit note on the CP 13 verification note prepared in accordance with articles 125 and 126. It shall also automatically open the parcel and check its contents.** The result of this check shall be given in a formal report in the form of the annexed specimen CP 14, <sup>(1)</sup> **which shall be prepared in duplicate,**

- **one copy being retained by the office of exchange which prepared it; and**
- **one being attached to the parcel.**

<sup>1)</sup> In resolution C 74 the 1979 Rio de Janeiro Congress instructed the CCPS to carry out a study on all the provisions relating to notification of irregularities for which adms may be liable, in particular as regards the preparation and use of the CP 13 verification note and the CP 14 report. At the end of its study the CCPS considered that to obviate the unnecessary work caused by the preparation of the CP 14 report, the systematic dispatch of the latter should be replaced by an appropriate note in the CP 13 verification note which has to be prepared and sent in all cases of irregularity. In addition, it thought it useful to keep in that article the provision for the dispatch of a report to both the office of exchange of dispatch and that of destination of an insured parcel, as the irregularities relating to such a parcel and for which adms might be liable are immediately reported by telex or telegram, in accordance with article 126, para 7 (1984 Hamburg Congress, II Congress/C 7, Rep 7, prop 5526.3).

### Article 130

Check of mails of parcels forwarded in bulk (Agr 55) (<sup>1</sup>)

1 The provisions of articles **125 to 129** shall be applicable only to rifled and damaged parcels as well as to parcels entered individually on the parcel bills. The other items shall be simply checked in bulk.

2 The administration of origin may agree with the administration of destination and, if appropriate, with the intermediate administrations to limit to certain categories of parcels the detailed check and the preparation of the CP 13 verification notes and CP 14 formal reports mentioned in articles **125 to 129**.

3 When an office of exchange establishes a discrepancy between the number of parcels given on the parcel bill and the number of parcels found in the mail or if the gross weight of the mail given on the parcel bill does not correspond to the gross weight found, the CP 13 verification note shall be prepared only to correct the number of parcels per weight step, the total number of parcels or the gross weight of the mail. (<sup>2</sup>)

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<sup>1)</sup> See Agr, art 53, note 1.

<sup>2)</sup> The text of this paragraph has been brought into line with the tenor of Agr, art 53 (1979 Rio de Janeiro Congress, II 1663, props 5527.1 and 5527.2).

### Article 131

Reforwarding of a parcel arriving out of course

1 Any parcel arriving out of course as a result of an error on the part of the sender or the dispatching administration shall be treated according to article 32 of the Agreement.



2 The reforwarding administration shall report the matter in a CP 13 verification note to the administration from which the parcel has been received.

3 The reforwarding administration shall treat the parcel arriving out of course as if it had arrived in transit à découvert. If the rates which have been allocated to it are insufficient to cover the costs of reforwarding which it has to defray, the reforwarding administration shall credit the true administration of destination and, where appropriate, the intermediate administrations taking part in the reforwarding of the parcel with the relative conveyance rates. It shall then credit itself, through a claim on the administration responsible for the office of exchange which misssent the parcel, for the amount of the expense which it has incurred. The claim and its cause shall be notified to that office by means of a verification note.

#### Article 132

##### Return of empty receptacles (1)

1 Receptacles shall, in principle, be returned empty to the administration to which they belong by the next post and, unless this is impossible, by the route followed on the outward journey.

2 Administrations may agree among themselves for the administration of destination to return the bags to origin using them for the dispatch of parcels.

3 Empty bags shall always be returned free of charge.

4 An administration returning receptacles shall indicate on the parcel bills the number of receptacles returned, unless the administrations concerned have agreed to omit such indication.

5 A special dispatch of empty airmail bags shall be made up as soon as the number of such empty bags reaches ten.

6 Empty airmail bags returned by air shall be made up as special dispatches described on AV 7 S statements, as mentioned in article 217, paragraph 2, of the Detailed Regulations of the Convention.

7 Otherwise, the provisions of article 168, paragraphs 2 to 4 and 6, of the Detailed Regulations of the Convention shall apply.

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<sup>1)</sup> By formal opinion C 55, the 1974 Lausanne Congress (III 880) invited the postal adms of Union member countries to take within their services such measures as might ensure the rapid circulation and frequent return of all empty bags belonging to other adms.

## Chapter IV

### Treatment of parcels by the office of destination

#### Section I

##### Delivery of parcels

#### Article 133

##### Reservations on delivery of rifled or damaged parcels <sup>(1)</sup>

1 In the cases specified in article 40, paragraph 1, a and b, of the Agreement, the delivering office shall prepare a CP 14 report **in duplicate**, on the joint inspection and have it countersigned, whenever possible, by the addressee. **One copy** shall be retained by the **office** which prepared the report. **The other** shall be handed to the addressee or, if the **parcel** is refused or redirected, attached to the parcel.

2 When the internal regulations so require, a parcel subjected to the treatment specified in paragraph 1 shall be returned to the sender if the addressee refuses to countersign the CP 14 report.

3 If the parcel is delivered, the copy of the CP 14 report prepared **by the inward office of exchange** in accordance with article 129, paragraph 2, **or by the office of destination pursuant to paragraph 1 above shall be** dealt with according to the regulations of the country of destination; if the **parcel** is refused, the said copy shall remain attached to the parcel.

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<sup>1)</sup> Art recast by the 1984 Hamburg Congress on the basis of the conclusions of the study carried out by the CCPS under resolution C 74 of the 1979 Rio de Janeiro Congress (1984 Hamburg Congress, II Congress/C 7 – Rep 7, prop 5530.1). See also art 125, note 2 and art 129, note 1.

<sup>2)</sup> The 1974 Lausanne Congress did away with the obligation to send systematically a copy of the CP 14 report to the outward office of exchange, in order to avoid complications. In the event of damage or theft occurring in the country of destination, litigation can be settled direct with the addressee (II 1420, prop 5532.1).

#### Article 134

##### Treatment of franking notes after delivery of parcels for delivery free of charges and fees (Agr 10; Det Regs 110) <sup>(1)</sup>

1 After delivery to the addressee of a parcel for delivery free of charges and fees, the office which has advanced charges of any kind on behalf of the

sender shall complete, so far as it is concerned, with the use of carbon paper, the details appearing on the back of parts A and B of the franking note which is drawn up officially by the office of destination when the request for delivery free of charges and fees has been made after the posting of the parcel. This office shall send part A, accompanied by the supporting vouchers, to the office of origin; this transmission shall be effected in a closed envelope, without indication of the contents. Part B shall be retained by the administration of destination for accounting with the debtor administration.

2 Each administration may specially appoint certain offices to return part A of the franking notes on which charges have been paid or to receive part A of the franking notes returned after delivery of the parcel; the name of the office to which part A is to be returned shall be entered in every case on the front of this part by the office of origin of the parcel.

3 When a parcel endorsed "Franc de taxes et de droits" (Free of charges and fees) arrives without a franking note, the office responsible for customs clearance shall prepare a duplicate note. On parts A and B of this note it shall show the name of the country of origin and as near as possible, the date of posting of the parcel. When the franking note is lost after delivery of the parcel a duplicate shall be prepared under the same conditions.

4 Parts A and B of the franking notes relating to items which for any reason are returned to origin shall be cancelled by the administration of destination and attached to the dispatch note.

5 On receipt of part A of a franking note showing the charges paid out by the administration of destination, the administration of origin shall convert the amount into its own currency, at a rate which shall not be higher than the rate fixed for the issue of postal money orders in the country concerned. The result of the conversion shall be shown in the main part of the form and on the coupon at the side. After recovering the amount of the charges, the office appointed for that purpose shall hand to the sender the coupon from the note and any supporting vouchers.

6 When the sender disputes the amount of the charges shown in part A of the franking note, the administration of destination shall verify the amount of the sums paid out, if necessary approach its national customs services and, after making any necessary corrections, send part A of the note in question to the administration of origin. Likewise, if the administration of destination finds an error or omission regarding the charges relating to a parcel free of charges and fees for which part A of the franking note has been returned to the administration of origin, it shall issue a corrective duplicate, sending part A of it to the administration of origin to put the matter in order.

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<sup>1)</sup> See art 110, note 1.

### Article 135

Treatment of advices of delivery after delivery of parcels with advices of delivery (Agr 27; Det Regs 110)

1 Immediately the parcel has been delivered, the office of destination shall return the C 5 form, duly completed, to the address shown by the sender à découvert and post free by the quickest route (air or surface). <sup>(1)</sup>

2 If the C 5 form does not reach the office of destination, that office shall automatically make out a new copy of it.

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<sup>1)</sup> The 1979 Rio de Janeiro Congress abolished the obligation to affix an "airmail" label to advices of delivery returned by air (II 1541, prop 2531.4). See also Agr, art 14, note 6.

## Section II

Treatment of undelivered parcels

### Article 136

Advice of non-delivery (Agr 28; Det Regs 137) <sup>(1)</sup>

1 An advice of non-delivery in the form of the annexed specimen CP 9 on which all the particulars <sup>(2)</sup> shown on the CP 7/CP 8 labels and the date of posting of the parcel shall be recapitulated, shall be sent under registered cover and by the quickest route (air or surface) <sup>(3)</sup> to the administration of **the sender's country of residence** after having been duly completed:

- a by the administration of destination:
  - i in the event of non-delivery, for every parcel of which the sender has asked to be advised of non-delivery or in application of article 29, paragraph 1, b, ii, last sentence, of the Agreement;
  - ii for every parcel automatically retained <sup>(5)</sup> or undelivered because of theft or damage or for some other cause of the same kind; <sup>(6)</sup> however, this procedure shall not be compulsory in cases of force majeure or when the number of parcels automatically retained is such that the sending of an advice is physically impossible;
- b by the intermediate administration concerned; for every parcel automatically retained in course of transmission either by the postal service (accidental interruption of traffic) or by the Customs <sup>(7)</sup> (customs control) subject to the reservation made under a, ii.

2 The advice of non-delivery shall be accompanied by the dispatch note, except when the advice is sent to a third party, in accordance with article 22,

paragraph 2, b, of the Agreement; in the circumstances referred to in paragraph 1, a, ii, and b of this article, the advice shall be endorsed in bold letters “Colis retenu d’office” (Parcel automatically retained). If the parcel is pending owing to theft or damage, a copy of the CP 14 report giving information on the extent of the damage shall accompany the advice of non-delivery. <sup>(8)</sup>

3 In the case of several parcels posted at the same time by the same sender and addressed to the same addressee, it shall be permissible to send only one advice of non-delivery, even if these parcels were accompanied by several dispatch notes; in such a case, all these notes shall be attached to the advice of non-delivery.

4 As a general rule, advices of non-delivery shall be exchanged between the office of destination and the office of **the sender’s place of residence**. However, any administration may request that the advices concerning its service be sent to its central administration or to a specially appointed office; the name of that office shall be notified to administrations through the International Bureau. <sup>(9)</sup> The administration of **the sender’s country of residence** shall be responsible for advising the sender. The exchange of advices of non-delivery shall be expedited as much as possible by all the offices concerned.

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<sup>1)</sup> The 1984 Hamburg Congress adopted resolution C 48, inviting adms to accept the advices of non-delivery (II Congress/C 7 – Rep 7, prop 5000.2).

<sup>2)</sup> These particulars are necessary to spare offices of origin, particularly those with heavy traffic, time-consuming investigations (1979 Rio de Janeiro Congress, II 1663, prop 5533.1).

<sup>3)</sup> In the interests of an efficient service, the 1969 Tokyo Congress made transmission of the advice of non-delivery by the fastest route obligatory. The cost of sending the advice by air is borne by the adm of destination of the parcel, on the basis of reciprocity between adms (II 1538, prop 6166). See also art 137, note 1.

<sup>4)</sup> See art 29, note 2.

<sup>5)</sup> Irregularities liable to lead to the return of a parcel to origin may be divided into two distinct categories:

- i the non-observance of postal rules proper (exceeding the limits of weight, size, the maximum amount of insured value or trade charge, etc); here a service error cannot be contested;
- ii infringements in regard to the nature of the contents (prohibited articles, customs prohibitions, etc); here the role of adms is merely to inform the public of the prohibitions notified by the different countries; senders are therefore responsible for contravention (1929 London Congress, II 413).

<sup>6)</sup> In the expression “or for some other cause of the same kind” the provisions also include the case of two persons of the same name at the address indicated.

An advice of non-delivery must be drawn up when the parcel remains in the customs office beyond the period of retention, even if the adm itself does not proceed to customs clearance (1939 Buenos Aires Congress, II 554).

<sup>7)</sup> Repacking of parcels opened in Customs should the addressee not take delivery immediately; since customs requirements differ from one country to another, the question of a guarantee for

parcels opened by Customs is left to the discretion of each adm (1929 London Congress, II 413 to 414).

<sup>a)</sup> It is particularly important that the sender know immediately what the nature and extent of the damage is as this may influence his reply to the advice of non-delivery (1974 Lausanne Congress, II 1420, prop 5535.1).

<sup>a)</sup> This information appears in the Compendium of Information (Parcels).

### Article 137

Non-delivery. New instructions by the person concerned  
(Agr 28; Det Regs 136)

1 The advice of non-delivery shall be returned under registered cover and by the quickest route (air or surface) <sup>(1)</sup> to the office which prepared it, completed with fresh instructions from the sender or the third party and accompanied, if appropriate, by the dispatch note; new instructions shall be sent by telegraph when the telegraph charge is paid.

2 Since the only fresh instructions which the sender or the third party referred to in article 22, paragraph 2, b, of the Agreement shall be authorized to give are listed in article 28, paragraph 1, of the Agreement, the following rules shall apply in the undermentioned special cases:

- a if the sender (or third party) requests that a cash-on-delivery parcel be delivered against payment of a sum less than the original sum, a new R 4, R 7 or R 9 form shall be prepared in accordance with article 107, paragraph 3, of the Detailed Regulations of the Cash-on-Delivery Agreement;
- b if the sender or the third party gives as his instructions that the parcel is to be delivered free of charges and fees either to the original addressee or to another addressee, the office concerned shall apply article 111.

3 When a parcel which has been the subject of an advice of non-delivery is delivered or redirected before the receipt of fresh instructions, the sender shall be so informed through the office of **his place of residence** <sup>(2)</sup>. If the advice has been sent to a third party, appointed by the sender this information shall be communicated to that third party. If a cash-on-delivery parcel is concerned and if the R 4, R 7 or R 9 money order form referred to in article 105, paragraph 1, of the Detailed Regulations of the Cash-on-Delivery Agreement has already been sent to the sender, the latter need not be advised.

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<sup>1)</sup> In the interests of an efficient service, the 1969 Tokyo Congress made the return of the advice of non-delivery by the fastest route obligatory. The cost of sending the advice by air is borne by the adm of destination of the parcel, on the basis of reciprocity between adms (II 1538, prop 6170). See also art 136, note 2.

<sup>2)</sup> See art 29, note 2.

## Article 138

Return of parcels to **sender** (Agr 29, 33, 34) <sup>(1)</sup>

1 An office which returns a parcel for any reason whatsoever shall give the reason for non-delivery by means of a stamped impression or a label **conforming to the specimen C 33/CP 10** <sup>(2)</sup> on the parcel and on the dispatch note which accompanies it, <sup>(3)</sup>. If there is no dispatch note, the reason for the return shall be entered on the parcel bill. <sup>(4)</sup> The endorsement shall be made in French, each administration having the option of adding a translation in its own language and any other appropriate particulars; this endorsement shall be made in a clear and concise form such as “inconnu” (unknown), “refusé” (refused), “en voyage” (travelling), “parti” (gone away), “non réclamé” (unclaimed), “décédé” (deceased), etc.

2 The office of destination shall strike out the address particulars with which it is concerned and write “Retour” (Return) on the front of the parcel and on the dispatch note; it shall also apply its date-stamp beside the indication “Retour”.

3 Unless the sender asks for the return of a parcel to origin by air, it shall be returned by the route used for the outward journey in the case of surface parcels and by the quickest surface route in the case of air parcels, unless it is impossible to do so.

4 Parcels shall be **returned to sender** <sup>(1)</sup> in their original packing; they shall be accompanied by the dispatch note prepared by the sender. If for any reason a parcel has to be repacked or the original dispatch note replaced by another note, the name of the office of origin of the parcel, the original serial number and, as nearly as possible, the date of posting shall invariably appear on the new packing and on the dispatch note.

5 If an air parcel is **returned to sender** <sup>(1)</sup> by surface, the “Par avion” (By airmail) label and any notes relating to transmission by air shall be automatically struck through with two thick horizontal lines.

6 Every parcel returned to **sender** <sup>(1)</sup> shall be entered on the parcel bill with the note “Retour” (Return) in the “Observations” column.

7 The allocation and recovery of rates, charges and fees paid on the parcel under articles 29, paragraph 3, 33, paragraph 1, and 37, paragraph 1, of the Agreement shall be made as mentioned in article 147. They shall be indicated in detail on a statement of charges, in the form of the annexed specimen CP 25, which shall be affixed at one edge to the dispatch note.

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<sup>1)</sup> See art 29, note 2.

<sup>2)</sup> Label created by the 1984 Hamburg Congress (II Congress/C 7 – Rep 9, prop 5535.2).

<sup>3)</sup> This provision relates to ordinary and not to exceptional cases, because if a dispatch note is not received or has already been returned, it goes without saying that it cannot be attached to the parcel (1929 London Congress, II 415).

<sup>4)</sup> The wrapping of returned parcels is often badly damaged; indicating the reason for the return on the parcel bill enables the senders to be informed (1974 Lausanne Congress, II 1420, prop 5537.2).

### Article 139

Redirection of a parcel in consequence of the change of address of the addressee

1 When the rates, charges and fees mentioned in article 31, paragraph 6, of the Agreement are paid at the time of redirection the parcel shall be dealt with as if it had originated in the redirecting country and been addressed to the country of the new destination; no conveyance charge shall be collected by the administration of that country at the time of delivery.

2 Article 138, paragraphs 4 to 7, shall be applicable to redirected parcels. In particular, the endorsement “réexpédié” (redirected) shall appear on the parcel bill in the “Observations” column opposite the entry of the parcel.

### Article 140

Express parcel to be redirected (Agr 26)

If an express parcel to be redirected has been the subject of an unsuccessful attempt at delivery to the place of address by special messenger, the redirecting office shall strike through the label or endorsement “Exprès” (Express) with two thick horizontal lines.

### Article 141

Treatment of requests for withdrawal from the post or for alteration of address (Agr 37)

1 On receipt of the request for withdrawal from the post or for alteration of address in accordance with article 112, the office of destination shall search for the parcel in question and act on the request.

2 When it receives the telegraph request referred to in article 112, paragraph 2, the office of destination shall hold the parcel and not comply with the request until receipt of the postal confirmation; however, the administration of destination may, on its own responsibility, act on the telegraph request without waiting for this confirmation.



## Article 142

### Sale. Destruction

1 When a parcel has been sold or destroyed in accordance with the provisions of article 36 of the Agreement, a formal report of the sale or destruction shall be drawn up. A copy of the report accompanied by the dispatch note shall be sent to the office of origin.

2 The proceeds of the sale <sup>(1)</sup> <sup>(2)</sup> shall serve in the first instance to defray the charges on the parcel; the balance, if any, shall be sent to the office of origin to be handed to the sender; the latter shall bear the costs of forwarding it.

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<sup>1)</sup> When the proceeds of the official sale of a parcel do not cover customs charges, portorage or other amounts paid by the adm of destination, steps are taken to recover from the sender the balance due to that adm, at least by amicable agreement (1885 Lisbon Congress, II 278).

<sup>2)</sup> Cf Agr, art 31, note 2.

## Chapter V

## Inquiries

### Article 143

#### Treatment of inquiries (Agr 38) <sup>(1)</sup>

1 Every inquiry about a parcel shall be dealt with according to article 147, paragraphs 1 to 14 of the Detailed Regulations of the Convention, subject to replacement of the R 3, R 6 or R 8 form used for the letter post by the R 4, R 7 or R 9 form referred to in article 105, paragraph 1, of the Detailed Regulations of the Cash-on-Delivery Agreement.

2 Every C 9 <sup>(2)</sup> form concerning an inquiry relating to a parcel received by an administration other than the administration of origin shall be forwarded to the latter. It shall reach the administration of origin within the period prescribed in article 154, paragraph 1. If the certificate of posting can be produced by the sender, the C 9 form shall bear the indication “Vu récépissé de dépôt” <sup>(3)</sup> <sup>(4)</sup> (Certificate of posting seen).

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<sup>1)</sup> See Agr, art 38, note 1.

<sup>2)</sup> With the elimination of form CP 10, form C 9bis is now used as the advice of reforwarding of a C 9 form (1969 Tokyo Congress, II 1558, prop 6190). See also Conv, art 147, note 8.

<sup>3)</sup> The possibility of sending the certificate of posting to the adm of origin was abolished by the 1979 Rio de Janeiro Congress, since this document should, in principle, remain in the hands of the sender (II 1663, props 5540.1 and 5540.2).

<sup>4)</sup> The final sentence which, in the 1979 Rio de Janeiro Agreement constituted para 3 of the present article, has been incorporated into para 2, to which it belongs naturally (1984 Hamburg Congress/ C 7 – Rep 7, prop 5540.1).

### Article 144

Inquiries concerning an advice of delivery or an advice of embarkation not received (Agr 27; Det Regs 123)

1 When the sender inquires about an advice of delivery which he has not received within a reasonable time, the procedure shall follow that outlined in article 135, paragraph 6, of the Detailed Regulations of the Convention.

2 Any inquiry by the sender concerning an advice of embarkation not received within a reasonable time shall give rise to the preparation of a C 9 inquiry form, referred to in article 143, paragraph 2, and exempt from any charges. This form, accompanied by a duplicate CP 6 advice of embarkation, which the office of origin shall endorse “Duplicata” (Duplicate), shall be dealt with in accordance with article 143; the advice of embarkation charge shall not be collected a second time.

### Article 145

**Settlement of cases of reservations on delivery of rifled or damaged parcels (<sup>1</sup>)**

**If the liability assumed according to article 40, paragraph 1, a and b, has to be shared with another administration the request to this effect shall be sent to it by letter accompanied by a copy or a translation of the CP 14 report and, where appropriate, by a copy of the CP 13 verification note.**

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<sup>1)</sup> The 1984 Hamburg Congress adopted this new article, which lays down the procedure to be used for the settlement between two administrations of cases in which liability is shared (II Congress/ C 7 – Rep 7, prop 5541.91).

## Chapter VI

### Accounting

#### Section I

##### Allocation of rates and dues (Agr 46 to 54)

#### Article 146

Rates and dues credited to other administrations by the administration of origin <sup>(1)</sup>

1 In the case of exchange of closed mails, the administration of origin shall credit the administration of destination and each intermediate administration <sup>(2)</sup> with the land and sea rates <sup>(3)</sup> which are due to them including the exceptional rates authorized by the present Agreement or by the Final Protocol annexed thereto.

2 In the case of exchange in transit à découvert the administration of origin shall credit:

- a the administration of destination of the mail with the rates enumerated in paragraph 1 as well as rates due to the subsequent intermediate administrations and to the administration of destination;
- b the administration of destination of the mail with the amounts in respect of air conveyance dues to which it is entitled under article 51, paragraphs 3 and 4, of the Agreement for reforwarding air parcels;
- c the intermediate administrations preceding the administration of destination of the mail with the rates enumerated in paragraph 1.

3 When article 53, paragraph 3, of the Agreement has been applied, the administration of origin shall credit the administration of destination and any intermediate administrations with sums calculated for each parcel <sup>(4)</sup> or kilogramme <sup>(4)</sup> of gross weight of the mails instead of with the rates mentioned in paragraph 1.

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<sup>1)</sup> See Agr, part IV, notes 3 and 4.

<sup>2)</sup> A country which seizes postal parcels in the course of transmission cannot claim amounts not paid at the time the parcel was posted (1920 Madrid Congress, II 500 and 542).

<sup>3)</sup> See art 151, note 1.

<sup>4)</sup> See Agr, art 53, note 4.

**Article 147**

**Allocation and recovery of rates, charges and fees in the case of return to sender <sup>(1)</sup> or redirection**

1 When rates, charges and fees have not been paid at the time of return to **sender** <sup>(1)</sup> <sup>(2)</sup> or redirection, the returning or redirecting administration shall proceed as indicated below for the allocation and recovery of these rates, charges and fees.

2 In the case of exchange of direct mail between the returning or redirecting country and the country of **residence of the sender** <sup>(1)</sup> or of the new destination, the returning or reforwarding administration shall:

- a recover from the administration to which the mail is addressed:
  - i the rates due to it and to the intermediate administrations;
  - ii the following charges provided for in article 13 of the Agreement:
    - presentation-to-Customs charge,
    - delivery charge,
    - advice of arrival charge,
    - repacking charge,
    - poste restante charge,
    - storage charge,
    - additional express charge (article 9, paragraph 2, of the Agreement) due to the administration which has attempted delivery, if this charge has not been collected at the time of presentation of the parcel at the place of address of the addressee;
  - iii the redirection charge provided for in article 31, paragraph 6, a, of the Agreement;
  - iv the fees <sup>(3)</sup> it has had to lay out (article 15 of the Agreement);
- b credit the intermediate administrations with the rates due to them.

3 In the case of transmission in transit à découvert, the intermediate administration, after having been debited by the administration which returns or redirects the parcel with the amounts due to this latter administration by virtue of the rates and charges enumerated at paragraph 2, a, shall credit itself, by debiting the administration to which it hands over the parcel, with the sum due to it and with that due to the returning or redirecting administration. This procedure shall be repeated, if need be, by each intermediate administration.

4 In the case of parcels returned to **sender** or redirected by air, air conveyance dues shall be recovered, where appropriate, from the administration of the countries where the request for return or redirection originated.

5 In the case of the redirection of missent parcels, the allocation and the recovery of the rates, charges and fees shall be made in accordance with article 131, paragraph 3. (4)

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<sup>1)</sup> See Agr, art 29, note 2.

<sup>2)</sup> The question of how to proceed with regard to the cost of conveyance payable to intermediary adms or to the adm of destination, in the event that parcels are returned owing to an extraordinary suspension of the service, a case provided for in Conv, art 4 (for example, in cases where routes are suspended because the territory has been occupied or an uprising has taken place), was discussed by the 1924 Stockholm Congress, but no decision was reached (II 500 and 501).

<sup>3)</sup> This terms denotes certain charges, such as fiscal charges, which may be levied by the laws of the country (1929 London Congress, II 397 and 398).

<sup>4)</sup> If the country of destination indicated is unquestionably wrong, the adm which redirects the parcel to the correct country of destination deducts from the sum received the transit rates to which it is entitled, and allocates the balance to the adm of destination or to the intermediary adm through whose country the parcel is redirected. Where appropriate, the latter recovers from the next adm or from the addressee, in the manner laid down in paras 2 and 3, the additional transit or terminal payment due to it (1939 Buenos Aires Congress, II 554).

## Article 148

### Special case of recovery of dues

Air conveyance dues for air parcel dispatches re-routed in the course of conveyance shall be settled in accordance with article 87 of the Convention.

## Article 149

### Determination of average payments per parcel or per kilogramme (1)

1 The average payment per parcel laid down in article 53, paragraph 3, of the Agreement shall be obtained by dividing the amount of the land and sea rates due from the administration of origin to the administration of destination and, as appropriate, to the intermediate administrations for parcels dispatched during a period of at least three months, by the number of these parcels.

2 The average payments per kilogramme mentioned in the same article of the Agreement shall be obtained by dividing the sum of the land and sea rates by the gross weight of the mails dispatched to the administration of destination during the same period.

3 These average payments may be revised:

- a automatically, in the event of modification of the charges, by applying the new charges to the basic statistical factors;

- b at the request of one of the administrations concerned, made at least one year after the last revision, by using new statistical factors.

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<sup>1)</sup> See Agr, art 53, notes 1 and 4.

## Section II

### Preparation and settlement of accounts

#### Article 150

##### Preparation of accounts

- 1 Each administration shall arrange for its offices of exchange to prepare monthly or quarterly for all the items received from one and the same administration,
- a for surface parcels, a statement in the form of the annexed specimen CP 15 giving, by dispatching office (<sup>1)</sup>) and per mail,
- i the total sums entered to its credit and debit on CP 11 parcel bills;
  - ii as applicable, the number of parcels per weight step or the total number of parcels or the gross weight, entered on the CP 11 and CP 12 parcel bills, with indication of the appropriate rate and the monthly or quarterly product of the payment;
- b for air parcels, a statement in the form of the annexed specimen CP 15bis (<sup>2)</sup>) giving, by dispatching office (<sup>1)</sup>) and per mail,
- i the total sums entered to its credit and debit on CP 20 parcel bills;
  - ii as applicable, the number of parcels per weight step or the total number of parcels or the gross weight, entered on the CP 20 parcel bills, with indication of the appropriate rate and the monthly or quarterly product of the payment.
- 2 In the event of alteration of CP 11, CP 12 or CP 20 parcel bills, the number and date of the CP 13 verification note prepared by the transferring office of exchange or the office of exchange to which the transfer is made shall be shown in the “Observations” column of the CP 15 or CP 15bis statements.
- 3 The CP 15 and CP 15bis statements shall be summarized in an account in the form of the annexed specimen CP 16 made out in duplicate.
- 4 The CP 16 account, accompanied by the CP 15 and CP 15bis statements, but without the parcel bills, shall be sent by the quickest route (air or surface) to the administration concerned for examination during the two months following the arrival of the last parcel bill of the period to which it related. (<sup>3)</sup>) “Nil” accounts shall not be prepared. In the amount of the balance of the

CP 16 account, centimes shall be ignored. Totals shall never be altered; any differences shall be noted in statements in the form of the annexed specimen CP 17. <sup>(4)</sup> These statements shall be sent in duplicate to the administration concerned which shall incorporate the amount in its next CP 16 account. **If this is not done, the administration which prepared the CP 17 statements shall consider them as fully accepted and draw attention to them in its next CP 16 summarized account.** <sup>(5)</sup> No CP 17 statement shall be made out when the final amount of the differences does not exceed **30 francs (9.80 SDR)** per account. <sup>(6)</sup>

5 After they have been checked and accepted, the CP 16 accounts and CP 15 and CP 15bis statements shall be returned to the administration which prepared them at the latest by the end of the third month from the date of dispatch. <sup>(7)</sup> If the administration which has sent the account does not receive any notice of amendment during this period, the account shall be regarded as fully accepted. Debtor administrations may refuse to check and to accept CP 16 accounts which have not been submitted by the creditor administrations within 18 months of the date of receipt of the CP 11, CP 12 and CP 20 parcel bills by the offices of exchange. <sup>(8)</sup>

6 As soon as the CP 16 accounts between two administrations are accepted or regarded as fully accepted, they shall be summarized in a quarterly general account in the form of the annexed specimen CP 18 prepared by the creditor administration; this account may, however, be prepared half-yearly by agreement between the administrations concerned. The CP 18 account shall be sent to the debtor administration by the quickest route (air or surface). If, one month from the date of dispatch of the CP 18 account, the debtor administration has raised no objection, payment shall be made to the creditor administration. <sup>(9)</sup>

7 When the balance of a CP 18 general account prepared quarterly or half-yearly does not exceed **50 francs (16.33 SDR)**, <sup>(10)</sup> it shall be carried into the next CP 18 general account. If, after carrying out this procedure for the whole year, the CP 18 general account drawn up at the end of the year shows a balance not exceeding **50 francs (16.33 SDR)**, <sup>(10)</sup> the debtor administration shall be exempted from all payment.

8 Accounting in respect of the sums paid out by each administration on behalf of another for parcels delivered free of charges and fees shall be effected on the following bases:

- a the creditor administration shall draw up each month in the currency of its own country <sup>(11)</sup> a detailed monthly account on a form conforming to the annexed specimen CP 19; <sup>(12)</sup> parts B of the franking notes which have been retained shall be entered in the alphabetical order of the

- offices which have advanced the charges and in the numerical order given to them;
- b the detailed account, accompanied by parts B of the franking notes, shall be forwarded to the debtor administration at the latest by the end of the month following that to which it relates; “Nil” accounts shall not be prepared;
  - c the accounts shall be checked under the conditions laid down by the Detailed Regulations of the Money Orders and Postal Travellers’ Cheques Agreement;
  - d the accounts shall be settled separately; each administration may, however, request that these accounts be settled with the postal money order accounts, the CP 16 parcel accounts or the R 5 accounts relating to cash-on-delivery items, without being incorporated in them.
- 9 When it is necessary to recover payments from the administrations responsible in accordance with article 44 of the Agreement and several amounts are involved, these shall be summarized on a form conforming to the annexed specimen CP 22 and the total amount shall be carried forward to the CP 16 account.

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<sup>1)</sup> Because of the amendments made to forms CP 11, CP 12 and CP 20 (see art 118, note 1), forms CP 15 and CP 15bis contain a larger number of entries and are therefore only usable for exchanges with a single office of exchange (1974 Lausanne Congress, II 1420, props 5915.1 and 5915.2).

<sup>2)</sup> Form created by the 1969 Tokyo Congress to facilitate the work of offices of exchange (II 1556 and 1667, props 6179 and 6198). It was decided to retain the number CP 15bis (II 1667).

<sup>3)</sup> The special time limit provided for the dispatch of the CP 16 account in relations with distant countries was abolished by the 1979 Rio de Janeiro Congress (II 1664, prop 5546.1).

<sup>4)</sup> Instructed by 1974 Lausanne resolution C 67 (III 894) to study the advisability of abolishing the CP 17 form the EC, on the basis of the result of a consultation of adms, recommended maintaining the status quo. The 1979 Rio de Janeiro Congress endorsed that conclusion (II Congress – Doc 1, para 47 and Congress – Doc 12).

<sup>5)</sup> Clarification made by the 1984 Hamburg Congress to obviate delays and the preparation of a second CP 17 statement by the adm of destination (II Congress/C 7 – Rep 8, prop 5546.5).

<sup>6)</sup> Amount raised from 10 to 30 francs by the 1984 Hamburg Congress to take account of depreciation in the value of money (II Congress/C 7 – Rep 7, prop 5546.2).

<sup>7)</sup> The four-month time limit for the return of the CP 16 account in relations with distant countries was abolished by the 1979 Rio de Janeiro Congress and a standard three-month time limit was adopted (II 1664 and 1666, props 5546.1 and 5546.7).

<sup>8)</sup> Provision adopted by the 1979 Rio de Janeiro Congress in the light of the retention period for documents provided for in art 150 (II 1664, prop 5546.6).

<sup>9)</sup> The 1979 Rio de Janeiro Congress abolished acceptance by the debtor adm of the CP 18 general account, since the amounts entered therein are repeated in the CP 16 account already accepted (II 1666, props 5546.8 and 5546.12).

<sup>10)</sup> Amount increased by 100 percent by the 1984 Hamburg Congress to take account of depreciation in the value of money (II Congress/C 7 – Rep 7, prop 5546.2).



<sup>11)</sup> Adms may come to an arrangement under which accounting in respect of customs charges, etc, is carried out in a currency other than that of the creditor country (1939 Buenos Aires Congress, II 223 and 554, prop 624).

<sup>12)</sup> Following agreement between the adms concerned, those same accounts may be attached to account C 26 mentioned in Conv, Det Regs, art 197, para 1 (1924 Stockholm Congress, II 504 and 505).

## Article 151

### Account for air parcel mails (Agr 51)

The account for air conveyance dues for air parcel mails shall be drawn up according to articles **218** to **222** of the Detailed Regulations of the Convention. <sup>(1)</sup>

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<sup>1)</sup> In practice, accounts relating to air parcel mails are drawn up in the same manner as those concerning airmail corr (1964 Vienna Congress, II 1264, prop 7019).

## Article 152

### Settlement of accounts

1 The amount of the balance of the general accounts shall be paid by the debtor administration to the creditor administration in accordance with article 12 of the Convention.

2 The preparation and dispatch of <sup>(1)</sup> a general account may be carried out, without waiting for the CP 16 accounts to be returned accepted, <sup>(2)</sup> as soon as an administration which has all the accounts relative to the period concerned finds that it is the creditor. The check of the CP 18 account by the debtor administration and payment of the balance shall be carried out within a period of three months <sup>(4)</sup> after receipt of the general account. **The debtor administration shall not be obliged to accept accounts which are not transmitted to it within eighteen months of the end of the year to which they refer.** <sup>(3)</sup>

3 Any administration which has consistently owing to it every month by another administration a sum greater than 30 000 francs (**9800.72 SDR**) shall be entitled to claim a monthly payment on account of up to three quarters of the amount of the debt; its request shall be met within a period of two months. <sup>(5)</sup>

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<sup>1)</sup> Dispatch in duplicate was abolished by the 1979 Rio de Janeiro Congress, since acceptance of the CP 18 general account by the debtor adm is no longer necessary (II 1666, props 5546.8 and 5546.12). See art 150, note 9.

<sup>2)</sup> This procedure enables the settlement of parcel accounts to be speeded up (1969 Tokyo Congress, II 1557, prop 6182).

<sup>3)</sup> For the transmission of CP 18 accounts, the Hamburg Congress laid down this period, in line with the provision in art 154.

<sup>4)</sup> This period was increased to three months by the 1969 Tokyo Congress, as in some countries settlements of international accounts are subject to authorizations and measures falling within the competence of various services (currency exchange, national bank, etc) outside the postal administration (II 1557).

<sup>5)</sup> If a country shows a credit in respect of postal parcels and at the same time a debt for money orders in regard to another country, an arrangement between the two is obligatory (1929 London Congress, II 417 and 418).

## Chapter VII

### Miscellaneous provisions

#### Article 153

##### Forms for the use of the public

For the purpose of applying article 10, paragraph 4, of the Convention, the following shall be considered as forms for the use of the public:

CP 2 (Dispatch note),

CP 2bis (Sender's instruction label),

C 2/CP 3 (Customs declaration),

C 3/CP 4 (Franking note),

CP 6 (Advice of embarkation).

#### Article 154

##### Period of retention of documents (Agr 42; Det Regs 143)

1 Documents of the parcels service, including dispatch notes, shall be kept for a minimum period of 18 months from the day following the date to which they refer. **However, if the documents are reproduced on microfilm, microfiche or similar medium, they may be destroyed as soon as it is established that the reproduction is satisfactory.** <sup>(1)</sup>

2 Documents concerning a dispute or an inquiry shall be kept until the matter has been settled. If the inquiring administration, duly informed of the result of an inquiry, allows six months to elapse from the date of the communication without raising any objections, the matter shall be regarded as settled.

<sup>1)</sup> Provision adopted by the 1984 Hamburg Congress to take account of modern photographic processes which make possible the satisfactory keeping of microcopies of documents and also enable them to be later reproduced in their original sizes (II Congress/C 7 – Rep 9, prop 5550.1). See also Conv, Det Regs, art 107, note 1.

## Chapter VIII

### Final provisions

#### Article 155

##### Entry into force and duration of the Regulations

1 These Regulations shall come into force on the day on which the Postal Parcels Agreement comes into operation.

2 They shall have the same duration as that Agreement, unless renewed by common consent between the parties concerned. (<sup>1</sup>)

Done at **Hamburg, 27 July 1984.**

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<sup>1)</sup> For the names of the countries which signed the Det Regs, see the final clause of the Agr, note 1.

(For the signatures, see 1984 Hamburg Documents, vol III, pp 345 to 377).

# Annexes: Forms

## List of Forms <sup>(1)</sup> <sup>(2)</sup> <sup>(3)</sup>

| No         | Title or nature of form  | References          |
|------------|--|---------------------|
| 1          | 2  | 3                   |
| CP 1       | Table CP 1 .....   | Art 102, para 1     |
| CP 2       | Dispatch note .....  | Art 106, para 1, a  |
| CP 2bis    | Sender's instruction label .....   | Art 106, para 7     |
| C 2/CP 3   | Customs declaration .....  | Art 106, para 1, b  |
| C 3/CP 4   | Franking note .....  | Art 110, para 3, b  |
| CP 5       | Envelope for transmission of dispatch note, customs, etc, documents .....                                      | Art 121, para 4     |
| CP 5bis    | Envelope for transmission of dispatch note, customs, etc, documents .....                                      | Art 121, para 4     |
| CP 6       | Advice of embarkation .....  | Art 110, para 11, b |
| CP 7       | "V" label for insured parcel combined with the number of the parcel and the name of the office of origin ..... | Art 108, c          |
| CP 8       | Parcel label with the number of the parcel and the name of the office of origin .....                          | Art 107, para 1, a  |
| CP 9       | Advice of non-delivery .....   | Art 136, para 1     |
| C 33/CP 10 | Label showing the reason for non-delivery .....  | Art 138, para 1     |
| CP 11      | Parcel bill .....  | Art 119, para 1     |
| CP 12      | Special parcel bill .....  | Art 119, para 6     |
| CP 13      | Verification note .....  | Art 125, para 3     |
| CP 14      | Report concerning the rifling, damage or decrease in weight of a postal parcel .....                           | Art 129, para 2     |
| CP 15      | Monthly statement of amounts due for surface parcels   | Art 150, para 1, a  |
| CP 15bis   | Quarterly statement of amounts due for air parcels   | Art 150, para 1, b  |
| CP 16      | Summarized account .....   | Art 150, para 3     |
| CP 17      | Statement of differences observed in the summarized account .....  | Art 150, para 4     |
| CP 18      | General account .....  | Art 150, para 6     |
| CP 19      | Detailed monthly account of customs, etc, charges  | Art 150, para 8, a  |
| CP 20      | Air parcel bill .....  | Art 119, para 1     |
| CP 21      | Table CP 21 .....  | Art 102, para 1     |
| CP 22      | Statement of amounts due in respect of indemnity for postal parcels .....                                      | Art 150, para 9     |
| CP 23      | Label for parcel mail .....  | Art 122, para 1, a  |
| CP 24      | Label for air parcel mail .....  | Art 122, para 1, a  |
| CP 24bis   | Label for parcel mail .....  | Art 122, para 1, a  |
| CP 25      | Statement of charges .....   | Art 138, para 7     |

<sup>1)</sup> A background note on the standardization of forms, followed by general notes, is given in the Annotated Code, vol II, after the list of forms.

<sup>2)</sup> See art 143, notes 2 and 3.

<sup>3)</sup> The model forms are reproduced in the "Collection of UPU forms" published by the IB.

TABLE CP 1  
Surface parcels

Countries for which the above-mentioned administration accepts postal parcels in transit on the conditions given below

Amounts expressed in

☐ gold francs☐ SDR

| Serial No | Country of destination | Routes | Limit of insured value | Weight steps | Rates to be credited to the administration of | Rates                                |      |      |       |       |       |  |  |  |  | Countries and sea services to which they are due | Number of customs declarations | Observations |
|-----------|------------------------|--------|------------------------|--------------|---|--------------------------------------|------|------|-------|-------|-------|--|--|--|--|--|--------------------------------|--------------|
|           |                        |        |                        |              |   | Breakdown of the amounts in column 6 |      |      |       |       |       |  |  |  |  |  |                                |              |
|           |                        |        |                        |              |   | 1 kg                                 | 3 kg | 5 kg | 10 kg | 15 kg | 20 kg |  |  |  |  |  |                                |              |
| 1         | 2                      | 3      | 4                      | 5            | 6   | 7                                    |      |      |       |       |       |  |  |  |  | 8  | 9                              | 10           |
|           |                        |        |                        |              |   | a                                    | b    | c    | d     | e     | f     |  |  |  |  |  |                                |              |
|           |                        |        |                        | kg           |   |                                      |      |      |       |       |       |  |  |  |  |  |                                |              |

Parcels: Hamburg 1984, art 102, para 1 — Size: 297 x 210 mm

Parcels, Hamburg 1984, art 102, para 1 — Size: 297 x 210 mm

| (Country of origin)  | DISPATCH NOTE | Number(s) of parcel(s)              | Space reserved for CP 7 and CP 8 labels | Stamps  | CP 2 (Front). <sup>(1)</sup> ( <sup>2</sup> ) |
|--|---------------|-------------------------------------|---|---|---|
| Name and address of the sender                                       |               |                                     |   |   |   |
| Name and full address of addressee, including country of destination |               |                                     |   | <div style="border-bottom: 1px solid black; padding-bottom: 2px;">Route to be followed</div> <div style="border-bottom: 1px solid black; padding-bottom: 2px;">Office of exchange</div>   |   |
| Insured value — words  |               | figures                             |   | Insured value   |   |
| COD amount — words   |               | figures                             |   |   |   |
| Giro account No, giro centre   |               |                                     |   | <div style="border-bottom: 1px solid black; padding-bottom: 2px;">Customs stamp</div> <div style="border-bottom: 1px solid black; padding-bottom: 2px;">Stamp of the office of origin or of the dispatching office of exchange</div> <div style="text-align: center; height: 80px;"> </div> |   |
| Holder of the giro account   |               |                                     |   |   |   |
| Number of  |               | Description of packing <sup>1</sup> |   | <div style="display: flex; justify-content: space-between;"> <div style="border-right: 1px solid black; padding-right: 5px;">Weight (gross)</div> <div style="padding-left: 5px;">kg      g</div> </div>  |   |
| parcels  |               |                                     |   |   |   |
| cert's & invoices  |               |                                     |   |   |   |
| customs declarations   |               |                                     |   |   |   |

<sup>1</sup> Case, packet, carton, etc.

Parcels, Hamburg 1984, art 106, para 1, a — Size: 210 x 148 mm

1) See art 106, note 1.  
 2) It is permissible for the sender to reproduce or have printed only one of the authorized instructions (see art 106, para 7).

CP 2 (Back)

**INSTRUCTIONS TO BE GIVEN BY THE SENDER**  
(Give one instruction only)

The sender must indicate, in the space below and on the parcel, the manner in which the latter is to be treated in case of non-delivery.

Parcels may be returned without advice, if the sender has given no or contradictory instructions. In such a case, and also if instructions c, d, e and f, below apply, the sender is obliged to pay the charges demanded for each new transmission as well as the other charges made by the administrations concerned.

|   |   |  |   |
|---|---|--|---|
|   | If the parcel described on the front of this note cannot be delivered, I request: |  |   |
| a   | <input type="checkbox"/>  | that an advice of non-delivery be sent to me   |   |
| b   | <input type="checkbox"/>  | that an advice of non-delivery be sent to  | <div style="border: 1px solid black; padding: 2px; font-size: small;">Name and address of a third person in the country of destination</div>  |
|   |   |  |   |
| c   | <input type="checkbox"/>  | that the parcel be returned to me forthwith by   | <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <sup>(1)</sup><br/> <input type="checkbox"/> surface    <input type="checkbox"/> air         </div> </div>   |
| d   | <input type="checkbox"/>  | that the parcel be returned to me at the end of the period shown below by  | <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <sup>(1)</sup><br/> <input type="checkbox"/> surface    <input type="checkbox"/> air         </div> <div style="text-align: center;"> <sup>(2)</sup><br/> <input type="checkbox"/> Number of days         </div> </div> |
| e   | <input type="checkbox"/>  | that the parcel be delivered or redirected by <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> surface    <input type="checkbox"/> air         </div> |   |
| (Mention, where appropriate, if the parcel is to be delivered without collection of the COD amount or against payment of a sum less than the original sum.) |   |  |   |
| Name and address of new addressee   |   |  |   |
|   |   |  |   |
| f   | <input type="checkbox"/>  | that the parcel be redirected by   | <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> surface    <input type="checkbox"/> air         </div>  |
| for delivery to the original addressee  |   |  |   |
| g   | <input type="checkbox"/>  | that the parcel be treated as abandoned  |   |
| Signature of sender   |   |  |   |
|   |   |  |   |
| <b>RECEIPT OF ADDRESSEE</b>   |   |  |   |
| The undersigned declares that he has received the parcel(s) described on the front of this note   |   |  |   |
| Date and signature  |   |  |   |

<sup>1)</sup> See art 29, note 2.

<sup>2)</sup> This period may not exceed the regulation period of retention in the country of destination (see art 22, para 1, d).

|   |   |                        |
|---|---|------------------------|
| <b>SENDER'S INSTRUCTION LABEL<br/>IN THE EVENT OF NON-DELIVERY<sup>(2)</sup></b><br>(Give one instruction only) |   | CP 2bis <sup>(1)</sup> |
| a   | <input type="checkbox"/> Send advice of non-delivery to sender  |                        |
| b   | <input type="checkbox"/> Send advice of non-delivery<br>to address given below  |                        |
| c   | <input type="checkbox"/> Return to sender forthwith <sup>(3)</sup><br>by <input type="checkbox"/> surface by <input type="checkbox"/> air   | _____ Days             |
| d   | <input type="checkbox"/> Return to sender after <sup>(3)</sup><br>by <input type="checkbox"/> surface by <input type="checkbox"/> air       | -----                  |
| e   | <input type="checkbox"/> Deliver or redirect to address given below<br>by <input type="checkbox"/> surface by <input type="checkbox"/> air  |                        |
| f   | <input type="checkbox"/> Redirect for delivery to original addressee<br>by <input type="checkbox"/> surface by <input type="checkbox"/> air |                        |
| g   | <input type="checkbox"/> Treat parcel as abandoned  |                        |
| Name and address (if b or e applies)  |   |                        |
| _____<br>_____<br>_____   |   |                        |
| Signature of sender   |   |                        |

Parcels, Hamburg 1984, art 106, para 7 – Size: 74 x 105 mm

<sup>1)</sup> See art 106, note 8. As this is an optional form, no space has been provided for a translation of the text; if necessary, a translation could be given on a coupon that was detachable from the form (1974 Lausanne Congress, II 1550, prop 5902.92).

<sup>2)</sup> See art 106, note 9.

<sup>3)</sup> See art 29, note 2.



| Postal administration                                     |                                       | CUSTOMS DECLARATION   |                 | C 2/CP 3 (Front) (¹) (²)    |            |
|---|---------------------------------------|---|-----------------|-----------------------------|------------|
| (1) Name and address of sender                            |                                       | (2) Sender's reference, if any  |                 |                             |            |
| (3) Full name and address of addressee, including country |                                       | (4) Insert a cross (x), if the item contains<br><input type="checkbox"/> a gift <input type="checkbox"/> samples of merchandise |                 |                             |            |
|   |                                       | (5) The undersigned certifies that the particulars given in this declaration are correct  |                 |                             |            |
|   |                                       | (6) Place and date  |                 |                             |            |
| (7) Observations  |                                       | (8) Signature   |                 |                             |            |
|   |                                       | (9) Country of origin of the goods  |                 | (10) Country of destination |            |
|   |                                       | (11) Total gross weight   |                 |                             |            |
|   |                                       |   |                 | kg                          | g          |
| (12) Number of items                                      | (13) Detailed description of contents | (14) Tariff No  | (15) Net weight |                             | (16) Value |
|   |                                       |   | kg              | g                           |            |

Convention, Hamburg 1984, art 116, para 1; Parcels, Hamburg 1984, art 106, para 1, b – Size: 210 x 148 mm

1) See art 106, notes 2 to 4 and 6.  
 2) Column 14 "Tariff No" has been enlarged by 10,16 mm so as to be able to accommodate the new tariff numbers of the Brussels Customs Nomenclature and the digits for national subdivisions (1984 Hamburg Congress II, Congress C/4, Rep 10, prop 2902.1).

# Instructions

The customs declaration should be completed in French or in a language which is accepted in the country of destination.

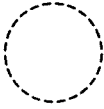

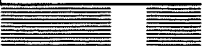
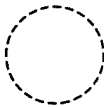
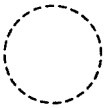
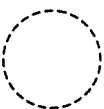
To clear your item the Customs in the country of destination need to know what the contents are. You must therefore complete your declaration fully, accurately and legibly, otherwise delay and inconvenience may be caused for the addressee. Moreover, a false, misleading or incomplete declaration may lead, for instance, to the seizure of the package.

It is also your responsibility to inquire into import and export regulations (prohibitions, make-up, etc) and to find out what documents, if any (certificate of origin, health certificate, invoices, etc) are required in the country of destination and to attach them to this form.

- Item (4) The insertion of a cross in this space does not relieve you of the obligation of completing the declaration detail; nor does it necessarily imply that the goods will be admitted free of duty in the country of destination.
- Item (5) Your signature on the front is regarded as implying that your item does not contain any dangerous article prohibited by postal regulations. (1)
- Item (7) See note 1 below.
- Item (13) Indicate separately different kinds of goods. General terms, such as "foodstuffs", "samples", "spare parts", etc are not permitted.
- Item (14) If known, state customs tariff number in the country of destination.
- Item (15) State net weight of each kind of goods.
- Item (16) State the value of each kind of goods separately, indicating the monetary unit used.

<sup>1</sup> Insert in space (7) any other relevant information (eg, "returned goods", "temporary admission").

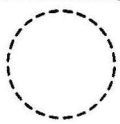

(Front)

|  |  |   |   |
|--|--|---|---|
| <b>COUPON TO BE HANDED TO THE SENDER</b><br><br><b>DETAILS OF CHARGES DUE</b><br>in the currency of the country of destination of the item   |  | <b>C 3/CP 4 (1)</b><br><b>Part A</b>  |   |
|  |  | Part to be filled in by the administration of destination   | Stamp of the office which has advanced the charges<br><br> |
| Fee for delivery free of charge <sup>2</sup>   |  | <b>TOTAL OF CHARGES ADVANCED</b><br><br>Amount in figures, in the currency of the country of destination of the item<br> |   |
| Customs duty   |  |   |   |
| Presentation-to-Customs charge   |  | Office which has made the advance   | Date  |
| Other charges  |  | Signature of the official   |   |
| Total  |  | Amount in figures after conversion<br>   |   |
| Total after conversion   |  | No in-register  |   |
| Stamp of the office which has recovered the charges<br><br> | Signature of the official who has converted the amount | Stamp of the office which has recovered the charges<br><br>  |   |
| <b>1 For parcels only.</b>   |  | Postal administration   |   |
|  |  | <b>C 3/CP 4</b><br><b>FRANKING NOTE</b><br><b>Part B</b>  |   |
|  |  | Nature of the item  | No      Weight <sup>1</sup>   |
|  |  | Insured value   | Office of posting   |
|  |  | Name and full address of sender   |   |
|  |  | Name and full address of addressee  |   |
|  |  | The item is to be delivered free of charges and fees, which I undertake to pay  |   |
|  |  | Signature of sender   | Stamp of the office of origin<br><br>                    |

Convention, Hamburg 1984, art 117, para 2; Parcels, Hamburg 1984, art 110, para 3, b –  
 Size: 148 x 105 mm, colour: yellow

<sup>1)</sup> See art 110, note 1.

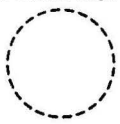
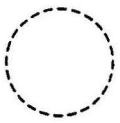
(Back)

|  |  |  |   |                                   |
|--|--|--|---|-----------------------------------|
| <b>DETAILS OF CHARGES DUE</b><br>in the currency of the country of destination of the item |  |  | <b>C 3/CP 4</b><br>Part B   |                                   |
|  |  |  | Part to be filled in by the administration of destination   |                                   |
| Fee for delivery free of charge <sup>2</sup>   |  |  | Stamp of the office which has advanced the charges<br>                           |                                   |
| Customs duty   |  |  |   |                                   |
| Presentation-to-Customs charge   |  |  |   |                                   |
| Other charges  |  |  |   |                                   |
| <b>TOTAL OF CHARGES ADVANCED</b>   |  |  | Amount in figures, in the currency of the country of destination of the item<br> |                                   |
|  |  |  | Office which has made the advance   |                                   |
| Total  |  |  | No of register  | Date<br>Signature of the official |
|  |  |  |   |                                   |

2 Also called "Commission charge".

Part B (Back)

Upper edge of the form when parts A and B are folded one upon the other

|  |               |  |    |   |  |
|--|---------------|--|----|---|--|
| <b>COUPON</b>  |               | Postal administration  |    | <b>C 3/CP 4</b><br>Part A   |  |
| Nature of the item   Weight <sup>1</sup>   |               | <b>FRANKING NOTE</b>   |    |   |  |
| No   | Insured value | Nature of the item   | No | Weight <sup>1</sup>   |  |
| Office of posting  |               | Insured value  |    | Office of posting   |  |
| Name and full address of addressee   |               | Name and full address of sender  |    |   |  |
|  |               |  |    |   |  |
|  |               |  |    |   |  |
|  |               | Name and full address of addressee   |    |   |  |
|  |               |  |    |   |  |
| The sender has paid the charges and fees indicated on the back   |               | The item is to be delivered free of charges and fees, which I undertake to pay |    | Stamp of the office of origin   |  |
| Stamp of the office of origin<br> |               | Signature of sender  |    |  |  |
|  |               | To be returned to the office of  |    |   |  |

1 For parcels only.

Part A (Front)

|  |  |
|--|--|
|  |  |
|  | <p>DISPATCH NOTE, CUSTOMS, ETC. DOCUMENTS ENCLOSED</p> <p>CP 5<sup>(1)</sup></p> |

Parcel, Hamburg 1984, art 121, para 4 – Size: 170 x 245 mm (external), 155 x 230 mm (internal); 50 mm flap

<sup>1)</sup> Form created by the 1984 Hamburg Congress (II Congress/C 7 – Rep 6, prop 5905.93).

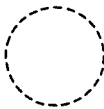
|   |
|---|
|   |
|   |
| DISPATCH NOTE, CUSTOMS, ETC, DOCUMENTS ENCLOSED |
| CP 5bis (*)                                     |

Parcels, Hamburg 1984, art 121, para 4 –  
Size: 130 x 170 mm (external), 115 x 155 mm (internal); 50 mm flap

---

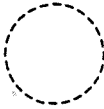

\*) Form created by the 1984 Hamburg Congress (II Congress/C 7 – Rep 6, prop 5905.94).

(Front)

|  |           |   |  |   |
|--|-----------|---|--|---|
| Postal administration of origin  |           | <b>ADVICE OF EMBARKATION</b>                                  |  | CP 6  |
| <b>To be filled in by the office of origin</b>                         |           | On Postal Service   |  | Stamp of the office returning the advice<br> |
| Office of posting  |           |   |  |   |
| Date   | Parcel No |   |  |   |
| Insured value  |           |   |  |   |
| Name and address of addressee  |           | The sender will give his address for the return of the advice |  |   |
|  |           | Name  |  |   |
|  |           | Street and No   |  |   |
|  |           | Locality  |  |   |
| The sender wishes to know when and on which ship the parcel was loaded |           |   |  |   |
| Port or country of embarkation   |           | Country   |  |   |

Parcels, Hamburg 1984, art 110, para 11, b — Size: 148 x 105 mm

(Back)

|   |   |
|---|---|
| <b>To be filled in by the dispatching office of exchange of the mail</b>    |   |
| Mail in which the parcel described overleaf was included                    |   |
| Date  |   |
| No  |   |
| From  |   |
| To  |   |
| <b>To be filled in by the office of exchange at the port of embarkation</b> |   |
| Loading of the parcel described overleaf, or of the mail mentioned above    |  |
| Port of embarkation   |   |
| Ship  |   |
| Date of departure   |   |

CP 7

|          |                    |                    |
|----------|--------------------|--------------------|
| <b>V</b> | <b>475</b>         |                    |
|          | <b>AMSTERDAM 1</b> |                    |
| <hr/>    |                    |                    |
| <b>V</b> | <b>475</b>         | <b>AMSTERDAM 1</b> |

Parcels, Hamburg 1984, art 108, c — Size: 52 x 37 mm, colour: pink <sup>(1)</sup>

<sup>1)</sup> See art 108, note 4.

CP 8

|                 |                 |
|-----------------|-----------------|
| <b>475</b>      |                 |
| <b>GENÈVE 1</b> |                 |
| <hr/>           |                 |
| <b>475</b>      | <b>GENÈVE 1</b> |

Parcels, Hamburg 1984, art 107, para 1, a —  
Size: 52 x 37 mm

**Note.** — Administrations using bar codes in their services may use CP 8 labels bearing such codes in addition to the indications already provided for. <sup>(1)</sup> <sup>(2)</sup>

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<sup>1)</sup> Note introduced by the 1984 Hamburg Congress (II Congress/C 7 — Rep 8, prop 5908.1).

<sup>2)</sup> See also Conv, label C 4, note 3.



|   |  |                               |  |
|---|--|-------------------------------|--|
| Postal administration of origin   |  | CP 9 (Front) (1)              |  |
| <b>ADVICE OF NON-DELIVERY</b>   |  |                               |  |
| Office of origin of CP 9 advice   | Notes. To be sent by registered post by the fastest route (air or surface).                                |                               |  |
| Office or service of destination of CP 9 advice   | One form is sufficient for several parcels posted at the same time by the same sender to the same address. |                               |  |
| Date of advice  |  |                               |  |
| <b>Undelivered parcel. The dispatch note is attached</b>  |  |                               |  |
| Office of origin  | Parcel No and date of posting  |                               |  |
| Number of parcels   | Number of dispatch notes   |                               |  |
| Name and full address of sender   | Name and full address of addressee   |                               |  |
| <b>The parcel is held undelivered at my office for the following reason</b>   |  |                               |  |
| <input type="checkbox"/> The parcel was refused by the addressee <input type="checkbox"/> The parcel has not been claimed   |  |                               |  |
| <input type="checkbox"/> The addressee is unknown <input type="checkbox"/> The addressee is away  |  |                               |  |
| <input type="checkbox"/> The addressee is deceased <input type="checkbox"/> The addressee has left without leaving an address   |  |                               |  |
| <input type="checkbox"/> The addressee has left <input type="checkbox"/> The address on the parcel does not agree with that on the dispatch note  |  |                               |  |
| <input type="checkbox"/> The address is insufficient <input type="checkbox"/> The addressee refuses to pay the COD amount   |  |                               |  |
| <input type="checkbox"/> The addressee refuses to pay customs duty <input type="checkbox"/> The addressee refuses to pay the other charges and fees payable on the parcel   |  |                               |  |
| <input type="checkbox"/> Customs duty and other charges and fees are payable on the parcel  |  |                               |  |
| Present amount (currency of the country preparing the advice) <input type="checkbox"/> For extended storage, this amount will be increased by   |  |                               |  |
| <input type="checkbox"/> The addressee has no import licence  |  |                               |  |
| <input type="checkbox"/> The parcel has been rifled <input type="checkbox"/> The parcel has been damaged  |  |                               |  |
| Other reasons   |  |                               |  |
| Please ask the sender or the person named below to give instructions and inform him that if these instructions do not reach me within a period of two months the parcel will be returned to the sender, subject to subsequent payment of charges. Until the instructions arrive, the office is authorized either to deliver the parcel to the original addressee or to another addressee if one is given on the back of the dispatch note, or to reforward it to a new address. |  |                               |  |
| Third person named on back of CP 2 dispatch note to reply to CP 9 advice  |  |                               |  |
| Office stamp and signature  |  | This form must be returned to |  |
| 1 Depending on the legislation of the first country of destination, give the full address or the name of the new country of destination.  |  |                               |  |
| Parcels, Hamburg 1984, art 136, para 1 — Size: 210 x 297 mm   |  |                               |  |

1) The 1979 Rio de Janeiro Congress made some amendments on the front of this form (II Congress/ C 7 – Rep 8, prop 5909.1).

☐ Office furnishing the reply

CP 9 (Back)

## REPLY

|                                  |               |
|----------------------------------|---------------|
| Office or service of destination | Date of reply |
|----------------------------------|---------------|

### The parcel should be

☐ presented again to the original addressee

☐ delivered to the original addressee or the person described below

☐ redirected to the original addressee or the person described below by ☐ surface ☐ air

Name and full address of the original addressee or of another person

☐ without collection of the COD amount

☐ against payment of a reduced COD amount

New COD amount

New COD money order attached

☐ without collection of customs duty or other charges payable on the parcel

Franking note attached

☐ returned to the sender by ☐ surface ☐ air

☐ forthwith ☐ on the expiry of a period of  Number of days

The sender undertakes to pay the transport and other charges

☐ treated as abandoned

The person concerned having failed to reply to the requests for instructions which have been addressed to him, the parcel should be returned to the sender at the expiry of the prescribed period.

Office stamp, date and signature:

|                          |  |
|--------------------------|--|
| <b>RETURN</b>            | C 33/CP 10 <sup>(1)</sup> <sup>(2)</sup> |
| -----                    |  |
| Tick as appropriate      |  |
| <input type="checkbox"/> | Refused                                  |
| <input type="checkbox"/> | Unclaimed                                |
| <input type="checkbox"/> | Gone away                                |
| <input type="checkbox"/> | Unknown                                  |
| <input type="checkbox"/> | Deceased                                 |
| <input type="checkbox"/> | Insufficient address                     |
| <input type="checkbox"/> | -----                                    |
| <input type="checkbox"/> | -----                                    |
| <input type="checkbox"/> | -----                                    |
| <input type="checkbox"/> | -----                                    |
| <input type="checkbox"/> | -----                                    |
| <input type="checkbox"/> | -----                                    |

Convention, Hamburg 1984, art 143, para 2; Parcels, Hamburg 1984, art 138, para 1 – Maximum size:  
52 × 74 mm, colour: pink

<sup>1)</sup> Form created by the 1984 Hamburg Congress (II Congress/C 4 – Rep 3, prop 2933.91).

<sup>2)</sup> See also Conv. Forms, label C 33/CP 10, note 1.

# Parcels, Forms

| [ ] Dispatching administration  |           |                                   | <b>PARCEL BILL</b><br>Postal parcels |                                   |   |                           | CP 11 (Front) <sup>(1)</sup> <sup>(2)</sup> |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
|---|-----------|-----------------------------------|--------------------------------------|-----------------------------------|---|---------------------------|---|---|-------------------------------|------------------------------|-------------------------------------|--|-----------------------------------|------------------|-----------------------------------|--|---------------------------|----------------|--------|---------------|--------|--------------|-------------|-----------|-------------------------------|------------------------------|-------------------------------|------------------------------|---|---|---|---|---|---|---|---|---|----|--|---|--|--|--|--|----|---|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|----|--|--|--|--|--|--|--|--|--|--|--|------------------------|--|--|--|--|--|--|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|--|--|
| Dispatching office of exchange  |           |                                   | Date of departure                    |                                   |   |                           | Time  |   | Mail No                       |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| Office of exchange of destination   |           |                                   | Number of receptacles in dispatch    |                                   |   |                           | Number of parcels comprising the dispatch   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
|   |           |                                   | Number of receptacles to be returned |                                   |   |                           | A C 27 note is attached to the mail         |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
|   |           |                                   | No of the parcel bill (if several)   |                                   |   |                           |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
|   |           |                                   | Ship                                 |                                   |   |                           |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| <b>Detailed entry</b>   |           |                                   |                                      |                                   |   |                           |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Number</th> <th rowspan="3" style="text-align: center;">Num-<br/>ber<br/>of<br/>par-<br/>cels</th> <th rowspan="3" style="text-align: center;">Office of origin</th> <th rowspan="3" style="text-align: center;">Place of destination<sup>1</sup></th> <th colspan="2" rowspan="3" style="text-align: center;">Weight<sup>2</sup> of each insured parcel</th> <th colspan="2" rowspan="3" style="text-align: center;">Insured value</th> <th colspan="2" style="text-align: center;">Rates payable</th> <th rowspan="3" style="text-align: center;">Observations</th> </tr> <tr> <th rowspan="2" style="text-align: center;">ser-<br/>ial</th> <th rowspan="2" style="text-align: center;">of parcel</th> <th style="text-align: center;"><input type="checkbox"/> g fr</th> <th style="text-align: center;"><input type="checkbox"/> SDR</th> </tr> <tr> <th style="text-align: center;"><input type="checkbox"/> g fr</th> <th style="text-align: center;"><input type="checkbox"/> SDR</th> </tr> <tr> <th style="text-align: center;">1</th> <th style="text-align: center;">2</th> <th style="text-align: center;">3</th> <th style="text-align: center;">4</th> <th style="text-align: center;">5</th> <th style="text-align: center;">6</th> <th style="text-align: center;">7</th> <th style="text-align: center;">8</th> <th style="text-align: center;">9</th> <th colspan="2" style="text-align: center;">10</th> </tr> </thead> <tbody> <tr><td>1</td><td></td><td></td><td></td><td></td><td>kg</td><td>g</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>2</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>3</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>4</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>5</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>6</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>7</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>8</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>9</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>10</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td colspan="2" style="text-align: center;">Carried over from back</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2" style="text-align: center;">Totals</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> |           |                                   |                                      |                                   |   |                           |   |   |                               |                              | Number                              |  | Num-<br>ber<br>of<br>par-<br>cels | Office of origin | Place of destination <sup>1</sup> | Weight <sup>2</sup> of each insured parcel |                           | Insured value  |        | Rates payable |        | Observations | ser-<br>ial | of parcel | <input type="checkbox"/> g fr | <input type="checkbox"/> SDR | <input type="checkbox"/> g fr | <input type="checkbox"/> SDR | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |  | 1 |  |  |  |  | kg | g |  |  |  |  |  | 2 |  |  |  |  |  |  |  |  |  |  |  | 3 |  |  |  |  |  |  |  |  |  |  |  | 4 |  |  |  |  |  |  |  |  |  |  |  | 5 |  |  |  |  |  |  |  |  |  |  |  | 6 |  |  |  |  |  |  |  |  |  |  |  | 7 |  |  |  |  |  |  |  |  |  |  |  | 8 |  |  |  |  |  |  |  |  |  |  |  | 9 |  |  |  |  |  |  |  |  |  |  |  | 10 |  |  |  |  |  |  |  |  |  |  |  | Carried over from back |  |  |  |  |  |  |  |  |  |  |  | Totals |  |  |  |  |  |  |  |  |  |  |  |
| Number  |           | Num-<br>ber<br>of<br>par-<br>cels | Office of origin                     | Place of destination <sup>1</sup> | Weight <sup>2</sup> of each insured parcel  |                           | Insured value                               |   | Rates payable                 |                              | Observations                        |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| ser-<br>ial   | of parcel |                                   |                                      |                                   |   |                           |   |   | <input type="checkbox"/> g fr | <input type="checkbox"/> SDR |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
|   |           |                                   |                                      |                                   |   |                           |   |   | <input type="checkbox"/> g fr | <input type="checkbox"/> SDR |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| 1   | 2         | 3                                 | 4                                    | 5                                 | 6   | 7                         | 8   | 9 | 10                            |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| 1   |           |                                   |                                      |                                   | kg  | g                         |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| 2   |           |                                   |                                      |                                   |   |                           |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| 3   |           |                                   |                                      |                                   |   |                           |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| 4   |           |                                   |                                      |                                   |   |                           |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| 5   |           |                                   |                                      |                                   |   |                           |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| 6   |           |                                   |                                      |                                   |   |                           |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| 7   |           |                                   |                                      |                                   |   |                           |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| 8   |           |                                   |                                      |                                   |   |                           |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| 9   |           |                                   |                                      |                                   |   |                           |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| 10  |           |                                   |                                      |                                   |   |                           |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| Carried over from back  |           |                                   |                                      |                                   |   |                           |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| Totals  |           |                                   |                                      |                                   |   |                           |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| <p><b>Bulk entry</b> Enter parcels subject to inward rates<br/>Use section a, b or c, as appropriate</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="6" style="text-align: left;">a Number of parcels per weight step</th> <th style="text-align: left;">b Total number of parcels</th> <th style="text-align: left;">c Gross weight</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">&lt; 1 kg</td> <td style="text-align: center;">1–3 kg</td> <td style="text-align: center;">3–5 kg</td> <td style="text-align: center;">5–10 kg</td> <td style="text-align: center;">10–15 kg</td> <td style="text-align: center;">15–20 kg</td> <td></td> <td style="text-align: center;">kg</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>   |           |                                   |                                      |                                   |   |                           |   |   |                               |                              | a Number of parcels per weight step |  |                                   |                  |                                   |  | b Total number of parcels | c Gross weight | < 1 kg | 1–3 kg        | 3–5 kg | 5–10 kg      | 10–15 kg    | 15–20 kg  |                               | kg                           |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| a Number of parcels per weight step   |           |                                   |                                      |                                   |   | b Total number of parcels | c Gross weight                              |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| < 1 kg  | 1–3 kg    | 3–5 kg                            | 5–10 kg                              | 10–15 kg                          | 15–20 kg  |                           | kg  |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
|   |           |                                   |                                      |                                   |   |                           |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| <p>Stamp of the dispatching office of exchange<br/>Signature of the official</p> <div style="border: 1px dashed black; width: 80px; height: 80px; margin: 20px auto;"></div>  |           |                                   |                                      |                                   | <p>Stamp of the office of exchange of destination<br/>Signature of the official</p> <div style="border: 1px dashed black; width: 80px; height: 80px; margin: 20px auto;"></div> |                           |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |
| <p><sup>1</sup> Not to be completed if the parcels are addressed to the same office as the parcel bill.<br/>For parcels in transit à découvert, indicate place and country of destination.<br/><sup>2</sup> If necessary, this column may be used for entering the weight of uninsured parcels.<br/>Parcels, Hamburg 1984, art 119, para 1 – Size: 210 x 297 mm</p>   |           |                                   |                                      |                                   |   |                           |   |   |                               |                              |                                     |  |                                   |                  |                                   |  |                           |                |        |               |        |              |             |           |                               |                              |                               |                              |   |   |   |   |   |   |   |   |   |    |  |   |  |  |  |  |    |   |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |                        |  |  |  |  |  |  |  |  |  |  |  |        |  |  |  |  |  |  |  |  |  |  |  |

<sup>1</sup>) See art 119, note 1 and art 122, note 5. See also art 102, para 5.

<sup>2</sup>) The 1984 Hamburg Congress made some amendments to the front of this form (II Congress/C 7 – Rep 8, prop 5911.2).

CP 11 (Back)

| Number                      |           | Number of parcels | Office of origin | Place of destination <sup>1</sup> | Weight <sup>2</sup> of each insured parcel | Insured value | Rates payable   |   | Observations |
|-----------------------------|-----------|-------------------|------------------|-----------------------------------|--|---------------|---|---|--------------|
| serial                      | of parcel |                   |                  |                                   |  |               | by dispatching administration to receiving administration | by receiving administration to dispatching administration |              |
| 1                           | 2         | 3                 | 4                | 5                                 | 6  | 7             | 8   | 9   | 10           |
|                             |           |                   |                  |                                   | kg   | g             |   |   |              |
| 11                          |           |                   |                  |                                   |  |               |   |   |              |
| 12                          |           |                   |                  |                                   |  |               |   |   |              |
| 13                          |           |                   |                  |                                   |  |               |   |   |              |
| 14                          |           |                   |                  |                                   |  |               |   |   |              |
| 15                          |           |                   |                  |                                   |  |               |   |   |              |
| 16                          |           |                   |                  |                                   |  |               |   |   |              |
| 17                          |           |                   |                  |                                   |  |               |   |   |              |
| 18                          |           |                   |                  |                                   |  |               |   |   |              |
| 19                          |           |                   |                  |                                   |  |               |   |   |              |
| 20                          |           |                   |                  |                                   |  |               |   |   |              |
| 21                          |           |                   |                  |                                   |  |               |   |   |              |
| 22                          |           |                   |                  |                                   |  |               |   |   |              |
| 23                          |           |                   |                  |                                   |  |               |   |   |              |
| 24                          |           |                   |                  |                                   |  |               |   |   |              |
| 25                          |           |                   |                  |                                   |  |               |   |   |              |
| 26                          |           |                   |                  |                                   |  |               |   |   |              |
| 27                          |           |                   |                  |                                   |  |               |   |   |              |
| 28                          |           |                   |                  |                                   |  |               |   |   |              |
| 29                          |           |                   |                  |                                   |  |               |   |   |              |
| 30                          |           |                   |                  |                                   |  |               |   |   |              |
| 31                          |           |                   |                  |                                   |  |               |   |   |              |
| 32                          |           |                   |                  |                                   |  |               |   |   |              |
| 33                          |           |                   |                  |                                   |  |               |   |   |              |
| 34                          |           |                   |                  |                                   |  |               |   |   |              |
| 35                          |           |                   |                  |                                   |  |               |   |   |              |
| To be carried over to front |           |                   |                  |                                   |  |               |   |   |              |

<sup>1</sup> Not to be completed if the parcels are addressed to the same office as the parcel bill.  
For parcels in transit à découvert, indicate place and country of destination.

<sup>2</sup> If necessary, this column may be used for entering the weight of uninsured parcels.

CP 12 (1)

**SPECIAL PARCEL BILL**  
**Payment of rates due for the transit of parcels**

☐ Dispatching administration

☐ Dispatching office of exchange

☐ Date of CP 12 bill

☐ No

|  |        |                       |         |   |          |                                      |                |
|--|--------|-----------------------|---------|---|----------|--------------------------------------|----------------|
| Intermediate office of exchange  |        |                       |         | Date of departure   |          | Time                                 | Mail No        |
| Transit administration   |        |                       |         | Ship  |          |                                      |                |
| Office of destination of the mail  |        |                       |         |   |          |                                      |                |
| <input type="checkbox"/> Land transit                                      |        |                       |         | <input type="checkbox"/> Sea transit                                      |          |                                      |                |
| a Number of parcels per weight step (use section a, b or c as appropriate) |        |                       |         |   |          | b Total number of parcels            | c Gross weight |
| < 1 kg   | 1—3 kg | 3—5 kg                | 5—10 kg | 10—15 kg  | 15—20 kg |                                      | kg             |
|  |        |                       |         |   |          |                                      |                |
| Nature of parcels  |        | Number of receptacles |         | Number of parcels in receptacles  |          | Number of parcels not in receptacles |                |
| Uninsured parcels  |        |                       |         |   |          |                                      |                |
| Insured parcels  |        |                       |         |   |          |                                      |                |
| Totals   |        |                       |         |   |          |                                      |                |
| Stamp of the dispatching office of exchange<br>Signature of the official   |        |                       |         | Stamp of the intermediate office of exchange<br>Signature of the official |          |                                      |                |



[illegible]



|   |  |                                       |   |                   |  |
|---|--|---------------------------------------|---|-------------------|--|
| <input type="checkbox"/> Postal administration              |  | <b>REPORT</b><br><b>Postal parcel</b> |   | CP 14 (Front) (1) |  |
| To be sent by registered post                               |  |                                       |   |                   |  |
| <b>Part 1</b>   |  |                                       |   |                   |  |
| Office completing part 1                                    |  | Date                                  |   | Reference         |  |
| Reason for report   | <input type="checkbox"/> Rifling <input type="checkbox"/> Damage <input type="checkbox"/> Decrease in weight     |                                       | <input type="checkbox"/> Date <input type="checkbox"/> No |                   |  |
| Posting of parcel   |  | Office                                |   |                   |  |
| Sender  | Name and full address  |                                       |   |                   |  |
| Addressee   | Name and full address  |                                       |   |                   |  |
| Special particulars   | Insured value  |                                       |   |                   |  |
|   | COD amount and currency  |                                       |   |                   |  |
|   | Supplementary charge for fragile parcels paid  |                                       |   |                   |  |
|   | <input type="checkbox"/> Yes <input type="checkbox"/> No   |                                       |   |                   |  |
| Weight  | Shown  |                                       |   |                   |  |
|   | Observed   |                                       |   |                   |  |
| Packing   | External   |                                       |   |                   |  |
|   | Internal   |                                       |   |                   |  |
|   | The packing should be regarded as<br><input type="checkbox"/> regulation <input type="checkbox"/> non-regulation |                                       |   |                   |  |
| Mail in which the parcel was sent                           | Date of dispatch   |                                       |   |                   |  |
|   | Date of arrival  |                                       |   |                   |  |
|   | No   |                                       |   |                   |  |
|   | Dispatching office   |                                       |   |                   |  |
|   | Office of destination  |                                       |   |                   |  |
| Method of conveyance  | <input type="checkbox"/> Travelling post office <input type="checkbox"/> Name or number                          |                                       |   |                   |  |
|   | <input type="checkbox"/> Railway van   |                                       |   |                   |  |
|   | <input type="checkbox"/> Ship  |                                       |   |                   |  |
|   | <input type="checkbox"/> Flight  |                                       |   |                   |  |
| Parcel arrived  | <input type="checkbox"/> In bag <input type="checkbox"/> Unenclosed  |                                       |   |                   |  |
| Detailed statement of the facts                             |  |                                       |   |                   |  |
|   |  |                                       |   |                   |  |
|   |  |                                       |   |                   |  |
|   |  |                                       |   |                   |  |
| Stamp of the reporting office<br>Signatures                 |  |                                       |   |                   |  |
| Parcels, Hamburg 1984, art 129, para 2 – Size: 210 x 297 mm |  |                                       |   |                   |  |

1) See art 129, note 1.

| Part II   |  | CP 14 (Back)                                    |
|---|--|---|
| Office completing part II   | Date   | Reference                                       |
| Contents  | <input type="checkbox"/> From the invoice <input type="checkbox"/> From the customs declaration <input type="checkbox"/> According to the addressee or sender                                      |   |
|   |  |   |
|   |  |   |
|   |  |   |
|   |  |   |
|   | The contents have been examined in the presence of<br><input type="checkbox"/> the addressee <input type="checkbox"/> the sender   |   |
|   | Contents established on examination  |   |
|   |  |   |
|   |  |   |
|   | Contents damaged   |   |
|   |  |   |
| Contents missing  |  |   |
|   |  |   |
| Estimate of loss  | <input type="checkbox"/> According to the addressee <input type="checkbox"/> According to the sender<br><small>The loss is estimated at the amount of</small>                                      |   |
| Cause   | <small>The loss is due to</small><br><div style="border-bottom: 1px solid black; height: 15px; width: 100%;"></div> <div style="border-bottom: 1px solid black; height: 15px; width: 100%;"></div> |   |
| Subsequent treatment of the parcel  | <input type="checkbox"/> After repacking and weighing, the item has been forwarded to its destination<br><small>New weight</small>   |   |
|   |  |   |
|   | <input type="checkbox"/> The contents have been destroyed by the undersigned office  |   |
|   | <input type="checkbox"/> The packing is held here  |   |
|   | <input type="checkbox"/> The addressee refuses the item <input type="checkbox"/> The sender refuses the item   |   |
|   | <input type="checkbox"/> The addressee has accepted the item <input type="checkbox"/> The sender has accepted the item<br><small>Amount of indemnity claimed</small>                               |   |
| Signature of the addressee or sender  |  |   |
| Attestation. In witness whereof we have drawn up this report, a duplicate of which has been sent, with a verification note, to the authority shown below. |  |   |
| <small>Authority to which the report should be sent</small>   |  |   |
| <small>Signature of the postal officials</small>  |  | <small>Signature of the customs officer</small> |

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[illegible]

<sup>1</sup> See art 150, notes 1 and 2. Form recast by the 1984 Hamburg Congress (II Congress/C 7 – Rep 8, prop 5915.2).

CP 16

|                                       |                 |      |
|---------------------------------------|-----------------|------|
| Dispatching administration of parcels | Date of account |      |
|                                       | Month           | Year |
|                                       | Quarter         | Year |

[illegible]

CP 17 (1)

**STATEMENT OF DIFFERENCES**  
observed in the summarized account (CP 16 form)  
To be sent in duplicate

Administration of destination of CP 16 account

Dispatching administration of CP 16 account

Date of statement

Month

Year

Quarter

Year

| Serial number |       | Parcel mails |      |    | Amount in                            |  |                              |  | Credit due to the administration |  |    |  | Observations<br>Use back if necessary |
|---------------|-------|--------------|------|----|--------------------------------------|--|------------------------------|--|----------------------------------|--|----|--|---------------------------------------|
|               |       |              |      |    | <input type="checkbox"/> gold francs |  | <input type="checkbox"/> SDR |  | of                               |  | of |  |                                       |
| CP 17         | CP 16 | No           | from | to | entered in account                   |  | corrected                    |  |                                  |  |    |  |                                       |
| 1             | 2     | 3            | 4    | 5  | 6                                    |  | 7                            |  | 8                                |  | 9  |  | 10                                    |
| 1             |       |              |      |    |                                      |  |                              |  |                                  |  |    |  |                                       |
| 2             |       |              |      |    |                                      |  |                              |  |                                  |  |    |  |                                       |
| 3             |       |              |      |    |                                      |  |                              |  |                                  |  |    |  |                                       |
| 4             |       |              |      |    |                                      |  |                              |  |                                  |  |    |  |                                       |
| 5             |       |              |      |    |                                      |  |                              |  |                                  |  |    |  |                                       |

Administration of destination of the account  
Place, date and signature

Seen and accepted by the dispatching administration  
of the account  
Place, date and signature

Administration preparing the account

CP 18 (\*)

GENERAL ACCOUNT

|                              |   |
|------------------------------|---|
| Corresponding administration | Date of account                                   |
|                              | Quarter <span style="float: right;">Year</span>   |
|                              | Half year <span style="float: right;">Year</span> |

| Exchange   | Period | Balance of CP 18 accounts<br>in favour of the              |  | Observations |
|--|--------|--|--|--------------|
|  |        | administration<br>preparing<br>the account                 | corresponding<br>administration                            |              |
| 1  | 2      | 3  | 4  | 5            |
|  |        | <input type="checkbox"/> g fr <input type="checkbox"/> SDR | <input type="checkbox"/> g fr <input type="checkbox"/> SDR |              |
| Received<br>by the administration<br>preparing the account |        |  |  |              |
|  |        |  |  |              |
|  |        |  |  |              |
|  |        |  |  |              |
|  |        |  |  |              |
|  |        |  |  |              |
|  |        |  |  |              |
|  |        |  |  |              |
|  |        |  |  |              |
|  |        |  |  |              |
| Sent by the administration<br>preparing the account        |        |  |  |              |
|  |        |  |  |              |
|  |        |  |  |              |
|  |        |  |  |              |
|  |        |  |  |              |
|  |        |  |  |              |
|  |        |  |  |              |
|  |        |  |  |              |
|  |        |  |  |              |
|  |        |  |  |              |
| Totals   |        |  |  |              |
| Less   |        |  |  |              |
| Name of creditor administration                            |        |  |  |              |
| Credit balance   |        |  |  |              |
| Administration preparing the CP 18 account                 |        |  |  |              |
| Place, date and signature                                  |        |  |  |              |

Parcels, Hamburg 1984, art 150, para 6 – Size: 210 x 297 mm

<sup>1)</sup> See art 150, note 9.

☐ Creditor administration

CP 19

DETAILED MONTHLY ACCOUNT

Customs, etc, charges

Debtor administration

Date of account

Month | Year



| Serial No | Date of payment | Number of franking note | Office which made the payment | Amount of each franking note |     | Observations |
|-----------|-----------------|-------------------------|-------------------------------|------------------------------|-----|--------------|
|           |                 |                         |                               | g fr                         | SDR |              |
| 1         | 2               | 3                       | 4                             | 5                            |     | 6            |
| 1         |                 |                         |                               |                              |     |              |
| 2         |                 |                         |                               |                              |     |              |
| 3         |                 |                         |                               |                              |     |              |
| 4         |                 |                         |                               |                              |     |              |
| 5         |                 |                         |                               |                              |     |              |
| 6         |                 |                         |                               |                              |     |              |
| 7         |                 |                         |                               |                              |     |              |
| 8         |                 |                         |                               |                              |     |              |
| 9         |                 |                         |                               |                              |     |              |
| 10        |                 |                         |                               |                              |     |              |
| 11        |                 |                         |                               |                              |     |              |
| 12        |                 |                         |                               |                              |     |              |
| 13        |                 |                         |                               |                              |     |              |
| 14        |                 |                         |                               |                              |     |              |
| 15        |                 |                         |                               |                              |     |              |
| 16        |                 |                         |                               |                              |     |              |
| 17        |                 |                         |                               |                              |     |              |
| 18        |                 |                         |                               |                              |     |              |
| 19        |                 |                         |                               |                              |     |              |
| 20        |                 |                         |                               |                              |     |              |
| Total     |                 |                         |                               |                              |     |              |

Creditor administration

Place, date and signature

Parcels, Hamburg 1984, art 150, para 8, a – Size: 210 x 297 mm



|  |           |                   |                                       |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
|--|-----------|-------------------|---------------------------------------|-----------------------------------|--|---|---|---|---|---|--------------|-------------------------------------|--|--|--|--|--|---------------------------|----------------------|--------|--------|--------|---------|----------|----------|--|--|--|--|--|--|--|--|--|--|
| [ ] Dispatching administration   |           |                   | <b>AIR PARCEL BILL</b><br>Air parcels |                                   |  |   | CP 20 (Front) <sup>(1)</sup> <sup>(2)</sup>               |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| Dispatching office of exchange   |           |                   | Date of departure                     |                                   | Time                                       |   | Mail No   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| Office of exchange of destination  |           |                   | Number of receptacles in dispatch     |                                   | Number of parcels comprising the dispatch  |   | A C 27 note is attached to the mail                       |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
|  |           |                   | Number of receptacles to be returned  |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
|  |           |                   | No of the bill (if several parcels)   |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
|  |           |                   | Flight                                |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
|  |           |                   | Amounts expressed in                  |                                   | gold francs                                |   | SDR   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| <b>Detailed entry</b>  |           |                   |                                       |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| Number   |           | Number of parcels | Office of origin                      | Place of destination <sup>1</sup> | Weight <sup>2</sup> of each insured parcel | Insured value   | Land and sea rates payable                                |   | Air conveyance dues payable                               |   | Observations |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| serial   | of parcel |                   |                                       |                                   |  |   | by dispatching administration to receiving administration | by receiving administration to dispatching administration | by dispatching administration to receiving administration | by receiving administration to dispatching administration |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| 1  | 2         | 3                 | 4                                     | 5                                 | 6  | 7   | 8   | 9   | 10  | 11  | 12           |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| 1  |           |                   |                                       |                                   | kg   | g   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| 2  |           |                   |                                       |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| 3  |           |                   |                                       |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| 4  |           |                   |                                       |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| 5  |           |                   |                                       |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| 6  |           |                   |                                       |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| 7  |           |                   |                                       |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| 8  |           |                   |                                       |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| 9  |           |                   |                                       |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| 10   |           |                   |                                       |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| Carried over from back   |           |                   |                                       |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| Totals   |           |                   |                                       |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| <b>Bulk entry</b> Enter parcels subject to inward rates<br>Use section a, b or c, as appropriate   |           |                   |                                       |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="6">a Number of parcels per weight step</td> <td>b Total number of parcels</td> <td>c Gross weight in kg</td> </tr> <tr> <td>&lt; 1 kg</td> <td>1-3 kg</td> <td>3-5 kg</td> <td>5-10 kg</td> <td>10-15 kg</td> <td>15-20 kg</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> |           |                   |                                       |                                   |  |   |   |   |   |   |              | a Number of parcels per weight step |  |  |  |  |  | b Total number of parcels | c Gross weight in kg | < 1 kg | 1-3 kg | 3-5 kg | 5-10 kg | 10-15 kg | 15-20 kg |  |  |  |  |  |  |  |  |  |  |
| a Number of parcels per weight step  |           |                   |                                       |                                   |  | b Total number of parcels   | c Gross weight in kg                                      |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| < 1 kg   | 1-3 kg    | 3-5 kg            | 5-10 kg                               | 10-15 kg                          | 15-20 kg                                   |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
|  |           |                   |                                       |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| Stamp of the dispatching office of exchange<br>Signature of the official   |           |                   |                                       |                                   |  | Stamp of the office of exchange of destination<br>Signature of the official         |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
|   |           |                   |                                       |                                   |  |  |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |
| <sup>1</sup> Not to be completed if the parcels are addressed to the same office as the parcel bill.<br>For parcels in transit à découvert, indicate place and country of destination.<br><sup>2</sup> If necessary, this column may be used for entering the weight of uninsured parcels.<br>Parcels, Hamburg 1984, art 119, para 1 - Size: 210 x 297 mm  |           |                   |                                       |                                   |  |   |   |   |   |   |              |                                     |  |  |  |  |  |                           |                      |        |        |        |         |          |          |  |  |  |  |  |  |  |  |  |  |

<sup>1</sup>) See art 119, note 1 and art 122, note 5. See also art 102, para 5.

<sup>2</sup>) The 1984 Hamburg Congress made a few amendments to the back of this form (II Congress/C 7 - Rep 8, prop 5920.2).

CP 20 (Back)

| Number                          |           | Number of parcels | Office of origin | Place of destination <sup>1</sup> | Weight <sup>2</sup> of each insured parcel | Insured value | Land and sea rates payable                                |   | Air conveyance dues payable                               |   | Observations |
|---------------------------------|-----------|-------------------|------------------|-----------------------------------|--|---------------|---|---|---|---|--------------|
| serial                          | of parcel |                   |                  |                                   |  |               | by dispatching administration to receiving administration | by receiving administration to dispatching administration | by dispatching administration to receiving administration | by receiving administration to dispatching administration |              |
|                                 |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 1                               | 2         | 3                 | 4                | 5                                 | 6  | 7             | 8   | 9   | 10  | 11  | 12           |
| 11                              |           |                   |                  |                                   | kg   | g             |   |   |   |   |              |
| 12                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 13                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 14                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 15                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 16                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 17                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 18                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 19                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 20                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 21                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 22                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 23                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 24                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 25                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 26                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 27                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 28                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 29                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| 30                              |           |                   |                  |                                   |  |               |   |   |   |   |              |
| To be carried over to the front |           |                   |                  |                                   |  |               |   |   |   |   |              |

<sup>1</sup> Not to be completed if the parcels are addressed to the same office as the parcel bill.  
For parcels in transit à découvert, indicate place and country of destination.

<sup>2</sup> If necessary, this column may be used for entering the weight of uninsured parcels.

☐ Postal administration

CP 21 (Front) (1)

**TABLE CP 21**  
**Air parcels**

☐ Date of table

☐ Reference

The above-mentioned administration accepts, on the terms shown below, air parcels addressed to its own territory and in transit to countries for which it is in a position to serve as an intermediary.

**Section A Information on the internal service**

| Questions   | Answers  |
|---|--|
| 1 Does the administration preparing this table undertake to reforward air parcels by air in the interior of its country, on all or part of the journey? | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| 2 If so, to which places?<br>(In alphabetical order)  |  |
| 3 Can air parcels addressed elsewhere be sent to these places at the request of the sender?   | <input type="checkbox"/> Yes <input type="checkbox"/> No |

**Section B Conditions for the internal service**

| Weight steps | Inward rates payable to the administration of destination<br><input type="checkbox"/> g fr <input type="checkbox"/> SDR | Observations |
|--------------|---|--------------|
| 1            | 2   | 3            |
| kg           |   |              |

Parcels, Hamburg 1984, art 102, para 1 — Size: 210 x 297 mm

1) The 1984 Hamburg Congress made several changes to the back of this form (II Congress/C 7 – Rep 6, prop 5921.1/Rev 1).

The amounts shown in column 5b cover the inward transfers with which the administration of destination is to be credited. The amounts mentioned in column 5b cover the transit rates payable to the intermediate administration for air parcels in transit à découvert. When transit land rates, where land conveyance is used, or sea rates are to be allocated as well, the amounts must be shown in column 5b with an appropriate note. The total inward and transit rates to be allocated to the intermediate administration shall be shown in column 5c. Unless otherwise stated, the charges shown in column 7 shall be allocated compulsorily for all parcels. The amounts are expressed in ☐ gold francs ☐ SDR.

| Country of destination | Routes | Air sectors used | Weight steps | Rates payable to the administration |                          |                   | Total air conveyance dues by weight payable to the administration |   | Observations |
|------------------------|--------|------------------|--------------|-------------------------------------|--------------------------|-------------------|---|---|--------------|
|                        |        |                  |              | of                                  |                          |                   | of  |   |              |
|                        |        |                  |              | Inward rates according to weight    | Transit rates per parcel | Total columns a+b | as far as the country of destination                              | in the interior of the country of destination |              |
| 1                      | 2      | 3                | 4            | 5a                                  | 5b                       | 5c                | 6   | 7   | 8            |
|                        |        |                  | kg           |                                     |                          |                   |   |   |              |

☐ Creditor administration

CP 22

## STATEMENT Amounts due in respect of indemnity for postal parcels

☐ Debtor administration

|                       |   |
|-----------------------|---|
| Debtor administration | Notes. Compensation for postal parcels lost, damaged, sold, etc |
|                       | Month: _____ Quarter: _____ Year: _____                         |

| Serial No  | Postal parcels                 |             | Letters authorizing recoveries<br>(No of statement, name of office, date, reference No of debtor administration) | Amount |        |
|--|--------------------------------|-------------|--|--------|--------|
|  | Parcel No and office of origin | Destination |  | g      | fr SDR |
| 1  | 2                              | 3           | 4  | 5      |        |
| 1  |                                |             |  |        |        |
| 2  |                                |             |  |        |        |
| 3  |                                |             |  |        |        |
| 4  |                                |             |  |        |        |
| 5  |                                |             |  |        |        |
| 6  |                                |             |  |        |        |
| 7  |                                |             |  |        |        |
| 8  |                                |             |  |        |        |
| 9  |                                |             |  |        |        |
| 10   |                                |             |  |        |        |
| 11   |                                |             |  |        |        |
| 12   |                                |             |  |        |        |
| 13   |                                |             |  |        |        |
| 14   |                                |             |  |        |        |
| 15   |                                |             |  |        |        |
| 16   |                                |             |  |        |        |
| 17   |                                |             |  |        |        |
| 18   |                                |             |  |        |        |
| 19   |                                |             |  |        |        |
| 20   |                                |             |  |        |        |
| Total (to be carried over to CP 16 summarized account) |                                |             |  |        |        |

Any observations may be made in the blank space on the front or on the back of the form  
 Parcels, Hamburg 1964, art 150, para 9 - Size: 210 x 287 mm

|  |   |  |  |
|--|---|--|--|
| <div style="writing-mode: vertical-rl; transform: rotate(180deg);"> <b>Montreal (Canada)</b> </div> <div style="text-align: center;">○</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);"> <b>Montreal (Canada)</b> </div> | <b>POSTAL PARCELS</b><br>from<br><br><b>Liverpool</b> | to<br><br><div style="text-align: right;"><b>CP 23</b></div> |  |
|  | Mail No   | <div style="text-align: center;"><b>MONTREAL</b></div>       |  |
|  | Date of dispatch                                      | (Canada)<br>Via  |  |
|  | Receptacle No   | Ship   |  |
|  | Number of parcels                                     | Port of disembarkation                                       |  |

Parcels, Hamburg 1984, art 122, para 1, a —  
 Size: 125 x 60 mm or 148 x 52 mm, colour: yellow ochre


**Note.** — Bearing in mind the needs of their service, administrations may make slight changes in the text and dimensions of the form, so long as they do not depart unduly from the directives which this specimen contains.

|  |   |  |  |
|--|---|--|--|
| <div style="writing-mode: vertical-rl; transform: rotate(180deg);"> <b>Rio de Janeiro (Brazil)</b> </div> <div style="text-align: center;">○</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);"> <b>Rio de Janeiro (Brazil)</b> </div> | <b>POSTAL PARCELS</b><br>from<br><br><b>Stockholm Utrikes</b> | <div style="border: 1px solid black; padding: 2px;">By airmail</div>   | <div style="text-align: right;"><b>CP 24</b></div> |
|  | Mail No   | to<br><br><div style="text-align: center;"><b>RIO DE JANEIRO</b></div> |  |
|  | Date of dispatch  | (Brazil)   |  |
|  | Receptacle No   | Flight No  |  |
|  | Number of parcels   | Airport of transhipment  | Offloading airport                                 |
|  | Kg  | <div style="text-align: right;"><b>RIO<sup>(1)</sup></b></div>         |  |

Parcels, Hamburg 1984, art 122, para 1, a —  
 Size: 125 x 60 mm or 148 x 52 mm, colour: yellow ochre

**Note.** — Bearing in mind the needs of their service, administrations may make slight changes in the text and dimensions of the form, so long as they do not depart unduly from the directives which this specimen contains.

<sup>1)</sup> For the use of the IATA initials (three-letter code), see Conv, Det Regs, art 202, note 4, b. They should be used, where applicable, to show the name of the airport of transhipment as well as that of destination (1974 Lausanne Congress, II 1381 and 1382, prop 3908.1). See also circ 232/1974.

|   |                          |                         |                   |                    |                       |
|---|--------------------------|-------------------------|-------------------|--------------------|-----------------------|
| <div style="transform: rotate(-45deg); display: inline-block; text-align: center;">             Rio de Janeiro<br/>(Brazil)         </div> <div style="text-align: center;">  </div> <div style="transform: rotate(45deg); display: inline-block; text-align: center;">             Rio de Janeiro<br/>(Brazil)         </div> | <b>POSTAL PARCELS</b>    |                         | <b>S.A.L.</b>     |                    | CP 24bis (*)          |
|   | from                     |                         | surface par avion |                    |                       |
|   | <b>Stockholm Utrikes</b> |                         | to                |                    | <b>RIO DE JANEIRO</b> |
|   | Mail No                  |                         |                   |                    |                       |
|   | Date of dispatch         |                         |                   |                    |                       |
|   | Receptacle No            |                         | Flight No         |                    |                       |
| Number of parcels   |                          | Airport of transhipment |                   | Offloading airport |                       |
| kg  |                          |                         |                   | <b>RIO</b>         |                       |

Parcels, Hamburg 1984, art 122, para 1, a —  
 Size: 125 x 60 mm or 148 x 52 mm, colour: yellow ochre

\*) Form adopted by the 1984 Hamburg Congress (II Congress/ C 7 – Rep 8, prop 5924.91/Rev 1). See Conv art 223, note 4. Adms may use labels with a distinctive border.

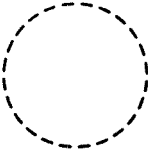
CP 25

**STATEMENT OF CHARGES**

Stamp of dispatching  
office of exchange

☐ Administration of

☐ Office of exchange of



|                                    |                                    |   |
|------------------------------------|------------------------------------|---|
| Parcel No                          |                                    |   |
| Reason for return                  |                                    |   |
| <input type="checkbox"/> Unknown   | <input type="checkbox"/> Refused   | <input type="checkbox"/> Importation prohibited |
| <input type="checkbox"/> Gone away | <input type="checkbox"/> Unclaimed |   |
| Presentation-to-Customs charge     | <input type="checkbox"/> g fr      | <input type="checkbox"/> SDR                    |
| Storage charge                     |                                    |   |
| Return charge                      |                                    |   |
| Redirection charge                 |                                    |   |
| Non-postal fees                    |                                    |   |
| Miscellaneous                      |                                    |   |
| Total                              |                                    |   |



## Other decisions of the 1984 Hamburg Congress concerning the Postal Parcels Agreement and its Detailed Regulations

**NB.** – A complete list of the decisions (resolutions, formal opinions, etc) of the 1984 Hamburg Congress, other than those amending the Acts, is reproduced in numerical order in the Congress Documents, vol III, pp 881 to 885.

### **Resolution C 19**

#### **Advance application of the provisions concerning the external marking of parcels containing radioactive materials**

Congress,

Having adopted  
proposal 5505.1 concerning the external marking by the shipper of parcels containing radioactive materials,

In view of the fact  
that the revised Regulations of the International Atomic Energy Agency (IAEA) for the Safe Transport of Radioactive Materials will include identical provisions,

Considering  
that the revised IAEA Regulations may be published before its own Acts go into force,

Considering it essential  
that the new provisions relating to the external marking of items containing radioactive materials be applied simultaneously by the two organizations,

#### ***Recommends***

postal administrations which participate in the exchange of radioactive materials to take the necessary measures to ensure that the new provisions are applied with effect from the date of implementation of the revised IAEA Regulations,

*Instructs*

the International Bureau to inform administrations as soon as possible of the precise date on which the revised IAEA Regulations will take effect.

(Proposal 5000.4, Committee 6, 3rd meeting; Congress – Doc 81/Rev 1, 16th plenary meeting)

**Recommendation C 20**

**Packaging used for the conveyance of postal items**

Congress,

Noting  
that the use of packs sold by postal administrations is on the increase,

Noting however  
that users of such packs tend to neglect the interior packing,

*Invites*

postal administrations to inform users employing the packs sold by postal services of the need:

- to use appropriate interior packing as well; and
  - to make sure that the outside wrapping is properly closed;
- so that the items concerned can be processed and conveyed satisfactorily.

(Proposal 5000.5, Committee 7, 3rd meeting; Congress – Doc 81/Rev 1, 16th plenary meeting)

**Resolution C 21**

**Packaging used for the conveyance of postal items**

Congress,

Having adopted  
proposal 5000.5 relating to the packaging used for the conveyance of postal items,

Noting however  
that such packaging is not standardized,

*Instructs*

the Consultative Council for Postal Studies to examine with the International Organization for Standardization (ISO) the possibility of laying down norms concerning the packaging sold by postal administrations.

(Proposal 5000.5, Committee 7, 3rd meeting; Congress – Doc 81/Rev 1, 16th plenary meeting)

**Resolution C 22**

**Revision of land and sea rates**

Congress,

Having adopted

the new land and sea rates proposed by the Executive Council on conclusion of the study arising from recommendation C 25 of the 1979 Rio de Janeiro Congress,

In view of

- the fact that the guideline rates applicable to the outward and inward land rates were fixed in such a way that the rates enable administrations to cover the costs of handling inward parcels while ensuring that the parcel-post service remains competitive;
- the fact that the transit land rates and the sea rates were fixed by reference to the letter-post transit charges according to the “comparative (parcel post – letter post) method” described in Tokyo Congress – Doc 13 (Documents of the 1969 Tokyo Congress, vol II, pages 483–486);
- the fact that the sea rates were fixed like those of the Rio de Janeiro Congress, taking account of an increase of 10 percent – and not of a reduction of 10 percent as was the case for the Tokyo rates – compared with the sea transit charges because it was found that a parcel-post dispatch takes up about 50 percent more volume than a letter-post dispatch of the same weight,

*Instructs*

the Executive Council:

- i to carry out a fresh study on the amount of the guideline rates applicable to the outward and inward land rates laid down in article 46 of the Postal Parcels Agreement (Hamburg 1984);

- ii to adjust the transit land rates and sea rates laid down in articles 47 and 48 of that Agreement in the event of a revision of the letter-post transit charges; and
- iii to submit any proposals resulting from these studies to the next Congress.

(Proposal 5000.3, Committee 7, 5th meeting; Congress – Doc 81/Rev 1, 16th plenary meeting)

### **Recommendation C 48**

#### **Acceptance of advices of non-delivery**

Congress,

Considering

the vital interest for a sender to be informed as quickly as possible of the non-delivery of his parcel to the addressee,

Feeling

that administrations must do everything in their power to ensure delivery of the parcels which are entrusted to them in order to avoid returning them to the sender,

Bearing in mind

the costs incurred by returning parcels to the sender,

*Recommends*

that Union administrations should accept advices of non-delivery.

(Proposal 5000.2, Committee 7, 7th meeting; Congress – Doc 81/Rev 1/Add1, 16th plenary meeting)

### **Resolution C 52**

#### **Exchange value in SDR of amounts expressed in gold francs and gold centimes in the Acts of the UPU**

Congress,

In view of

international currency developments,

Considering  
that Special Drawing Rights are already widely used by the majority of postal administrations,

In view of  
the need to envisage standardized provisions concerning the use of this accounting unit of the International Monetary Fund (IMF),

*Decides*

that amounts expressed in gold francs and gold centimes in the Acts of the UPU shall henceforth be supplemented by their exchange value in SDR calculated on the basis of the linking coefficient of 1 SDR = 3.061 g fr, in accordance with the arrangements provided for in International Bureau circular 219 of 1 September 1980.

(Proposal 05/Rev 1, Committee 3, 5th meeting; Congress – Doc 81/Rev 1/ Add 1, 16th plenary meeting)

**Formal opinion C 77**

**Receptacles other than bags used for mail conveyance**

Congress,

Considering  
that a number of administrations judge it premature to adopt proposals (viz 2555.1 and consequential proposals) by the United States of America aimed at introducing the use of receptacles other than mailbags in the international exchange of mails on a basis other than by special bilateral agreements,

Recognizing  
that the use of alternatives to mailbags holds great promise for the future, particularly for administrations planning or already embarked on mechanized or automated treatment of mail,

Aware  
that a number of administrations currently utilize such receptacles in their internal service,

*Urges*

administrations:

- to give favourable consideration to the use, on an experimental basis, of receptacles other than mailbags for the exchange of international mails, and
- to report the results of these experiments to the CCPS within the context of its study of the matter.

(Proposal 2000.21, Committee 4, 10th meeting; Congress – Doc 81/Rev 1/ Add 2, 18th plenary meeting)

**Resolution C 86**

**Return to origin of undelivered parcels**

Congress,

Having adopted

proposals 5029.2, 5009.5, 5014.5, 5015.1, 5021.2, 5025.1, 5033.1, 5034.1, 5035.1, 5037.1, 5039.1, 5040.1, 5042.1, 5533.1, 5534.1, 5535.1, 5543.1, 5902.1, 5902.2, 5909.1,

Considering

that it is in the administrations' interests to derive benefit from the new provisions as soon as possible,

Taking account however

of the reservations made by some administrations,

*Instructs*

the Consultative Council for Postal Studies to conduct a comprehensive study of the provisions referred to in the above-mentioned proposals and to submit a report to the next Congress on the consequences of their implementation.

(Proposal 5029.2, Committee 7, 2nd meeting; Congress – Doc 81/Rev 1/ Add 3/Rev 1, 21st plenary meeting)

## **Resolution C 89**

### **Possible introduction of a control mechanism for exceptional inward land rates**

Congress,

Having adopted  
the Postal Parcels Agreement, its Final Protocol, its Detailed Regulations  
and forms,

Considering  
that article 46, paragraph 1, b, of the Agreement gives administrations the  
option of increasing their inward land rates up to the amount of their costs,  
provided that they do not exceed their outward land rates,

Noting  
however, that, notwithstanding article 46 of the said Agreement, many  
administrations have made reservations in order to retain the possibility of  
setting their inward land rates at a higher level than that of their outward  
land rates,

Bearing in mind  
the views and opinions expressed by certain administrations which fear that  
the application of such reservations might cause increases likely to damage  
the interests of the service,

#### *Instructs*

the Executive Council to study the possibility of applying a control mechanism  
for exceptional inward land rates and to submit any proposals resulting  
from that study to the next Congress.

(21st plenary meeting; corrigendum: circular letter 2300(A)1860 of 21 September 1984)

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