



## TRANSFER AUTHORITY

### Stevens Amendment

- Allows non-US airlines to carry international cargo between US points as part of an interline itinerary if and only if the interline connection occurs in Alaska.
- Conditions:
  - (a) Non-US carrier must be authorized to serve Alaska.
  - (b) Cargo being carried on the domestic leg of an interline itinerary must be carried on behalf of a US air carrier (code sharing, blocked space, etc.).

## DOT EXEMPTION AUTHORITY

On August 19, 2010, DOT reinstated exemption authority making it advantageous to use Alaska as a cargo hub:

- Flexible on-line transfers
- Change-of-gauge (including “starburst”)
- Commingling US international cargo with non-US
- US and non-US carriers can transfer cargo freely with each other where origin and destination are outside the US
- Any non-US carrier serving the US allowed to serve Alaska
- Carriers invited to apply for new routes to the US provided new points to be served will be served via Alaska

## OPEN SKIES AGREEMENTS

Airlines from countries with which the US has Open Skies agreements already enjoy the flexibility provided in DOT’s August 19 order.

- US Open Skies partners include: Singapore, Taiwan, New Zealand, Brunei, Malaysia, South Korea, Pakistan, Sri Lanka, Samoa, Indonesia, India, Japan, Maldives, Thailand, Cook Islands, Australia, and Laos.
- Some Open Skies agreements also include 7th-freedom rights for all-cargo operations between the US and third countries (for example, carriers from the following countries hold such rights: Singapore, New Zealand, Brunei, Malaysia, Pakistan, Samoa, Indonesia, India, Maldives, Thailand, Cook Islands, Australia, and Laos).

