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).