INTERNATIONAL TELECOMMUNICATION UNION

CCITT

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THE INTERNATIONAL
TELEGRAPH AND TELEPHONE
CONSULTATIVE COMMITTEE

SERIES D: GENERAL TARIFF PRINCIPLES –
CHARGING AND ACCOUNTING IN INTERNATIONAL
TELECOMMUNICATIONS SERVICES

CHARGING AND ACCOUNTING IN THE
INTERNATIONAL TELEX SERVICE

GUIDING PRINCIPLES TO GOVERN THE APPORTIONMENT OF ACCOUNTING RATES IN INTERCONTINENTAL TELEX RELATIONS

Reedition of CCITT Recommendation D.60 published in the Blue Book, Fascicle II.1 (1988)

NOTES

1 CCITT Recommendation D.60 was published in Fascicle II.1 of the *Blue Book*. This file is an extract from the *Blue Book*. While the presentation and layout of the text might be slightly different from the *Blue Book* version, the contents of the file are identical to the *Blue Book* version and copyright conditions remain unchanged (see below).

2 In this Recommendation, the expression "Administration" is used for conciseness to indicate both a telecommunication administration and a recognized operating agency.

Recommendation D.60

GUIDING PRINCIPLES TO GOVERN THE APPORTIONMENT OF ACCOUNTING RATES IN INTERCONTINENTAL TELEX RELATIONS

(Geneva, 1980)

The CCITT,

considering

(a) that the accounting rates applicable to telex traffic in various regions are already established in certain CCITT Recommendations;

(b) that neither Recommendation D.67 nor any other Recommendation contains provisions determining the sharing of accounting rates to be applied to intercontinental telex traffic;

(c) that it would be desirable to establish certain guiding principles to govern the apportionment of accounting rates in intercontinental telex relations;

(d) that, for reasons of equity, it would be desirable for the accounting rate to be shared by the participating Administrations (terminal or possibly transit) in proportions which take account of the service provided by each of these Administrations;

recommends

General principles

In an intercontinental telex relation, the bilateral or multilateral agreement between the Administrations concerned should normally establish the same accounting rate for both directions of the relation regardless of the route utilized.

1 Direct relations

1.1 A direct relation is one between two terminal Administrations where traffic is routed over direct circuits, that is over circuits provided for the exclusive use of the terminal Administrations.

1.2 For the routing of traffic over direct circuits, the accounting rate is in principle divided between the Administrations of the terminal countries on a 50/50 basis for both directions of traffic. Proportions other than 50/50 may be used when the intercontinental facilities made available by each of the Administrations of the terminal countries are not approximately equivalent.

1.3 In cases where a direct relation exists and traffic is diverted by the Administration of origin to the financial detriment of the country of destination:

- unilaterally, via an unauthorized transit route, or
- unnecessarily (i.e. for other than genuine overflow traffic reasons or to meet routing difficulties), via an authorized overflow transit route,

it is for the Administration of origin to reach agreement with the transit Administration and to remunerate it from the amount of the country of origin's terminal share.

The above does not apply when the Administration of destination does not implement the number of channels required by the Administration of origin in order to provide for a grade of service in which the loss probability in the busy hour will not be more than 1 call in 50.

1.4 If a relation is the subject of a bilateral agreement for the routing of traffic flow on a direct circuit and consistently gives rise to traffic flow difficulties or genuine overflow traffic necessitating recourse to a transit routing in one or both directions, the sharing of the overall accounting rate may be the subject of agreement, for the traffic routed in transit as provided in § 2.2 below.

2 Transit relations[1)]

2.1 A transit relation is a relation between two terminal Administrations where traffic is routed by switching in an international transit exchange(s) located in a country or countries other than the country of origin or the country of destination.

2.2 In a transit relation, the accounting rate should normally be divided into two terminal shares and one or more transit shares depending upon the circumstances.

In negotiations concerning the division of the accounting rate it is recommended that the balance of the accounting rate, after deduction of the transit shares, be divided equitably between the terminal Administrations concerned.

For example, a division of 50/50 may be used when the facilities provided by the terminal Administrations are approximately equivalent. Proportions other than 50/50 may be used when the facilities made available by each of the Administrations of the terminal countries are not approximately equivalent, or where a 50/50 division would not otherwise be equitable.

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1) Canada and the United States of America have expressed reservations regarding the application of the provisions of § 2.

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