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ECONOMIC AND ADMINISTRATIVE CONDITIONS

1. OBJECTIVES AND SCOPE OF THE AGREEMENT

The present Tender takes as an object the selection of service providers of international transport of postal items by air, for the celebration of a Frame Agreement in the terms foreseen in the article 2.4 of the Law 31/2007, on procedures of contracting in the sectors of the water, the energy, the transport and the postal services.

These Technical and Particular Specifications describe the conditions pursuant to which the Carrier shall provide the Services to Sociedad Estatal Correos y Telégrafos S.A. (hereinafter Correos) from the point of origin to the points of destination, or to the points of transit, in conformity with applicable rates, the routeing plan and the estimated volumes as mentioned in the Annexes.

The service will include the operations of load, unload, ramrod and handling of mail, both in origin and in destination and, if required, in the points of transit. The mail will be transported in air containers, when agreed or by means of Correos, when the mail is transported loose.

This Agreement applies to the provision of the Services relating to the following categories of Mail mentioned in the Universal Postal Convention:

1. EMS;
2. priority mail: airmail (letter post, parcel post, money orders);
3. non-priority mail: S.A.L. items (letter post and parcel post);
4. empty bags (SV).

Also it will be possible to carry any other mail category that was created for future agreements, as done with the current parcel EPG (European Parcel Group) exchanged between postal operators of IPC (International Post Corporation).

These categories of mail need different quality levels. In the Annexe A, the demanded requirements and the average load for every route are detailed. The transport that is bided has been divided in three groups:

- 1.- Routes of priority mail with critical entry time (CET)
- 2.- Routes of priority mail without critical entry time (CET)
- 3.- Routes of mail SAL (Surface Airlifted).

2. ENTRY INTO FORCE AND DURATION OF THE FRAME AGREEMENT

The Agreement will come into effect on the day of its signature and it will have a duration of two (2) years and will be extendable other two (2) years, under agreement of both parts. The period for notifying to proceed to its extension or withdraw will be two (2) months for both parties.

In any case, the successful bidders will be forced to give the service in the same technical and economic established conditions, during a period of extension of three (3) months, once concluded the period of validity.

3. MAXIMUM BUDGET

For the present procedure of adjudication, the value estimated of the contract for four years of duration is forty six million (46,000,000) Euros, without VAT or indirect equivalent tax, and the annual budget for the Frame Agreement is eleven million five hundred thousand (11,500,000) Euros, without VAT or indirect equivalent tax.

The price that the companies include in his offer will understand all the rates and taxes in effect, except the VAT or indirect equivalent tax, understanding that this quantity refers to all the services included in the object of the present Technical and Particular Specifications.

4. PRICE REVIEW CLAUSE

Prices of services under this Framework Agreement may be reviewed after the first full year of service, provided that the review is requested explicitly by the successful bidder and / or Correos with a minimum of fifteen (15) calendar days before the first year of service is finished.

The price review will have a ceiling on the percentage change in the basic rate of air transport, taking as reference the one from the last year period, published by the UPU International Bureau. The variation shall be calculated with the values of that rate in Euros, calculated with the official exchange average, published as well by the UPU International Bureau, in both years of the SDR in Euros.

5. PARTICIPATION PROCEDURE

Application for participation

In reply to the call for tender of the process subject to these Terms and Conditions and within the time term specified in that call, those interested in participating should apply for participation by any of the means provided in Article 74 of Law 31/2007, 30 October on procurement procedures in the water, energy, transport and postal services.

The application for participation, which shall be set forth in writing in case even if you do so first by phone, accompanied by the ENVELOPE NUMBER 2 "General documentation" referred to paragraph 14.2 of the Terms and General Conditions, must be submitted on the terms under paragraph 13 of the mentioned document and shall contain only the required documentation for it.

To participate in this procurement shall be demonstrated the economic and financial solvency by any means provided in Article 75 of Spanish law Real Decreto 3/2011 of 14 November which approved the "Revised Text of the Law on Public Sector Contracts" and technical or professional competence by any means provided in Article 78.

Besides the above, the bidder must prove that at least one of the air routes provided matches one of the requested, according to the classification set out in Annex A of this Terms and Conditions.

After the deadline for submitting applications for participation and checked the documentation regarding identity and meeting the requirements of participation, Sociedad Estatal Correos y Telégrafos S.A. shall send invitation to tender to selected candidates.

Offer submission

The offer shall be made by submitting the "ENVELOPE NUMBER 1" and "ENVELOPE NUMBER 3" referred to in paragraphs 14.1 and 14.3, respectively, of the Terms and General Conditions and the terms set out in paragraph 13 of the mentioned document.

ENVELOPE NUMBER 1:

COVER TITLE: "Technical Documentation". The cover shall show the title under consideration and the name of the bidder. The envelope must be sealed and signed by the bidder or person representing him or her.

CONTENT: Shall only include technical documentation without any reference to economic aspects. All required technical documentation must be submitted in Spanish.

The bidder must provide air transport services on scheduled passenger or cargo direct or linked, scheduled between the airports of origin of Madrid (MAD) and destinations. Annex A of this Terms and Conditions includes a list of routes, with the weight in kilograms, and the type of transportation, the periodicity required, hours of collection at origin and at destination, containerization and other requirements requested for the service.

For each of the routes offered, as set out in Annex B of this Terms and Conditions, shall be specified at least the following elements of the winter schedule, which starts on October the 28th, 2012:

- A. Data from flights offered:
 - Code of flight or flights.
 - origin and destination airports
 - Scheduled time of departure and landing
 - operating days in the week
 - operating period of the flight

- B. Operational approach:
 - Scheduled time of collection at our facilities.
 - Scheduled delivery time at the destination postal operators facilities.
 - Capacity offered in kilograms.
 - Type of containerization offered.
 - Availability of EDI information system.
 - Billing electronically processed.

In its technical offer, the bidders may appoint subcontractors to perform parts of the service, in accordance with Article 87 of Law 31/2007 of October the 30th on procurement procedures in the water, energy, transport and postal services.

When outsourced services were full routes or flights part of them, the bidder shall provide documentation in order to verify that those subcontractors have proven solvency and reliability. It shall be mentioned explicitly in the offer, indicating the outsourced airline and planned routes or flights that will operate and accreditation of the agreement of collaboration

When the outsourced services were cargo handling at airports (hauling, loading and unloading operations, ramp handling, etc.) the bidder shall be responsible for the creditworthy and reliability of the companies contracted.

ENVELOPE NUMBER 3:

The financial offer shall include Annex 1 of the Terms and General Conditions and Annex C to this Terms and Conditions for International Air Transport. Bids must be for unitary routes as listed in template of Annex C of the Terms and Conditions for International Air Transport, in which shall be indicated the price per kilogramme for each route.

In document enclosed to Annex C, the applicable fees included in the unit price shall be presented on itemized amounts.

All the rates will be expressed in Euros, the currency in which payments shall be made by Correos.

If services of other carriers are used, it will be indicated explicitly in the airmail routings of the Technical Offer (Annex B). The rates will include the charges of the services of those other carriers.

6. SELECTION CRITERIA AND EXECUTION OF THE FRAMEWORK AGREEMENT

Technical Assessment

The following technical aspects will be assessed according to the points listed below, for each one of the products:

A. Routes of priority mail with a critical entry time (CET):

- Flights that meet the time frame (23 points). Flights with a pick up time before asked but delivered on time (18 points). Flights arriving in the day scheduled, but out of the time frame (8 points)
- Weekly frequency: Flights from Tuesday to Saturday or higher (5 points). Lower frequency (2 points).
- Direct flights from origin to destination (6 points). Connecting flights (2 points)
- Load capacity booked for Correos equal to the required (4 points). Lower capacity (2 points)
- EDI information system defined by UPU standards (5 points). Another information system (2 points)
- Billing electronically processed as Annex E model (4 points), according to Annex D model (2 points). Other systems (1 point).
- Containerization offered when requested (3 points). Not offered (1 point). When containerization is not requested, all offers will be evaluated with 3 points.

B. Routes of priority mail without a critical entry time:

- Flights that meet the deadline set forth in Annex A, between the collection of mail and delivery at destination (10 points). Flights that go beyond a day deadline set out in Annex A (4 points).
- Weekly frequency: Flights from Tuesday to Saturday or higher (10 points). Lower frequency (4 points).
- Direct flights from origin to destination (8 points). Connecting flights (3 points).
- Load capacity booked for Correos equal to the required (7 points). Lower capacity (3 points)

- EDI information system defined by UPU standards (5 points). Another information system (3 points).
- Billing electronically processed as Annex E model (5 points), according to Annex D model (3 points). Other systems (1 point).
- Containerization offered when requested (5 points). Not offered (2 points). When containerization is not requested, all offers will be evaluated with 5 points.

C. Routes of SAL (Surface airlifted) mail.

- Weekly minimum frequency required for each route (12 points). Lower frequency (4 points)
- Direct flights from origin to destination (12 points). Connecting flights (5 points).
- Load capacity booked for Correos equal to the required (8 points). Lower capacity (4 points)
- Containerization offered when requested (8 points). Not offered (4 points). When containerization is not requested, all offers will be evaluated with 8 points.
- EDI information system defined by UPU standards (5 points) Other information system (3 points).
- Billing electronically processed as Annex E model (5 points) , according to Annex D model (3 points). Other systems (1 point).

Those bidders that use connecting flights and bid for several routes with the same starting flight from Madrid to their HUBs, shall state the capacity booked for Correos on the first flight, so that if this capacity is less than the sum of all the offers for every connecting destination, when assessing, the maximum score will be given for this aspect to routes with fewer bidders until the first flight capacity is completed. The rest of the routes shall not be scored.

The technical score of a bid consists of the sum of partial scores assigned to each of the criteria to assess, with a maximum of 50 points.

Bids that do not meet a minimum score of 25 or be scored with 0 in any of the criteria to assess not be accepted.

Bids that do not meet a minimum score of 25 will be admitted only on those routes where no offer reaches this score, all bidders of those routes will be admitted in this case.

Economic Assessment

Bids overcoming the technical assessment phase, then will go through the economic assessment.

The economic offer for a route exceeding 50% the average price offered by all bidders for the same route, will be excluded.

The economic offers for each route will be scored as follows: with the resulting score to interpolate linearly between the lower bidder price, which is assigned the maximum score (50), and the highest budget, which is considered the tender budget, and according to the following formula:

ECONOMIC SCORE: $PE_n = 50 \times (1 - (PO_n - PO_e) / PL)$, where:
PE_n=Score for Economic Offer "n"
PO_n = Budget Offer "n"
PO_e = Lowest price budget.
PL = Tender budget, which is considered the most expensive bid.

Overall rating

The Overall Score is the sum of the Technical and Economic Rating, therefore the highest individual score that can be achieved is 100.

For SAL mail routes, since the price is overriding, a correction factor of 1.50 (PE * 1.50) will be applied on the economic score, therefore the maximum score that can be achieved is 150 .

Formalizing the Framework Agreement

The bidders that obtain the technical and economic punctuations for any route will be selected, and shall formalize a Framework Agreement with Correos for the provision of services subject to these Terms.

The obtained punctuation shall be essential in the awarding of the Individual contracts. These contracts will be awarded for the carriage of cargo on regularly scheduled flights or scheduled in the future, depending on timetables, kilos and prices offered for the duration of the Framework Agreement.

The Framework Agreements will be formalized as the documentation is submitted by bidders in the period specified in the notification of award.

The Terms and General Conditions, these Terms and Conditions and its Annexes have a contractual nature, therefore the submission of tenders entails the express statement of acceptance of their content and compliance with them by the successful bidder, they must be signed, as proof of its acceptance by the contractor in the act of formalizing the Framework Agreement.

7. AWARD OF CONTRACTS

During the term of the Framework Agreement, Correos is not required to run out the maximum amount for contracting provided in paragraph 3 of this Terms and Conditions, or to hire air routes subject to the mentioned document.

Each bidder may award routes twice a year during the months of March and October, coinciding with changes in flight schedules for summer and winter (IATA scheduling seasons). This award will be collected in a contractual document signed by both parties: the airline awarded and Correos.

For these routes to be awarded, the airlines parties to the Framework Agreement, shall provide Correos with the new airmail schedules, and specify the restrictions on the mail load capacity per flight, at least one month before the start of the new IATA season.

The awarding of flights shall be performed according to the following criteria:

The technical score shall be based on the criteria in Article 6, applied to the flight schedule of the every new season.

The economic score shall be recalculated when prices have been revised in accordance with Article 4.

The overall score shall be then calculated with the new data, according to the system defined in paragraph 6 and the highest rated bidders shall award the routes.

If, during the two annual seasons indicated above, airlines performed temporary adjustments on or cancellations of routes, timetables or schedules contractually awarded, Correos, depending on its needs, would be able to review the initial award by reassigning routes, flights, kilos and schedules to the same or another airline among those included in the Framework Agreement, with the same criteria that were the basis for the formalization of the Framework Agreement contracts.

In such a case, both parties shall sign an annex to the relevant contract which includes the modifications during that period, provided that the changes last more than 30 days.

TECHNICAL CONDITIONS OF THE SERVICE

8. OBLIGATIONS OF SUCCESSFUL BIDDER

8.1. Service

The Carrier shall provide the Services for Correos in accordance with These Technical and Particular Specifications.

The load to carry will be in bulk (tray and / or bags) or in containers (ULDs).

In the airport of Madrid, the receipt and delivery of the load, close to the corresponding documentation, there will be made in the air side air of the Correos airport facilities. The successful bidder will put at the disposal of Correos the containers (ULDs) and necessary elements of transportation with the sufficient anticipation to the departure of the regular offered flights.

Correos will value the use of containers (ULDs) in the routes with an average load by flight near to 300 kg, The routes, in which the load can be dealt in air container, are specified in the Annexe A.

The successful bidders will facilitate to Correos a contact (preferably an email address)

Also the Carrier will transport the load destined for countries not contemplated in the present Frame Agreement. These countries have a very scanty and occasional traffic. Correos will use preferably the services of those successful bidders that have flights to these destinations. If the airline does not offer a rate for these destinations, Correos will pay a price calculated with the basic rate of the UPU, according with the Article RL235-3

Successful bidders promise to return to Spain empty bags of Correos that were used in the routes managed for them. The price of this transport will be calculated applying the

30 % of the basic rate of the UPU calculated in the same way as it is established in the previous paragraph.

8.2. Integrity of Mail

The Carrier shall handle the Mail as specified in this Agreement in accordance with the levels of performance detailed in paragraph 8.5 "Performance"

The Carrier shall provide necessary protection for all Mail in its possession from weather, dust, damage, loss or theft while in its custody.

8.3 Refusal of handover

The Carrier may refuse to accept handover of the Mail (handover failure), including under the following circumstances as examples:

- a) Mail placed in damaged bags or receptacles;
- b) Mailbags or individual receptacles weighing more than the weight limit laid down in the UPU Acts, prior to delivery to the Carrier;
- c) Loose parcels weighing more than the weight limit laid down in the UPU Acts and/or exceeding UPU-IATA standard dimensions;
- d) Mail receptacles with unreadable or poorly attached labels;
- e) Mail tendered in more of 15% excess of the agreed allocation, subject to first paragraph of the article 11.1.

The Carrier has the right to refuse the handover of Mail at origin or to hand over the Mail at destination and shall return such Mail at expense of Correos, or hold such Mail at any point, at its discretion, in the following cases:

- a) The Carrier has objective and reasonable reasons to perceive its contents to be illegal, or of a dangerous nature or otherwise, and that its contents are likely, in the sole judgement of the Carrier, to damage or affect other Mail, goods or equipment belonging to the Carrier, its employees or third parties;
- b) A visual inspection indicates that the Mail to be uplifted appears to be improperly packed, wrapped or labelled or is in a condition indicating suspected damage, tampering or pilferage at the moment of handover and before proof of acceptance from the Carrier. In this case, the Carrier shall notify Correos of the reasons for refusal. The Carrier shall provide Correos with the opportunity to correct the defects when the handover and handling time allows;
- c) Correos fails to meet its financial obligations stipulated under contract.

The Carrier should not refuse to hand over Mail at destination because of an accounting dispute or any other type of dispute between Correos and the Carrier.

8.4. Custody of the Mail

Mail shall be considered to be in the custody of the Carrier, from the proof of acceptance of the Mail until proof of delivery.

Without limitation, proof of acceptance and proof of delivery may be provided either in writing (by signing the documents) or by an electronic acknowledgement of receipt. Where EDI messaging is used, Correos and the Carrier shall agree on the scope, timing and source location of such messages.

The successful bidders will facilitate to Correos a contact (preferably an email address) to be able to consult of urgent and direct form the situation of some dispatch, of which information is not had. The response will have to be given in the space of 24 hours.

8.5. Performance

The Carrier shall uplift Mail accepted for transportation to the destination without delay.

If the transportation chain is interrupted through the fault of the Carrier, the Carrier shall be responsible for the return of the Mail to origin or for its storage until the transportation is resumed. If the transportation chain is interrupted through no fault of the Carrier, the Carrier shall immediately contact Correos for further instructions.

The Successful Bidder shall provide the services for the Mail of Correos for the offered and agreed quantities set out in Annex B.

The Successful Bidder shall achieve the 95% performance success level specified for each Mail category in Annex A, and defined as the ratio of the contracted volumes for each consignment accepted by the Carrier at origin and handed over before the critical handover time at destination, over a period of six months.

Correos and the Successful Bidder shall meet at less once per year to review and discuss all issues arising from the performance of this Agreement. Each party shall provide the other party with information/data concerning the carriage of Mail under this Frame Agreement, as and when requested, to review each party's performance. Upon notification by one party to the other that it is not performing according to the agreed levels, the non-performing party will provide the other party with an action plan to remedy any performance deficiency within a specified timeframe.

8.6. Routing

1 The Carrier shall provide to Correos the new airmail routings, including the specification of the restrictions of the mail load capacity per flight, at least one month before the start of the new IATA season so as to enable the latter to provide a routing plan and estimated volumes per flight to the Carrier in accordance with article 9.1 of the present Agreement.

2 The Successful bidder shall notify Correos, as soon as possible and if possible a week before the implementation date, of any schedule changes to its flights or any other known issues that are relevant to the smooth performance of the Services.

8. 7. Critical handover times

1. The critical handover time at origin and at destination shall be as shown in Annex A.

2. When the Carrier has not flights according to the schedule indicated in the Annex A, he will propose the schedules of the regular flights (exit and arrival) that it puts at the disposal of Correos, as well as the schedules foreseen of withdrawal of the load in origin and of delivery in destination.

3. Correos will select for the transport of priority correspondence those flights that more adjust to the internal schedules of production as for the withdrawal (collection time) and at the maximum hour established for the delivery (CET) for the postal operator of destination, or those that have better hourly of arrival when the postal operator of destination does not have established an hour CET.

4. For performance measurement purposes, should the postal operator of destination be unable or unprepared to accept handover of Correos's Mail at the time when the Carrier arrives at their facility and is prepared to perform the to be the time the Carrier was prepared to effect the handover and without accounting for delays incurred resulting for any reason from the postal operator of destination being unable to accept the Mail at the time when the Carrier first attempted handover.

5. The Carrier's performance shall be measured against the above service criteria.

8. 8. Handover failure

In the event of handover failure by Correos, the Carrier shall use reasonable endeavours to uplift, in whole or in part, the Mail on the planned flight, but cannot guarantee to transport it without delay. If Mail cannot be uplifted, the Carrier shall contact Correos as soon as practical for further instructions.

8. 9. Access of Correos to Carrier's premises

Subject to the Carrier's policy and aviation security requirements, the Carrier or its agent may provide Correos with access to the Carrier's premises and aircraft with a view to exercising control over the security of dispatches during their transport. The Carrier shall be informed in advance as soon as possible of the number and identity of any of the DO's staff accessing airline premises and aircraft. Staff of Correos may need to be accompanied by the Carrier's staff.

8. 10. Delivery failure and possible remedy

In the event that the Mail cannot be delivered to the agreed location at destination, it shall be stored, subject to local regulations, at the Carrier's mail handling unit, and the DO of destination shall be contacted for an alternative handover location. Correos shall be notified of the measures taken thereon within 24 hours and shall bear the additional costs incurred by the Carrier, except in the case of delivery failure attributable to the Carrier.

The Carrier shall notify the situation to Correos within 24 hours and comply with any reasonable instructions from Correos, if the DO of destination:

- a) refuses or fails to take possession of the Mail;
- b) refuses or fails to deliver proof of delivery after its arrival at the place of delivery.
- c) In the absence of instructions from the DO of destination or if such instructions cannot reasonably be complied with, the Carrier shall inform Correos and have the right to return such Mail to Correos at Correos's expense, after having notified such event to Correos within 3 business days.

8. 11. Handover

Subject to Article 8.3, the Carrier shall accept for transportation any Mail whose contents are admissible for carriage under the UPU Acts and which complies with the packaging and labelling requirements laid down

The Carrier shall check Mail and documents at handover. From the moment the Carrier accepts the consignment, the Mail shall be considered to be in the custody of the Carrier until its handover at destination or at the transit airport.

Where a Carrier has accepted Mail within the agreed time limits, the Carrier shall check the Mail against the documents or the EDI message. Where there is a discrepancy, the staff of Correos or the Carrier shall prepare documents and/or correct the EDI message to cover the discrepancy. The Parties shall agree and sign the new documents and/or confirm the updated EDI message.

The Carrier is authorized to examine (screen) the mail receptacles, without opening them, visually or using technology (e.g. X-ray, ETD) for the purposes of clearing the articles for uplift under aviation security regulations and if allowed by national legislation.

After accepting the Mail and before forwarding it, the Carrier may, at its own expense, correct any packaging and labelling irregularities discovered at its premises. Otherwise, the Carrier shall inform Correos as soon as practicable for instructions regarding the items.

Where the Carrier has elected to withhold Mail in case of suspected damage, pilferage or tampering, the Carrier shall forward the remainder of the consignment that is not

affected and amend the documents accordingly. The Carrier shall inform Correos as soon as practicable for instructions in regard to the item suspected of pilferage or tampering, and allow on request, inspection of the Mail at the premises of the Carrier.

The Carrier shall make a record concerning affected Mail and give a copy of it to Correos.

In the event that Mail is returned or held by the Carrier, the Carrier shall notify Correos of the details within 24 hours.

Subject to the above paragraphs of this article, Mail shall be held by the Carrier if the transport of such Mail constitutes a danger to other mail, goods or equipment belonging to the Carrier, its employees or third parties. The costs of such storage or subsequent disposal shall be borne by Correos. Alternatively, the Carrier shall hand over such Mail to the authorities.

The load will submit with his documentation in the facilities of the Postal Operators of destination. In the Annexe A.4 there are specified the directions of Exchange Offices of destination in all the routes, as well as the information of contact of his operative persons in charge.

8. 12. Interruption of the service

If the successful bidder could not give the contracted service, as consequence of labour conflicts in his company or other motives of any nature, he will have to communicate it to Correos with the maximum possible anticipation and always 12 hours before the departure of the cancelled flights.

9. OBLIGATIONS OF CORREOS

9. 1. Operational aspects

Correos shall give an estimate by route, flight and day of the week, of the volume of mail that it wishes to be transported by the successful bidder. This estimate shall be provided by Correos no later than 5 days in advance of the beginning of new IATA season. The needed load capacity must be agreed by the Parties if it is bigger than the settled in the Frame Agreement.

Correos shall ensure that all Mail is packed and labelled in accordance with the applicable provisions of the UPU Acts before it is handed over to the Carrier.

Correos shall sort the Mail by flight number for handover to the Carrier.

9.2. Documentation

The handover of all Mail to the Carrier shall be accompanied by proper airmail documentation, as specified by the UPU Acts.

Priority mail shall always be shipped with a minimum of six (copies of the) CN 38 delivery bills. Priority mail receptacles shall carry the prescribed CN 35 airmail bag label and CP 84 air parcel label.

Non-priority mail shall always be shipped with a minimum of six (copies of the) CN 41 delivery bills. Non-priority mail receptacles shall carry the prescribed CN 36 S.A.L. bag label and CP 83 surface parcel label.

Empty mailbag consignments shall be covered by the CN 47 documents.

The writing on all documents and labels furnished by Correos shall be readable and unambiguous, and in a language whose script is recognized internationally.

10.- OBLIGATIONS COMMON TO BOTH PARTIES

10. 1. Regulation and Air Safety

Correos, as "accredited Authority / Postal Administration" according to the established in the National Plan for Civil Aviation Security, will guarantee that the postal items to transporting fulfil all settled requirements of safety, presenting the load perfectly documented and identified.

The Services may only be provided in respect of mail permissible under the provisions of the International Air Transport Association (IATA), International Civil Aviation Organization (ICAO) and UPU.

The Parties shall comply with the limitations on the transport of dangerous goods.

The successful bidders will have to ensure that the load is protected against acts of illicit interference from his receipt and up to his delivery in destination.

The Parties shall take all reasonable safety measures. They shall not subject their performance hereunder to safety and security measures other than those provided by local legislation, the requirements of the civil aviation authority and the UPU Acts.

10.2. EDI messaging

In case of use of CARDIT/RESBIT messaging between the Parties:

Correos shall transmit a CARDIT message, in conformity with UPU EDI messaging standards, to the Carrier for every consignment handed over.

The Carrier shall transmit RESBIT messages, in conformity with UPU EDI messaging standards, to Correos.

The technical arrangements, as well as the events and locations covered by CARDIT/RESBIT, shall be agreed between the Parties and shall be documented separately.

GENERAL CONDITIONS

11. IRREGULARITIES AND LIABILITY

11.1 Irregularities

If the volume of mail exceeds 15 percent of the agreed estimated volume as set out in Annex B, Correos shall contact the Carrier in order to enable the Carrier to try to accommodate the transportation of such extra volume.

Correos shall always notify the Carrier of any irregularities that could endanger the proper transportation of Mail under this Agreement.

At the point of origin, in the event of a failure uplifting Mail or in case of anticipated delays, the Carrier shall notify Correos as soon possible and always 4 hours before the scheduled flight departure so that further instructions may be given. Where the routing plan already provides for alternative routes, they should be used.

The Carrier shall always notify Correos within 24 hours of any irregularities, such as delay, loss, theft of, or damage to mail discovered during transportation under this Frame Agreement.

In the event that the mail cannot be delivered to the designated destination, the Carrier shall advise Correos and request advice as to what action Correos requires the Carrier to take. Subject to the reasons for non-delivery, the Parties will agree on the cost of remedying the situation.

Each party shall send notice of irregularity to the other party in writing, by mail, fax or e-mail, accompanied by available copies of the applicable mail documents and attachments, such as proof of damage or misrouting by Correos. Such notice shall be addressed to the Carrier's or Correos responsible department that decide both parts. No action is to be taken in the case of any irregularity regarding mail unless a prior complaint is made to the Carrier or Correos, as applicable.

11.2. Liability

The successful bidder shall be liable for the delay, loss, theft of, or damage to, mail which occurs during the Services provided under this Frame Agreement.

Each party shall assume the same contractual liability towards the other for the acts of agents as for its own performance under this Frame Agreement.

Correos shall be liable for any actual damage caused by Mail handed over to the Carrier by Correos under this Frame Agreement in accordance with the applicable national law, ICAO International Convention and the UPU Acts.

Subject to articles 8.3 and 10.1, if the Carrier fails to uplift the mail on the scheduled transportation, Correos shall have the right to use an alternative means of transportation or carrier. Except when the successful bidder has notified Correos of a flight cancellation or change of aircraft, it shall be liable for any additional costs incurred in dispatching mail by alternative carriers. Supporting documentary evidence shall be produced if available.

Correos shall be liable for all the expenses and costs resulting from failure by the designated postal operator of transit or of destination to take over delivery of the Mail, provided that the Carrier has duly performed its obligations under this Frame Agreement.

Subject to articles 8.3 and 10.1, the Carrier shall be liable for reasonable storage costs if it fails to hand over or accept compliant mail for transportation at the time and place agreed.

In case of misrouting of any category of Mail, the Carrier shall refund the actual transportation costs claimed by Correos, provided that such misrouting is not caused by Correos or any postal operator of transit.

When Mail cannot be delivered by the Carrier to the original designated destination, Correos shall pay the Carrier only the mail transportation rates for the section over which the mail was originally to be transported according to the CN 38 delivery bill. When the sum of the above transportation rates and the transit charges paid by Correos to any other airlines or to any designated operators for the subsequent transit of the mail to the intended destination exceeds the cost of transportation payable for normal transportation of such Mail, the Carrier shall be responsible for the difference.

In the case of damage to mail, Correos must complain to the Carrier forthwith after the discovery of the damage, and at the latest, within 14 days from the date of handover at destination. In the case of delay in the carriage of mail, Correos must complain to the Carrier forthwith, and at the latest, within 21 days from the date of handover at destination. If no complaint is made within the times set out, no action shall lie against the Carrier, save in the case of fraud on its part.

Every complaint must be made in writing. The realized ones by email will be valid.

Correos's right to damages shall be extinguished if an action is not brought within a period of two years, reckoned from the date of handover at destination or from the date on which the carriage stopped.

The method of calculating the period set out in the previous paragraph shall be determined by the law of the court seized of the case.

Neither party shall be liable towards the other party for any delays or failure in the performance of its obligations due to any reason beyond its control or the control of its agents, so long as such party continues to be affected by such events of force majeure.

If any event of force majeure prevents a party from fulfilling its obligations for a continuous period exceeding one month, the other party shall have the right to terminate this Frame Agreement with immediate effect following receipt of written notification by the other party.

11.3. Indemnifications amounts

The following irregularities will be qualified as contractual breaches that will give right to Correos to impose, in any case, an economic penalty, without prejudice that they are a reason of resolution:

Damage or break of the load / total or partial loss.

If the load suffered some damage or break, total or partial loss in the transportation, the successful bidder shall pay the amount of the indemnifications paid for Correos to the customers, as it is contemplated in the UPU Acts (Art. RL 155). Correos shall issue monthly an invoice for the amount of the indemnifications paid to the customers, relating the claimed items. The successful bidder shall notify his response on the acceptance or rejection of the invoice within the lapse of 60 calendar days, from the receipt. In case of rejection shall report on the information in dispute. If in this term

answer was not received the invoice will be thus considered to be accepted. The amount of this invoice will be deduced of the following monthly invoice issued by the services of transport.

Delay in the delivery of the mail in destination.

When the successful bidder does not fulfil the quality aims established, delivering in one or several destinations less than 95 % of the priority mail before the critical handover time, for a period of six months, the 10 % of the price paid by the transport to the above mentioned destinations (during this period of six months) will be discounted in the turnover of the following month.

The quality data will be obtained by means of the following procedures: Mail Registration Device (MRD) of IPC, systems EDI and CAPE, Quality reports of the system UNEX of IPC.

Correos shall require if needed a signed proof of delivery, when the information supplied by the airline does not coincide with those of the postal operator of destination, obtained across the system CAPE or with the quality reports of the System UNEX of IPC.

12. INSURANCE OF CIVIL LIABILITY

Damages produced to third parties by the successful bidder will be of its account, as well as those originated to Correos or to its personnel.

The successful bidders shall submit a policy of coverage of civil liability, for the term period of the Frame Agreement. This policy will answer of the damages that the successful bidder could cause to third parties, as well as those that they could cause to Correos as a consequence of the exercise of the contracted services.

13. INVOICING AND METHOD OF PAYMENT

Invoicing

The successful bidder shall be entitled to charge Correos for those services actually provided in accordance with the agreed conditions, by submitting the relevant invoices.

All documents relating to payments and the system, structure and frequency of billing shall be performed according to the current established rules or set out in the future in UPU international regulations (currently listed in Chapter 12 "Air conveyance dues" of Letter Post Regulations of the Universal Postal Union).

The changes that the carrier would have to carry out, such as modification of computer systems, administrative procedures or any other costs associated shall be paid by him/herself.

The documents used by the carrier with regard to receiving, delivery, complaints, monitoring or others, on bags or dispatches shall be in any case, the ones used for the carriage of mail.

Billing, whether sent electronically or on paper, is subject to the following standards:

A single document CN51/transport invoice shall be submitted on a monthly basis.

This CN51/transport invoice shall include the routes and their rates. Documents CN66 shall be provided as an accounting support for each route with details of loads in kilos.

Correos may request, however, CN51/transport invoices broken down into products, categories or other criteria if it would help on documentation processing.

Any variation in the presentation of CN51/transport invoices must be approved by the International Settlement Unit. Once the carrier has been duly informed, Correos shall be entitled to refuse to process any bill that does not meet the requirements, this circumstance shall not bring any action or claim by the carrier other than the rebilling and forward through the normal channels.

Billing by any other means shall be avoided. If, exceptionally, the contractor would need to use this procedure, reasons shall be listed in attachment.

Correos will assess the exchange of electronic files for the reconciliation of invoices in electronic format as Annexes D and E.

Payment rules

1 Correos shall make the payment within 72 calendar days following the date of receipt of the invoice.

2 In the event of a discrepancy, Correos may withhold the payment of the disputed amount only.

In such case, Correos shall inform the Carrier within 60 calendar days specifying which items it disputes, by returning the invoice to the Carrier accompanied by its attachments or any other means to that effect.

The undisputed amount stated on the invoice is to be paid as stipulated in paragraph 1.

Discrepancies on invoicing

1. Carrier may officially notify Correos acceptance or rejection of the claim within 60 calendar days after the date of receipt of the bill under discussion. If, before this deadline, no disagreement is expressed, the account will be accepted ipso jure by Correos.

2. The carrier not accepting the invoice discrepancy shall submit additional CN51/transport invoice with supporting documentation (according to UPU / IATA rules) of transportation within 60 calendar days after the date of receipt of the bill under discussion.

Once accepted the disagreed bill, payment shall be made within 30 calendar days after the date of acceptance of the bill.

14. GUARANTEES

Successful bidders of this Frame Agreement shall not be forced to constitute the guarantees foreseen in the paragraph 17 of the General Terms and Conditions.

15. TERMINATION OF THE FRAME AGREEMENT

The Frame Agreement may be terminated, in whole or in part, for the following reasons:

- a) The reasons foreseen in the paragraph 19 of the General Terms and Conditions.
- b) If, for a specific destination, the Carrier does not meet the 80% performance success level specified for each Mail category in Annex A, and defined as the ratio of the contracted volumes for each consignment accepted by the Carrier at origin and handed over before the critical handover time at destination, over a period of six months, the Frame Agreement may be partially terminated for that specific destination.
- c) If, for a specific destination, and in two continuous IATA seasons the Carrier has changed its schedule so that requirements of Correos are not fulfilled, the Frame Agreement may be partially terminated for that specific destination.
- d) If a party is in material breach of any of its obligations stated in the Frame Agreement and this breach is not remedied within 15 days upon receipt of written notification thereof, the non-breaching party may terminate this Agreement immediately by notifying the other party in writing, without observance of any notice period.

16. CESSION AND SUBCONTRACTORS

The cession of services object of the Frame Agreement, will not be possible, without the previous authorization in writing of Correos.

The Carrier is authorized to use other carriers or non-carrier sub-contractors if necessary to provide the Services and guarantee the required performance success level under this Frame Agreement. It is the Carrier's responsibility to inform the Correos and manage the performance of such sub-contractors to the performance levels stipulated in this Agreement.

If liability for non-compliance of any subcontracted services arises, the successful bidder shall be the answerer to Correos, notwithstanding the subsidiary liability of the subcontractor.

17. ANNEXES

Annexes A, B, C, D and E form a comprehensive part of these Technical and Particular Specifications and, consequently, are contractual documents.

This Frame Agreement represents the entire understanding between the Parties and may only be amended if such amendments are made in writing and signed by both Parties to the Agreement.

18. CONTACT

For any questions that could arise, regarding this document you may address your inquiries to Pedro Ángel Hernando Arroyo pedro.hernando@correos.com or David del Brío Vidal david.delbrio@correos.com

Madrid July 11th 2012.

COORDINADOR DE TRANSPORTES

Pedro Ángel Hernando Arroyo

RESPONSABLE DE OPERACIONES INTERNACIONALES

Carlos Fernando Viñuela Álvarez

DIRECTOR DE OPERACIONES

Magín Blanco González



ANEXO A - REQUISITOS Y ESPECIFICACIONES DEL TRANSPORTE INTERNACIONAL

ANNEX A – INTERNATIONAL TRANSPORT REQUIREMENTS & SPECIFICATIONS

(En hoja EXCEL) (In Excel file)



ANEXO B - PLANTILLA OFERTA TÉCNICA
ANNEX B – MODEL OF TECHNICAL OFFER
(En Hoja EXCEL) (In Excel file)



ANEXO C: PLANTILLA OFERTA ECONÓMICA

ANNEX C MODEL OF ECONOMIC OFFER

(En hoja EXCEL) (In Excel file)



ANEXO E : FORMATO DEL FICHERO EXCEL PARA EL INTERCAMBIO DE DATOS DE FACTURACIÓN A EFECTOS DE CONCILIACIÓN ELECTRÓNICA

ANNEX E : FORMAT OF THE FILE EXCEL FOR THE EXCHANGE OF INFORMATION FOR ELECTRONIC RECONCILE PURPOSES

Con carácter mensual, el transportista remitirá a Correos un fichero electrónico para la conciliación de facturas siguiendo las siguientes pautas. Una vez revisada y aceptada la información transmitida, el transportista emitirá la factura/CN51 definitiva con el consiguiente ahorro en plazos de revisión, aceptación y trámites de gestión de disputa y pago.

On a monthly basis, the carrier shall send a file to the post office address for the reconciliation of invoices using the following guidelines. Once reviewed and accepted the information provided, the carrier will issue the final factura/CN51 with consequent savings in periods for review, acceptance and management procedures and payment dispute.

El formato del fichero debe seguir las siguientes especificaciones técnicas:

The file format must meet the following specifications:

REGISTRO DE CABECERA			
HEADER REGISTER			
DESCRIPCIÓN DE CAMPO FIELD DESCRIPTION	CONTENIDO CONTENTS	LONGITUD LENGTH	EJEMPLO EXAMPLE
Identificación compañía <i>Airline ID</i>	Código IATA de compañía <i>Airline IATA code</i>	CHAR (10)	IB
Nº de factura <i>Invoice no</i>		CHAR (10)	1234567890
Fecha de Factura <i>Invoice date</i>	Fecha de factura en formato aaaammdd <i>Invoice date in yyyyymmdd format</i>	CHAR (8)	20030310
Inicio periodo facturado <i>Start billing period</i>	Fecha de inicio del periodo facturado en la factura actual en formato aaaammdd <i>Starting date of the billing period of the current invoice in yyyyymmdd format</i>	CHAR (8)	20030201
Fin periodo facturado <i>End billing period</i>	Fecha de fin del periodo facturado en la factura actual en formato aaaammdd <i>Ending date of the billing period of the current invoice in yyyyymmdd format</i>	CHAR (8)	20030228



Moneda de documento <i>Document's currency</i>	Código alfabético moneda de documento <i>Alphabetical code of the document's currency</i>	CHAR (5)	DTS
Importe base imponible libre de IVA <i>Tax base VAT- exempt</i>	Parte de la base imponible no sujeta a IVA <i>Part of the tax base VAT- exempt</i>	CHAR (12)	000200000000 (200.000,000)
Importe base imponible sujeto a IVA <i>VAT taxable tax base</i>	Parte de la base imponible sujeta a IVA <i>VAT taxable part of the tax base</i>	CHAR (12)	000050000000 (50.000,000)
Porcentaje de IVA <i>VAT rate</i>	Porcentaje a aplicar al importe base imponible sujeto a IVA para obtener el importe de IVA <i>Rate to be applied to the VAT taxable part of the tax base to get the VAT amount</i>	CHAR (5)	16000 (16,000 %)
Importe de IVA <i>VAT amount</i>	Importe del IVA de factura <i>VAT amount of the invoice</i>	CHAR (12)	000008000000 (8.000,000)
Importe Total Total amount	Suma de los importe de base imponible libre de IVA y sujeto a IVA y el importe de IVA <i>Sum of the part of the tax base VAT-exempt, the VAT taxable part of the tax base and the VAT amount</i>	CHAR (12)	000258000000 (258.000,000)
Moneda de transacción <i>Transaction currency</i>	Código alfabético moneda alternativa de documento <i>Alphabetical code of the alternative document's currency</i>	CHAR (5)	EUR
Fecha de tipo de cambio <i>Date of exchange rate</i>	Fecha de tipo de cambio a la moneda alternativa en formato aaaammdd <i>Date of exchange rate value of the alternative currency in yyyyymmdd format</i>	CHAR (8)	20030228
Tipo de cambio <i>Exchange rate</i>	de moneda de documento a moneda de transacción en fecha de tipo de cambio <i>Document's currency to transaction currency on the date of exchange rate</i>	CHAR (9)	000127142 (1,27142)
Importe en moneda de transacción <i>Amount in transaction currency</i>	Importe total en la moneda de la transacción <i>Total amount in transaction currency</i>	CHAR (12)	000032802726 (328.027,26)



REGISTRO DE RECORRIDO			
ROUTE REGISTER			
DESCRIPCIÓN DE CAMPO FIELD DESCRIPTION	CONTENIDO CONTENTS	LONGITUD LENGTH	EJEMPLO EXAMPLE
Tipo de registro <i>Type of data</i>	BA <i>BA</i>	CHAR (2)	BA
Mes <i>Month</i>	Mes al que hacen referencia los tráficos en formato aaaamm <i>Month to which traffics are referred in yyyyymm format</i>	CHAR (6)	200302
Fecha de tarifa <i>Date of fare</i>	Fecha de aplicación de tarifa <i>Date the rate is charged</i>	CHAR (8)	20030228
IVA <i>VAT</i>	Indicador de tráficos con IVA <i>VAT traffic indicator</i>	CHAR (1)	X
Categoría ¹ <i>Category</i>	Categoría del correo de los despachos incluidos <i>Mail category of despatches included</i>	CHAR (1)	A
Clase ² <i>Class</i>	Clase de correo de los despachos incluidos <i>Mail class of despatches included</i>	CHAR (1)	U
Origen de recorrido <i>Origin of route</i>	Nodo origen del recorrido <i>Origin node of route</i>	CHAR (10)	MAD
Destino de recorrido <i>Destination of route</i>	Nodo destino del recorrido <i>Destination node of route</i>	CHAR (10)	YTO
Distancia <i>Distance</i>	Distancia facturada en el recorrido <i>Billed distance of the route</i>	CHAR (9)	008500000 (8.500,000)
Unidad de medida <i>Unit of measurement</i>	Unidad de medida de la distancia <i>Unit of measurement for distance</i>	CHAR (3)	KM
Tarifa <i>Fare</i>	Precio por kilo en moneda de documento <i>Price per kilo in document's currency</i>	CHAR (8)	00014000 (1,4000)
Total kg del recorrido <i>Total weight of the route in kg</i>	Total Kg despachos del mismo recorrido <i>Total weight of despatches in the same route in kg</i>	CHAR (9)	000007312 (731,2)
Importe <i>Total amount</i>	Importe del recorrido <i>Total amount of the route</i>	CHAR (12)	000001023680 (1023,680)

¹ A – avión, B – SAL, C – superficie no prioritaria, D – superficie prioritaria

² U – LCAO, C – PP, E – EMS, T – SV



REGISTRO DE ETAPAS DE RECORRIDO			
ROUTE LEGS REGISTER			
DESCRIPCIÓN DE CAMPO FIELD DESCRIPTION	CONTENIDO CONTENTS	LONGITUD LENGTH	EJEMPLO EXAMPLE
Tipo de registro <i>Type of data</i>	BB <i>BB</i>	CHAR (2)	BB
Origen etapa <i>Leg origin</i>	Nodo origen de la etapa <i>Origin node of leg</i>	CHAR (10)	MAD
Destino de la etapa <i>Leg destination</i>	Nodo destino de la etapa <i>Destination node of leg</i>	CHAR (10)	JFK
Nº de vuelo <i>Flight code</i>	Vuelo (código IATA) <i>Flight IATA code</i>	CHAR (10)	IB6111
Distancia <i>Distance</i>	Distancia de la etapa <i>Distance of leg</i>	CHAR (9)	007000000 (7.000,000)
Unidad de medida <i>Unit of measurement</i>	Unidad de medida de distancia <i>Unit of measurement for distance</i>	CHAR (3)	KM



REGISTRO DE DESPACHOS			
DESPATCHES REGISTER			
DESCRIPCIÓN DE CAMPO FIELD DESCRIPTION	CONTENIDO CONTENTS	LONGITUD LENGTH	EJEMPLO EXAMPLE
Tipo de registro <i>Type of data</i>	CA <i>CA</i>	CHAR (2)	CA
País <i>Country</i>	País de la oficina de cambio origen <i>Origin OE country</i>	CHAR (3)	ES
Oficina de cambio <i>Office of exchange</i>	Oficina de cambio origen del despacho <i>Despatch origin OE</i>	CHAR (10)	MADB
País <i>Country</i>	País de la oficina de cambio destino <i>Destination OE country</i>	CHAR (3)	CA
Oficina de cambio <i>Office of exchange</i>	Oficina de cambio destino del despacho <i>Despatch destination OE</i>	CHAR (10)	YTOA
Categoría <i>Category</i>	Categoría del correo de los despachos incluidos <i>Mail category of despatches included</i>	CHAR (1)	A
Clase/subclase de correo <i>Mail class/subclass</i>		CHAR (2)	UN
Nº de despacho <i>Despatch no</i>		CHAR (4)	1234
Fecha del transporte <i>Transport date</i>	En formato aaaammdd <i>In yyyyymmdd format</i>	CHAR (10)	20030210
Peso de despacho en KG <i>Despatch weight in kg</i>		CHAR (9)	00000022 (2,2)



REGISTRO DE SACAS			
BAGS REGISTER			
DESCRIPCIÓN DESCRIPTION	CONTENIDO CONTENTS	LONGITUD LENGTH	EJEMPLO EXAMPLE
Tipo de registro <i>Type of data</i>	DA <i>DA</i>	CHAR (2)	DA
Nº de saca <i>Bag no</i>		CHAR (5)	00001
Peso de la saca en KG <i>Bag weight in kg</i>		CHAR (9)	000000022 (2,2)
Número del envío <i>Shipment no</i>		CHAR (12)	ESMAD0123456
Saca global <i>Global bag</i>	Marca que indica que se trata de una saca global (para el caso de facturación por despachos → un despacho tendrá una sola saca por el peso total del despacho) <i>Mark indicating a global bag (when billing per despatches → a despatch will include only one bag with the total weight)</i>	CHAR (1)	' '



REGISTRO DE CONTROL			
CONTROL REGISTER			
DESCRIPCIÓN DE CAMPO FIELD DESCRIPTION	CONTENIDO CONTENTS	LONGITUD LENGTH	EJEMPLO EXAMPLE
Tipo de registro <i>Type of data</i>	EA <i>EA</i>	CHAR (2)	EA
Nº de registros <i>Number of registries</i>	Total de registros enviados incluido este <i>Total number of registries sent, this one included</i>	CHAR (8)	00009910
Nº de registros de recorrido <i>Number of route registries</i>		CHAR (8)	00000074
Nº de registros de etapas de recorrido <i>Number of leg registries</i>		CHAR (8)	00000122
Nº de registros de despacho <i>Number of despatch registries</i>		CHAR (8)	00000756
Nº de registros de saca <i>Number of bag registries</i>		CHAR (8)	00008956

Se valorará realizar el intercambio de datos de facturación para conciliación electrónico.
[The exchange of billing information for electronic settlement will be valued.](#)

Anexo A - Requisitos y especificaciones del transporte internacional.

Annex A - International transport requirements & specifications.

Anexo A - 1 Rutas de correo prioritario con hora de entrega CET

Annex A - 1 Routes of priority mail with entry time CET

Ruta	Código Aeropuerto de origen	Código Aeropuerto de destino	Aeropuerto de destino	País de destino	Código del país	Hora de Recogida	LAT	CET	Demanda total promedio diario	Contenerización aérea	Dirección de entrega
Route	Origin Airport Code	Destination Airport Code	Destination Airport	Country of destination	Code Country	Collection Time	LAT	CET	Total averaged demand daily	Air containerization	Delivery Address
1	MAD	VIE	Vienna	AUSTRIA	AT	6:30	14:00	16:00	191 kg		10
2	MAD	SYD	Sydney	AUSTRALIA	AU	9:00	11:00	13:00, D+2	124 kg		9
3	MAD	SJJ	Sarajevo	BOSNIA HERZEGOVINA	BA	6:30	16:30	17:30	7 kg		14
4	MAD	BRU	Brussels	BELGICA	BE	6:30	14:30	17:00	348 kg	X	11
5	MAD	SOF	Sofia	BULGARIA	BG	6:30	12:00	16:00	49 kg		16
6	MAD	GIG	Rio de Janeiro	BRASIL	BR	6:30	ND	15:00	108 kg		15
7	MAD	GRU	Sao Paulo	BRASIL	BR	6:30	17:00	ND	139 kg		15
8	MAD	YUL / YYZ	Montreal/Toronto	CANADA	CA	6:30	17:00	20:00	111 kg		21
9	MAD	GVA	Genève	SUIZA	CH	6:30	16:30	18:30	8 kg		107
10	MAD	ZRH	Zurich	SUIZA	CH	6:30	15:00	16:00	493 kg	X	107
11	MAD	PEK	Beijing	CHINA	CN	9:00	5:00	11:00, D+1	216 kg		24
12	MAD	LCA	Larnaca	CHIPRE	CY	6:30	14:00	15:00	14 kg		25
13	MAD	PRG	Prague	REPUBLICA CHECA	CZ	6:30	15:00	16:35	81 kg		94
14	MAD	FRA	Frankfurt	ALEMANIA	DE	6:30	13:00	16:00	820 kg	X	2
15	MAD	CPH	Copenhagen	DINAMARCA	DK	6:30	18:30	20:15	228 kg		32
16	MAD	TLL	Tallinn	ESTONIA	EE	6:30	17:00	18:45	29 kg		40
17	MAD	HEL	Helsinki	FINLANDIA	FI	6:30	16:00	17:00	160 kg		43
18	MAD	CDG / ORY *	Paris	FRANCIA	FR	6:30	14:00	17:00	806 kg	X	44
19	MAD	LHR	London	REINO UNIDO	GB	6:30	14:30	16:00	1.083 kg	X	93
20	MAD	LHR	London	REINO UNIDO (EPG)	GB	10:00	21:30	22:30	614 kg	X	93
21	MAD	ATH	Athens	GRECIA	GR	6:30	15:00	16:00	107 kg		48
22	MAD	HKG	Hong Kong	HONG KONG	HK	9:00	12:00	15:00, D+1	38 kg		52
23	MAD	ZAG	Zagreb	CROACIA	HR	6:30	12:00	16:00	17 kg		30
24	MAD	BUD	Budapest	HUNGRIA	HU	6:30	14:00	18:00	53 kg		53
25	MAD	DUB	Dublin	IRLANDA	IE	6:30	14:30	16:00	206 kg	X	57
26	MAD	TLV	Tel Aviv Yafo	ISRAEL	IL	6:30	ND	15:00	24 kg		59
27	MAD	REK	Reykjavik	ISLANDIA	IS	6:30	16:00	17:00	30 kg		58
28	MAD	MXP	Milan	ITALIA	IT	6:30	15:00	17:00	688 kg	X	60
29	MAD	KIX / NRT	Osaka	JAPON	JP	9:00	23:59	4:00, D+1	139 kg		61
30	MAD	ICN	Seoul	COREA DEL SUR	KR	9:00	6:00	13:00, D+1	29 kg		27
31	MAD	VNO	Vilnius	LITUANIA	LT	6:30	14:00	16:00	44 kg		70
32	MAD	LUX	Luxembourg	LUXEMBURGO	LU	6:30	17:00	19:00	51 kg		71
33	MAD	RIX	Riga	LETONIA	LV	6:30	14:00	18:00	26 kg		67
34	MAD	SKP	Skopje	MACEDONIA	MK	6:30	12:00	14:00	1 kg		72
35	MAD	MLA	Malta	MALTA	MT	6:30	16:30	19:00	16 kg		76
36	MAD	AMS	Amsterdam	PAISES BAJOS	NL	6:30	15:00	17:00	407 kg	X	86
37	MAD	OSL	Oslo	NORUEGA	NO	6:30	16:00	17:00	247 kg		84
38	MAD	AKL	Auckland	NUEVA ZELANDA	NZ	9:00	ND	13:00, D+2	33 kg		85
39	MAD	WAW	Warsaw	POLONIA	PL	6:30	15:00	15:30	202 kg		91
40	MAD	LIS	Lisbon	PORTUGAL	PT	6:30	15:00	16:30	492 kg	X	92
41	MAD	OTP	Bucharest	RUMANIA	RO	6:30	16:00	16:30	119 kg		98
42	MAD	ARN	Stockholm	SUECIA	SE	6:30	16:00	17:00	167 kg	X	106
43	MAD	SIN	Singapore	SINGAPUR	SG	9:00	2:00	6:00, D+1	18 kg		102
44	MAD	LJU	Ljubljana	ESLOVENIA	SI	6:30	17:00	18:00	24 kg		38
45	MAD	BTS	Bratislava	ESLOVAQUIA	SK	6:30	15:00	16:00	61 kg		37
46	MAD	BKK	Bangkok	THAILANDIA	TH	9:00	0:00	06:00, D+1	17 kg		110
47	MAD	IST	Istanbul	TURQUIA	TR	6:30	ND	12:00	35 kg		114
48	MAD	KBP	Kiev	UCRANIA	UA	9:00	ND	13:00	63 kg		115
49	MAD	JFK	New York	ESTADOS UNIDOS	US	6:30	15:00	17:00	742 kg	X	39
50	MAD	HAN	Hanoi	VIETNAM	VN	9:00	7:00	10:00, D+1	7 kg		118

*El LAT para los vuelos a ORY es 10:00h. , LAT for the flights to ORY is 10:00h.

9.729,53 kg	diarios daily
3.551.278,00 kg	anuales annual

Anexo A - Requisitos y especificaciones del transporte internacional.

Annex A - International transport requirements & specifications.

Anexo A- 2 Rutas de correo prioritario sin compromiso horario de entrega

Annex A -2 Routes of priority mail without entry time (CET)

Ruta	Código Aeropuerto de origen	Código Aeropuerto de destino	Aeropuerto de destino	País de destino	Código del país	Hora de Recogida	Plazo de entrega	Demanda TOTAL promedio diario	Contenerización aérea	Dirección de entrega
Route	Origin Airport Code	Destination Airport Code	Destination Airport	Country of destination	Code Country	Collection Time	Delivery term	Total averaged demand daily	Air containerization	Delivery Address
51	MAD	DXB	Dubai	EMIRATOS ARABES UNIDOS	AE	10:30	D+1	21 kg		36
52	MAD	TIA	Tirana	ALBANIA	AL	10:30	D+1	6 kg		1
53	MAD	EVN	Yerevan	ARMENIA	AM	10:30	D+1	2 kg		8
54	MAD	CUR	Curacao	ANTILLAS HOLANDESAS	AN	10:30	D+1	1 kg		4
55	MAD	LAD	Luanda	ANGOLA	AO	10:30	D+1	11 kg		3
56	MAD	EZE	Buenos Aires	ARGENTINA	AR	10:30	D+1	297 kg	X	7
57	MAD	OUA	Ouagadougou	BURKINA FASO	BF	10:30	D+1	7 kg		17
58	MAD	MSQ	Minsk	BIELORRUSIA	BY	10:30	D+0	45 kg		12
59	MAD	FIH	Kinshasa	REPUBLICA DEL CONGO	CD	10:30	D+1	4 kg		95
60	MAD	ABJ	Abidjan	COSTA DE MARFIL	CI	10:30	D+1	3 kg		28
61	MAD	SCL	Santiago	CHILE	CL	10:30	D+1	102 kg		23
62	MAD	DLA	Douala	CAMERÚN	CM	10:30	D+1	2 kg		20
63	MAD	YAO	Yaounde	CAMERÚN	CM	10:30	D+1	4 kg		20
64	MAD	BOG	Bogota	COLOMBIA	CO	10:30	D+0	172 kg	X	26
65	MAD	SJO	San Jose	COSTA RICA	CR	10:30	D+0	20 kg		29
66	MAD	HAV	Havana	CUBA	CU	10:30	D+0	113 kg		31
67	MAD	RAI	Praia	CABO VERDE	CV	10:30	D+1	14 kg		19
68	MAD	SDQ	Santo Domingo	REPUBLICA DOMINICANA	DO	10:30	D+0	145 kg		96
69	MAD	ALG	Algiers	ARGELIA	DZ	10:30	D+0	7 kg		6
70	MAD	UIO	Quito	ECUADOR	EC	10:30	D+0	99 kg		33
71	MAD	GYE	Guayaquil	ECUADOR	EC	10:30	D+0	6 kg		33
72	MAD	CAI	Cairo	EGIPTO	EG	10:30	D+0	8 kg		34
73	MAD	ADD	Addis Ababa	ETIOPIA	ET	10:30	D+1	6 kg		41
74	MAD	TBS	Tbilisi	GEORGIA	GE	10:30	D+1	61 kg		46
75	MAD	ACC	Accra	GHANA	GH	10:30	D+0	8 kg		47
76	MAD	BJL	Banjul	GAMBIA	GM	10:30	D+1	2 kg		45
77	MAD	SSG	Malabo	GUINEA ECUATORIAL	GQ	10:30	D+1	27 kg		50
78	MAD	GUA	Guatemala City	GUATEMALA	GT	10:30	D+1	14 kg		49
79	MAD	TGU	Tegucigalpa	HONDURAS	HN	10:30	D+1	34 kg		51
80	MAD	CGK	Jakarta	INDONESIA	ID	10:30	D+1	7 kg		55
81	MAD	BOM	Mumbai	INDIA	IN	10:30	D+1	32 kg		54
82	MAD	THR	Tehran	IRAN	IR	10:30	D+1	6 kg		56
83	MAD	AMM	Amman	JORDANIA	JO	10:30	D+0	3 kg		62
84	MAD	NBO	Nairobi	KENIA	KE	10:30	D+1	15 kg		64
85	MAD	KWI	Kuwait	KUWAIT	KW	10:30	D+1	3 kg		66
86	MAD	ALA	Almaty	KAZAJISTAN	KZ	10:30	D+1	4 kg		63
87	MAD	BEY	Beirut	LIBANO	LB	10:30	D+1	4 kg		68
88	MAD	CMB	Colombo	SRI LANKA	LK	10:30	D+2	2 kg		104
89	MAD	TIP	Tripoli	LIBIA	LY	10:30	D+1	1 kg		69
90	MAD	CMN	Casablanca	MARRUECOS	MA	10:30	D+0	67 kg		77
91	MAD	KIV	Chisinau	MOLDAVIA	MD	10:30	D+1	9 kg		80
92	MAD	TNR	Antananarivo	MADAGASCAR	MG	10:30	D+1	3 kg		73
93	MAD	BKO	Bamako	MALI	ML	10:30	D+0	7 kg		75
94	MAD	NKC	Nouakchott	MAURITANIA	MR	10:30	D+0	2 kg		78
95	MAD	MEX	Mexico City	MEXICO	MX	10:30	D+0	134 kg		79
96	MAD	KUL	Kuala Lumpur	MALASIA	MY	10:30	D+1	7 kg		74
97	MAD	MPM	Maputo	MOZAMBIQUE	MZ	10:30	D+1	13 kg		81
98	MAD	LOS	Lagos	NIGERIA	NG	10:30	D+1	47 kg		83
99	MAD	MGA	Managua	NICARAGUA	NI	10:30	D+1	131 kg		82
100	MAD	PTY	Panama City	PANAMA	PA	10:30	D+0	12 kg		88
101	MAD	LIM	Lima	PERU	PE	10:30	D+0	108 kg		90
102	MAD	MNL	Manila	FILIPINAS	PH	10:30	D+2	15 kg		42
103	MAD	KHI	Karachi	PAKISTAN	PK	10:30	D+1	7 kg		87
104	MAD	BEG	Belgrade	SERBIA	RS	10:30	D+1	14 kg		101
105	MAD	SVO / DME	Moscow	RUSIA	RU	10:30	D+0	779 kg		99
106	MAD	KGL	Kigali	RUANDA	RW	10:30	D+1	19 kg		97
107	MAD	DMM	Dammam	ARABIA SAUDI	SA	10:30	D+1	5 kg		5
108	MAD	DKR	Dakar	SENEGAL	SN	10:30	D+0	22 kg		100
109	MAD	SAL	San Salvador	EL SALVADOR	SV	10:30	D+0	13 kg		35
110	MAD	DAM	Damascus	SIRIA	SY	10:30	D+1	3 kg		103
111	MAD	NDJ	N'Djamena	CHAD	TD	10:30	D+1	6 kg		22
112	MAD	LFW	Lome	TOGO	TG	10:30	D+1	8 kg		111
113	MAD	TUN	Tunis	TUNEZ	TN	10:30	D+0	15 kg		113
114	MAD	POS	Port Of Spain	TRINIDAD TOBAGO	TT	10:30	D+1	6 kg		112
115	MAD	TPE	Taipei	TAIWAN	TW	10:30	D+1	18 kg		108
116	MAD	DAR	Dar Es Salaam	TANZANIA	TZ	10:30	D+1	5 kg		109
117	MAD	MVD	Montevideo	URUGUAY	UY	10:30	D+1	61 kg		116
118	MAD	CCS	Caracas	VENEZUELA	VE	10:30	D+0	60 kg		117
119	MAD	PRN	Pristina	KOSOVO	XZ	10:30	D+1	4 kg		65
120	MAD	JNB	Johannesburg	SUDAFRICA	ZA	10:30	D+1	22 kg		105
121	MAD	HRE	Harare	ZIMBABWE	ZW	10:30	D+1	2 kg		119

2.941,13 kg

diarios daily

Anexo A - Requisitos y especificaciones del transporte internacional.

Annex A - International transport requirements & specifications.

Anexo A- 2 Rutas de correo prioritario sin compromiso horario de entrega

Annex A -2 Routes of priority mail without entry time (CET)

Ruta	Codigo Aeropuerto de origen	Código Aeropuerto de destino	Aeropuerto de destino	País de destino	Código del país	Hora de Recogida	Plazo de entrega	Demanda TOTAL promedio diario	Contenerización aérea	Dirección de entrega
Route	Origin Airport Code	Destination Airport Code	Destination Airport	Country of destination	Code Country	Collection Time	Delivery term	Total averaged demand daily	Air containerization	Delivery Address
								1.073.512,70 kg	anuales annual	

Anexo A - Requisitos y especificaciones del transporte internacional.
Annex A - International transport requirements & specifications.

Anexo A -3 Rutas de correo SAL
Annex A-3 Routes of SAL mail

Ruta	Código Aeropuerto de origen	Código Aeropuerto de destino	Aeropuerto de destino	País de destino	Código del país	Demanda media semanal SAL	Frecuencia mínima semanal	Contenerización aérea	Dirección de entrega
Route	Origin Airport Code	Destination Airport Code	Destination Airport	Country of destination	Code Country	Average demand weekly SAL	Minimum weekly frequency	Air containerization	Delivery Address
122	MAD	DXB	Dubai	EMIRATOS ARABES UNIDOS	AE	96 kg	1 día		36
123	MAD	EVN	Yerevan	ARMENIA	AM	447 kg	2 días		
124	MAD	EZE	Buenos Aires	ARGENTINA	AR	5.769 kg	5 días	X	7
125	MAD	VIE	Vienna	AUSTRIA	AT	163 kg	2 días		10
126	MAD	SYD	Sydney	AUSTRALIA	AU	1.038 kg	3 días	X	9
127	MAD	BRU	Brussels	BÉLGICA	BE	417 kg	2 días		11
128	MAD	SOF	Sofia	BULGARIA	BG	142 kg	2 días		16
129	MAD	GIG	Rio de Janeiro	BRASIL	BR	11.077 kg	5 días	X	15
130	MAD	MSQ	Minsk	BIELORRUSIA	BY	35 kg	1 día		12
131	MAD	YUL / YMQ	Montreal	CANADA	CA	577 kg	3 días		21
132	MAD	ZRH	Zurich	SUIZA	CH	577 kg	3 días		107
133	MAD	ABJ	Abidjan	COSTA DE MARFIL	CI	16 kg	1 día		28
134	MAD	SCL	Santiago	CHILE	CL	2.942 kg	5 días	X	23
135	MAD	DLA	Douala	CAMERÚN	CM	48 kg	1 día		20
136	MAD	PEK	Beijing	CHINA	CN	2.692 kg	3 días	X	24
137	MAD	BOG	Bogota	COLOMBIA	CO	7.500 kg	5 días	X	26
138	MAD	SJO	San Jose	COSTA RICA	CR	288 kg	2 días		29
139	MAD	HAV	Havana	CUBA	CU	4.808 kg	3 días	X	31
140	MAD	LCA	Larnaca	CHIPRE	CY	48 kg	1 día		25
141	MAD	PRG	Prague	REPÚBLICA CHECA	CZ	45 kg	2 días		94
142	MAD	FRA	Frankfurt	ALEMANIA	DE	23 kg	1 día		2
143	MAD	CPH	Copenhagen	DINAMARCA	DK	154 kg	2 días		32
144	MAD	SDQ	Santo Domingo	REPUBLICA DOMINICANA	DO	1.000 kg	3 días	X	96
145	MAD	UIO	Quito	ECUADOR	EC	1.868 kg	5 días	X	33
146	MAD	TLL	Tallinn	ESTONIA	EE	15 kg	1 día		40
147	MAD	CAI	Cairo	EGIPTO	EG	31 kg	1 día		34
148	MAD	ADD	Addis Ababa	ETIOPIA	ET	45 kg	1 día		41
149	MAD	HEL	Helsinki	FINLANDIA	FI	101 kg	2 días		43
150	MAD	TBS	Tblisi	GEORGIA	GE	60 kg	2 días		46
151	MAD	ACC	Accra	GHANA	GH	17 kg	1 día		47
152	MAD	SSG	Malabo	GUINEA ECUATORIAL	GQ	89 kg	2 días		50
153	MAD	ATH	Athens	GRECIA	GR	61 kg	1 día		48
154	MAD	GUA	Guatemala City	GUATEMALA	GT	263 kg	2 días		49
155	MAD	HKG	Hong Kong	HONG KONG	HK	203 kg	2 días		52
156	MAD	TGU	Tegucigalpa	HONDURAS	HN	1.225 kg	3 días	X	51
157	MAD	ZAG	Zagreb	CROACIA	HR	13 kg	1 día		30
158	MAD	BUD	Budapest	HUNGRIA	HU	40 kg	2 días		53
159	MAD	CGK	Jakarta	INDONESIA	ID	77 kg	2 días		55
160	MAD	DUB	Dublin	IRLANDA	IE	87 kg	2 días		57
161	MAD	TLV	Tel Aviv Yafo	ISRAEL	IL	170 kg	2 días		59
162	MAD	BOM	Mumbai	INDIA	IN	328 kg	3 días		54
163	MAD	THR	Tehran	IRAN	IR	75 kg	1 día		56

Anexo A - Requisitos y especificaciones del transporte internacional.
Annex A - International transport requirements & specifications.

Anexo A -3 Rutas de correo SAL
Annex A-3 Routes of SAL mail

Ruta	Código Aeropuerto de origen	Código Aeropuerto de destino	Aeropuerto de destino	País de destino	Código del país	Demanda media semanal SAL	Frecuencia mínima semanal	Contenerización aérea	Dirección de entrega
Route	Origin Airport Code	Destination Airport Code	Destination Airport	Country of destination	Code Country	Average demand weekly SAL	Minimum weekly frequency	Air containerization	Delivery Address
164	MAD	AMM	Amman	JORDANIA	JO	29 kg	1 día		62
165	MAD	KIX	Osaka	JAPON	JP	1.239 kg	3 días	X	61
166	MAD	ICN	Seoul	COREA DEL SUR	KR	288 kg	2 días		27
167	MAD	ALA	Almaty	KAZAHISTAN	KZ	63 kg	1 día		63
168	MAD	BEY	Beirut	LIBANO	LB	26 kg	1 día		68
169	MAD	LUX	Luxembourg	LUXEMBURGO	LU	49 kg	1 día		71
170	MAD	CMN	Casablanca	MARRUECOS	MA	272 kg	3 días		77
171	MAD	MLA	Malta	MALTA	MT	58 kg	1 día		76
172	MAD	MEX	Mexico City	MEXICO	MX	1.097 kg	3 días	X	79
173	MAD	KUL	Kuala Lumpur	MALASIA	MY	41 kg	1 día		74
174	MAD	LOS	Lagos	NIGERIA	NG	130 kg	2 días		83
175	MAD	MGA	Managua	NICARAGUA	NI	1.747 kg	4 días	X	82
176	MAD	AMS	Amsterdam	PAISES BAJOS	NL	430 kg	3 días		86
177	MAD	OSL	Oslo	NORUEGA	NO	505 kg	3 días		84
178	MAD	AKL	Auckland	NUEVA ZELANDA	NZ	162 kg	2 días		85
179	MAD	PTY	Panama City	PANAMA	PA	133 kg	2 días		88
180	MAD	LIM	Lima	PERU	PE	1.431 kg	3 días	X	90
181	MAD	MNL	Manila	FILIPINAS	PH	103 kg	2 días		42
182	MAD	ISB	Islamabad	PAKISTAN	PK	41 kg	1 día		87
183	MAD	WAW	Warsaw	POLONIA	PL	89 kg	3 días		91
184	MAD	OTP	Bucharest	RUMANIA	RO	332 kg	3 días		98
185	MAD	BEG	Belgrade	SERBIA	RS	23 kg	1 día		101
186	MAD	SVO / DME	Moscow	RUSIA	RU	1.384 kg	3 días	X	99
187	MAD	DMM	Dammam	ARABIA SAUDI	SA	42 kg	1 día		5
188	MAD	ARN	Stockholm	SUECIA	SE	212 kg	2 días		106
189	MAD	SIN	Singapore	SINGAPUR	SG	89 kg	1 día		102
190	MAD	LJU	Ljubljana	ESLOVENIA	SI	17 kg	1 día		38
191	MAD	BTS	Bratislava	ESLOVAQUIA	SK	18 kg	1 día		37
192	MAD	SAL	San Salvador	EL SALVADOR	SV	376 kg	2 días		35
193	MAD	DAM	Damascus	SIRIA	SY	29 kg	1 día		103
194	MAD	BKK	Bangkok	THAILANDIA	TH	105 kg	1 día		110
195	MAD	IST	Istanbul	TURQUIA	TR	74 kg	1 día		114
196	MAD	TPE	Taipei	TAIWAN	TW	248 kg	2 días		108
197	BCN	KBP	Kiev	UCRANIA	UA	99 kg	2 días		115
198	MAD	JFK	New York	ESTADOS UNIDOS	US	3.510 kg	5 días	X	39
199	MAD	MVD	Montevideo	URUGUAY	UY	2.615 kg	5 días	X	116
200	MAD	CCS	Caracas	VENEZUELA	VE	450 kg	3 días		117
201	MAD	JNB	Johannesburg	SUDAFRICA	ZA	74 kg	1 día		105
						62.302,39 kg	semanales weekly		
						3.239.724,08 kg	anuales annual		

Anexo A - Requisitos y especificaciones del transporte internacional. Annex A - International transport requirements & specifications.

Anexo A.5 - Definiciones Annex A.5 - Definitions

Definiciones de los términos / Term Definitions

Código Aeropuerto de origen	Aeropuerto de origen designado con las tres letras del Código IATA. Correos entrega en ellos la carga: BCN (Barcelona) y MAD (Madrid)
Origin Airport Code	The origin airport (as designated by 3-letter IATA airport code) where mail is initially received from Correos: BCN (Barcelona) y MAD (Madrid)
Código Aeropuerto de destino	Aeropuerto de destino designado con las tres letras del Código IATA, donde el correo se entrega al operador postal de destino
Destination Airport Code	The final destination airport (as designated by 3-letter IATA airport code) where mail is handed over to the destination postal operator.
Aeropuerto de destino	Nombre en inglés del aeropuerto final de destino donde se entrega el correo.
Destination Airport	The name of the final destination airport, expressed in English, where mail is handed over.
País de destino	Nombre en español del país de destino final
Country of Destination	The final destination country expressed in Spanish
Código del país	Código ISO del país
Code ountry	ISO Code of the country
Hora de recogida	Hora a partir de la cual la carga está preparada para ser recogida en las oficinas de cambio de origen
Collection time	Time that consignments are ready at the origin exchange offices to be collected.
LAT (Latest Arrival Time)	Hora local límite de la llegada programada de un vuelo para que pueda entregarse la carga en CET
LAT (Latest Arrival Time)	The latest local arrival time of a scheduled flight that could meet generally make the CET
CET (Critical Entry Time)	Hora local límite para entregar la carga al operador designado de destino
CET (Critical Entry Time)	The latest local time to deliver the consignments to the destination designated operator
Plazo de entrega	Plazo transcurrido a partir del día y hora de recepción hasta el día de entrega, expresado en días
Delivery term	Term passed since the day and hour of collection to the delivery day, expressed in days
Demanda total promedio diario o semanal	Promedio diario o semanal de la carga para cada ruta, calculado con los datos del año 2011 divididos por 365 días o 52 semanas
Total averaged demand daily or weekly	Daily or weekly load average by lane. Data of 2011 divided for 365 days or 52 weeks
Contenerización aérea	Se indica con "x" que la contenerización en la ruta se valorará en la adjudicación
Air containerization	The "x" indicates that containerization of the lane will be valued in the adjudication
Dirección de entrega	Dirección de la oficina de cambio de destino
Delivery Address	Address of the destination Office of Exchange

Formato de CET / CET Format

HHMM	Indica que la carga debe ser entregada como muy tarde a la hora local HHMM, del mismo día que se recibió de Correos. Indicates that consignments must be delivered no later than local time HHMM on the same day that consignments were received from Correos.
HHMM D+1	Indica que la carga debe ser entregada como muy tarde a la hora local HHMM, del día siguiente al que se recibió de Correos(D+1) Indicates that consignments must be delivered no later than local time HHMM on the following day that were received from Correos (D+1)
HHMM D+2	La carga debe ser entregada como muy tarde a la hora local HHMM, a los dos días de haberse recibido de Correos(D+2) Consignments must be delivered no later than local time HHMM on two following days that were received from Correos (D+2)

Formato de plazo de entrega

Delivery term Format

D+0	Indica que la carga debe ser entregada en el mismo día que se recibió de Correos. Indicates that consignments must be delivered on the same day that were received from Correos.
D+1	Indica que la carga debe ser entregada como muy tarde el día siguiente al que se recibió de Correos Indicates that consignments must be delivered on the following day that were received from Correos
D+2	La carga debe ser entregada como muy tarde a los dos días de haberse recibido de Correos Consignments must be delivered no later than two days after the consignments were received from Correos

ANEXO B PLANTILLA DE OFERTA TÉCNICA
ANNEX B. MODEL OF TECHNICAL OFFER

ANEXO B-1 TRANSPORTE DE CORREO PRIORITARIO CON HORA CRÍTICA DE ENTREGA (CET)
ANNEX B-1 PRIORITY MAIL TRANSPORT WITH CRITICAL ENTRY TIME (CET)

VUELOS DIRECTOS DIRECT FLIGHTS

Número de ruta (Anexo A)	Código del vuelo	Código Aeropuerto de origen	Código Aeropuerto de destino	* Hora de recogida	* Hora de salida	* Hora de llegada	* Hora de entrega	Frecuencia semanal	Carga ofertada KG.	Contenedor aéreo (ULD)	Fecha inicial	Fecha final
Route number (Annex A)	Flight code	Origin Airport Code	Destination Airport Code	* Collection Time	* Departure time	* Arrival time	* Delivery Time	Weekly Frequency	Offered load KG.	Air container (ULD)	Start date	End date

VUELOS ENLAZADOS ()** **LINKED FLIGHTS (**)**

Número de ruta (Anexo A)	Código del vuelo	Código Aeropuerto de origen	Código Aeropuerto de destino	* Hora de recogida	* Hora de salida	* Hora de llegada	Código del vuelo 2º	Código Aeropuerto de origen	Código Aeropuerto de destino	* Hora de salida	* Hora de llegada	* Hora de entrega	Frecuencia semanal	Carga ofertada KG.	Contenedor aéreo (ULD)	Fecha inicial	Fecha final
Route number (Annex A)	Flight code	Origin Airport Code	Destination Airport Code	* Collection Time	* Departure time	* Arrival time	2nd Flight code	Origin Airport Code	Destination Airport Code	* Departure time	* Arrival time	* Delivery Time	Weekly Frequency	Offered load KG.	Air container (ULD)	Start date	End date

Sistema de información EDI disponible en rutas: EDI information system available in routes: (números de las rutas, routes numbers)
 Sistema de facturación electrónica: Electronic invoicing system: Anexo C Anexo D Ninguno
 Annex C Annex D None

Fecha y firma del Licitador **Date and Bidder's signature**

(*) Horarios de salida y llegada según programación oficial. Horarios de recogida y entrega propuestos.
 (*) Departure and arrival times are the officially scheduled. Collection and delivery times are proposals.
 (**) Cuando el transporte se realice con dos vuelos enlazados, se detallarán los diferentes trayectos, si hubiera un tercer o cuarto trayecto se detallarán en la fila siguiente

*(**) When the transport is realized by two connected flights, the different flights will be detailed, if there was the third or four flight they will be detailed in the following row*

ANEXO B PLANTILLA DE OFERTA TÉCNICA
ANNEX B. MODEL OF TECHNICAL OFFER

ANEXO B-2 TRANSPORTE DE CORREO PRIORITARIO SIN HORA CRÍTICA DE ENTREGA (CET)
ANNEX B-2 PRIORITY MAIL TRANSPORT WITHOUT CRITICAL ENTRY TIME (CET)

VUELOS DIRECTOS DIRECT FLIGHTS

Número de ruta (Anexo A)	Código del vuelo	Código Aeropuerto de origen	Código Aeropuerto de destino	* Hora de recogida	* Hora de salida	* Hora de llegada	* Hora de entrega	Frecuencia semanal	Carga ofertada KG.	Contenedor aéreo (ULD)	Fecha inicial	Fecha final
Route number (Annex A)	Flight code	Origin Airport Code	Destination Airport Code	* Collection Time	* Departure time	* Arrival time	* Delivery Time	Weekly Frequency	Offered load KG.	Air container (ULD)	Start date	End date

VUELOS ENLAZADOS ()** **LINKED FLIGHTS (**)**

Número de ruta (Anexo A)	Código del vuelo	Código Aeropuerto de origen	Código Aeropuerto de destino	* Hora de recogida	* Hora de salida	* Hora de llegada	Código del vuelo 2º	Código Aeropuerto de origen	Código Aeropuerto de destino	* Hora de salida	* Hora de llegada	* Hora de entrega	Frecuencia semanal	Carga ofertada KG.	Contenedor aéreo (ULD)	Fecha inicial
Route number (Annex A)	Flight code	Origin Airport Code	Destination Airport Code	* Collection Time	* Departure time	* Arrival time	2nd Flight code	Origin Airport Code	Destination Airport Code	* Departure time	* Arrival time	* Delivery Time	Weekly Frequency	Offered load KG.	Air container (ULD)	Start date

Sistema de información EDI disponible en rutas: EDI information system available in routes: (números de las rutas, routes numbers)
 Sistema de facturación electrónica: Electronic invoicing system: Anexo C Anexo D Ninguno
 Anexo C Annex D None

Fecha y firma del Licitador **Date and Bidder's signature**

(*) Horarios de salida y llegada según programación oficial. Horarios de recogida y entrega propuestos.
 (*) Departure and arrival times are the officially scheduled. Collection and delivery times are proposals.
 (**) Cuando el transporte se realice con dos vuelos enlazados, se detallarán los diferentes trayectos, si hubiera un tercer o cuarto trayecto se detallarán en la fila siguiente.
 (**) When the transport is realized by two connected flights, the different flights will be detailed, if there was the third or four flight they will be detailed in the following row.

ANEXO B PLANTILLA DE OFERTA TÉCNICA
ANNEX B. MODEL OF TECHNICAL OFFER

ANEXO B-3 TRANSPORTE SAL (SURFACE AIRLIFTED)
ANNEX B-3 SAL TRANSPORT (SURFACE AIRLIFTED)

VUELOS DIRECTOS DIRECT FLIGHTS

Número de ruta (Anexo A)	Código del vuelo	Código Aeropuerto de origen	Código Aeropuerto de destino	* Hora de recogida	* Hora de salida	* Hora de llegada	* Hora de entrega	Frecuencia semanal	Carga ofertada KG.	Contenedor aéreo (ULD)	Fecha inicial	Fecha final
Route number (Annex A)	Flight code	Origin Airport Code	Destination Airport Code	* Collection Time	* Departure time	* Arrival time	* Delivery Time	Weekly Frequency	Offered load KG.	Air container (ULD)	Start date	End date

VUELOS ENLAZADOS ()** **LINKED FLIGHTS (**)**

Número de ruta (Anexo A)	Código del vuelo	Código Aeropuerto de origen	Código Aeropuerto de destino	* Hora de recogida	* Hora de salida	* Hora de llegada	Código del vuelo 2º	Código Aeropuerto de origen	Código Aeropuerto de destino	* Hora de salida	* Hora de llegada	* Hora de entrega	Frecuencia semanal	Carga ofertada KG.	Contenedor aéreo (ULD)	Fecha inicial	Fecha final
Route number (Annex A)	Flight code	Origin Airport Code	Destination Airport Code	* Collection Time	* Departure time	* Arrival time	2nd Flight code	Origin Airport Code	Destination Airport Code	* Departure time	* Arrival time	* Delivery Time	Weekly Frequency	Offered load KG.	Air container (ULD)	Start date	End date

Sistema de información EDI disponible en rutas: EDI information system available in routes: (números de las rutas, routes numbers)
 Sistema de facturación electrónica: Electronic invoicing system: Anexo C Anexo D Ninguno
 Annex C Annex D None

Fecha y firma del Licitador **Date and Bidder's signature**

(*) Horarios de salida y llegada según programación oficial. Horarios de recogida y entrega propuestos.
 (*) Departure and arrival times are the officially scheduled. Collection and delivery times are proposals.
 (**) Cuando el transporte se realice con dos vuelos enlazados, se detallarán los diferentes trayectos, si hubiera un tercer o cuarto trayecto se detallarán en la fila siguiente.
 (**) When the transport is realized by two connected flights, the different flights will be detailed, if there was the third or four flight they will be detailed in the following row.

ANEXO C Plantilla de oferta económica

ANNEX C Model of economic offer

Anexo C - 1 Rutas de correo prioritario con hora crítica de entrega (CET)

Annex C - 1 Routes of priority mail with critical entry time (CET)

Número de ruta (Anexo A)	Codigo Aeropuerto de origen	Código Aeropuerto de destino	Codigo del vuelo	* Precio €/ kg
Route number (Annex A)	Origin Airport Code	Destination Airport Code	Flight code	* Price €/ kg

(*) Precio final Incluidas todas las tasas aplicables. Final price Included all the applicable rates.

Fecha y firma del Licitador

Date and Bidder's signature

ANEXO C Plantilla de oferta económica

ANNEX C Model of economic offer

Anexo C - 2 Rutas de correo prioritario sin hora crítica de entrega (CET)

Annex C - 2 Routes of priority mail without critical entry time (CET)

Número de ruta (Anexo A)	Codigo Aeropuerto de origen	Código Aeropuerto de destino	Codigo del vuelo	* Precio €/ kg
Route number (Annex A)	Origin Airport Code	Destination Airport Code	Flight code	* Price €/ kg

(*) Precio final Incluidas todas las tasas aplicables. Final price Included all the applicable rates.

Fecha y firma del Licitador

Date and Bidder's signature

ANEXO C Plantilla de oferta económica

ANNEX C Model of economic offer

Anexo C - 3 Rutas de correo no prioritario (SAL)

Annex C - 3 Routes of non priority mail (SAL)

Número de ruta (Anexo A)	Codigo Aeropuerto de origen	Código Aeropuerto de destino	Codigo del vuelo	* Precio €/ kg
Route number (Annex A)	Origin Airport Code	Destination Airport Code	Flight code	* Price €/ kg

(*) Precio final Incluidas todas las tasas aplicables. Final price Included all the applicable rates.

Fecha y firma del Licitador

Date and Bidder's signature