INTERNATIONAL TELECOMMUNICATION UNION

ITU-T

D.13

TELECOMMUNICATION
STANDARDIZATION SECTOR
OF ITU

GENERAL TARIFF PRINCIPLES

GUIDING PRINCIPLES TO GOVERN THE APPORTIONMENT OF ACCOUNTING RATES IN INTERNATIONAL PACKET-SWITCHED PUBLIC DATA COMMUNICATION RELATIONS

ITU-T Recommendation D.13

(Extract from the *Blue Book*)

NOTES

1 ITU-T Recommendation D.13 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.13

GUIDING PRINCIPLES TO GOVERN THE APPORTIONMENT OF ACCOUNTING RATES IN INTERNATIONAL PACKET-SWITCHED PUBLIC DATA COMMUNICATION RELATIONS

(Malaga-Torremolinos, 1984)

The CCITT,

considering

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

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

(c) that the commercial policy and the operating costs can be significantly different for Administrations and, therefore, it is necessary that different sharing arrangements be permitted,

recommends

General principles

In an international packet-switched public data communication 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.

2 Transit relations

2.1 A transit relation is a relation between two terminal Administrations where traffic is routed by switching in an international transit exchange (or exchanges) 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.

2.3 It is recommended that for international public data communication services by means of public data networks, the following revenue division guidelines be adopted by Administrations:

– single transit relation: 40%, 20%, 40% (terminal country, transit country, terminal country)

  or 1/3, 1/3, 1/3 (terminal country, transit country, terminal country)

– double transit relation: 40%, 10%, 10%, 40% (terminal country, transit country, transit country, terminal country) or 1/3, 1/6, 1/6, 1/3 (terminal country, transit country, transit country, terminal country)

2.4 More than two international transit points may result in degradation of the network operation and lead to the division of the accounting rate into many transit shares which would have a detrimental financial effect. An agreement requiring more than two transit points should be avoided when selecting transit routes and negotiating the division of the accounting rate. However, in order to ensure flexibility of the network operation, more than two transit points may be permitted, on an exceptional basis. In this case, the division of the accounting rate shall be agreed upon among the Administrations concerned.