

I find the key elements concerning IATA Res 502 are not being properly explained especially in relation to IATA's role in the rules and regulation process.

I've attached a link to nmfta, an organization dealing with "National Motor Freight Classification" which is a US trucking rate classification standard. When you review just the linked page you can see that the type of classification adjustment for trucking is very similar to what IATA is trying to do with CR 502.

<http://www.nmfta.org/whatisclass2.htm>

And as you read through this rate classification it is not considered an anti-trust issue for trucking. It's only fair that the same consideration is given to air carriers. When you combine the US trucking practice, with the way I outline air-cargo rating below, you'll see it's virtually the same thing.

Please see detail below