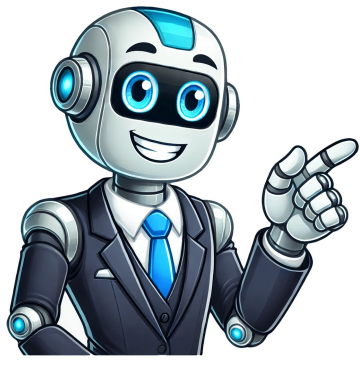


Click to verify



Common Billing Agreement means an agreement between the Appointee and any other person under which that person has undertaken to pay, on terms agreed between them, charges for water supply or sewerage services, or both, in respect of two or more Houses which have a common Supply Pipe and which, in any case where that agreement relates to one of those services only, are also subject to a similar agreement for common billing between that person and the undertaker providing the other service;Interconnection Agreement means an agreement with the Interconnecting Utility regarding the interconnection of the Facility to the electric distribution system of the Interconnecting Utility, as the same may be amended from time to time.Generation Interconnection Agreement means the generation interconnection agreement to be entered into separately between Seller and PGE, providing for the construction, operation, and maintenance of interconnection facilities required to accommodate deliveries of Seller's Net Output.User Agreement means an agreement for the provision of Access to the Services.Master Services Agreement means the master services agreement among the Service Providers, the Partnership, BRELP, the Holding Entities and others;Collaborative pharmacy practice agreement means a written and signedData Use Agreement means the agreement incorporated into the Contract to facilitate creation, receipt, maintenance, use, disclosure or access to Confidential Information.Training Agreement means an agreement registered under the provisions of the Industrial and Commercial Training Act 1985.Interconnection Provider means PacifiCorp Transmission.Standard Amendment Coversheet refers to the form used by the Judicial Council to amend agreements with other parties. Several originally signed, fully executed versions of a Standard Amendment, together with the integrated Contract Documents, shall each represent an Amendment as an individual contract counterpart.Interconnection Service Agreement means an agreement among the Transmission Provider, an Interconnection Customer and an Interconnected Transmission Owner regarding interconnection under Tariff, Part IV and Tariff, Part VI.Transportation Service Agreement means the contract between KUB and the Customer whereby KUB agrees to provide transportation gas service to the Customer.End User Agreement means any agreement that Eligible Users are required to sign in order to participate in this Contract including an end user agreement, customer agreement, memorandum of understanding, statement of work, lease agreement, service level agreement, or any other named separate agreement.Data Processing Agreement means the data processing agreement located at xxx.xxxxx.xxx[/countrycode]/legal/dpa, where "[countrycode]" means the two-letter abbreviation for the country where your Stripe Account is located.commercial air transport means an aircraft operation involving the transport of passengers, cargo, or mail for remuneration or hire.Implementation Agreement means the Implementation Agreement dated by and between the GOB, PGCB and the Company in connection with the Project, and also includes any amendment of it made from time to time;Interconnection Agreements means, collectively, (a) an agreement by and among Owner, TransEnergie and ISO-NE that sets forth such parties' respective rights and obligations following the interconnection at the U.S. Border of the NECEC Transmission Line with the Québec Line and (b) an agreement by and between Owner and ISO-NE that sets forth such parties' respective rights and obligations following the interconnection at the Delivery Point of the NECEC Transmission Line with certain transmission facilities operated by ISO-NE. The Interconnection Agreements shall address cost responsibilities among entities other than the Distribution Company and the other RFP Sponsors and shall include provisions, both technical and otherwise, for safe and reliable interconnected operations of the HVDC Transmission Project following Commercial Operation (including use of the HVDC Transmission Project for the delivery of electric power in emergency circumstances).Large Facility Interconnection Procedures or "LFIP" shall mean the interconnection procedures applicable to an Interconnection Request pertaining to a Large Generating Facility that are included in Attachment X of the ISO OATT. Standard Large Generator Interconnection Agreement ("LGIA") shall mean this Agreement, which is the form of interconnection agreement applicable to an Interconnection Request pertaining to a Large Generating Facility, that is included in Appendix 4 to Attachment X of the ISO OATT. System Deliverability Upgrades shall mean the least costly configuration of commercially available components of electrical equipment that can be used, consistent with Good Utility Practice and Applicable Reliability Requirements, to make the modifications or additions to Byways and Highways and Other Interfaces on the existing New York State Transmission System and Distribution System that are required for the proposed project to connect reliably to the system in a manner that meets the NYISO Deliverability Interconnection Standard at the requested level of Capacity Resource Interconnection Service. System Protection Facilities shall mean the equipment, including necessary protection signal communications equipment, required to (1) protect the New York State Transmission System from faults or other electrical disturbances occurring at the Large Generating Facility and (2) protect the Large Generating Facility from faults or other electrical system disturbances occurring on the New York State Transmission System or on other delivery systems or other generating systems to which the New York State Transmission System is directly connected. System Upgrade Facilities shall mean the least costly configuration of commercially available components of electrical equipment that can be used, consistent with Good Utility Practice and Applicable Reliability Requirements, to make the modifications to the existing transmission system that are required to maintain system reliability due to: (i) changes in the system, including such changes as load growth and changes in load pattern, to be addressed in the form of generic generation or transmission projects; and (ii) proposed interconnections. In the case of proposed interconnection projects, System Upgrade Facilities are the modifications or additions to the existing New York State Transmission System that are required for the proposed project to connect reliably to the system in a manner that meets the NYISO Minimum Interconnection Standard. Tariff shall mean the NYISO Open Access Transmission Tariff ("OATT"), as filed with the Commission, and as amended or supplemented from time to time, or any successor tariff. Trial Operation shall mean the period during which Developer is engaged in on-site test operations and commissioning of the Large Generating Facility prior to Commercial Operation.Data Sharing Agreement A formal agreement that documents what data is being shared and how the data can be used between the Parties. "Data Sharing Code of Practice" the code of practice issued by the Information Commissioner in respect to the sharing of personal data.Standard Agreement Coversheet refers to the form used by the Judicial Council to enter into agreements with other parties. Several originally signed, fully executed versions of the Standard Agreement, together with the integrated Contract Documents, shall each represent the Agreement as an individual contract counterpart.Construction Management Agreement means the Construction Management Agreement, dated as of the date of the Common Agreement, between Construction Manager and the Project Company.Local Access and Transport Area (LATA) Shall have the meaning set forth in 47 U.S.C.Claims Allocation and Handling Agreement means the agreement of that name approved by XXX;Hospital purchaser/provider agreement (HPPA agreement) means a negotiated agreement entered between the fund and the hospital for the cost of hospital treatment.Regulatory Services Agreement means the agreement between BSEF and the Regulatory Services Provider whereby the Regulatory Services Provider provides market surveillance and trade practice surveillance functions as well as other compliance related services to the SEF operated by BSEF.Reseller Agreement means the separate agreement between Customer and Reseller regarding the Services. The Reseller Agreement is independent of and outside the scope of This Agreement. 0 ratings0% found this document useful (0 votes)355 viewsThis document is the Standard Ground Handling Agreement (SGHA) published by IATA in 2013. It provides the framework for agreements between airlines and ground handling companies. The SGHA in...hectorjavier.martinezvargasAI-enhanced title and descriptionSaveSave StandardGroundHandlingAgreementIATASGHA20132008.pdf... For Later0%0% found this document useful, undefinedFor a comprehensive summary of the changes in the 45th edition of the AHM, please refer to the following article. Below is a summary of changes, which include: AHM115 - New section on Contactless Travel AHM116 - New section on Digitalisation of Admissibility AHM119 - New section on Passenger Travel Documents AHM122: New section on Handling Unruly Passengers AHM 310: Revision to align with the Preloading Advance Cargo Information Manual (PLACI) AHM 322: Revision to update the types of shipments considered wet cargo. AHM 330: Revision to incorporate the IATA label for Time and Temperature Sensitive Healthcare Products AHM 332: Outlines a new policy for the handling of live animals, mandating compliance with IATA Live Animals Regulations (LAR) AHM 361: New section on Mail Safety Guidelines, emphasizing training and secure supply chain processes. AHM 370: New section on Interactive Cargo, advocating for the use of IoT devices for supply chain visibility. AHM 371: New section on Operational Guidance for the transport of engines, recommending safe practices for special load handling and build-up, particularly aircraft engines. AHM 440: Revision to provide detailed guidance on potable water servicing. AHM 561: Revision to outline a new approval process for Departure Control Systems (DCS) AHM 601: Revision to adhere to ISAGO standards, ensuring efficient management practices. AHM 616: Aligns with ISAGO guidelines, emphasizing human factors in ground operations. AHM 617: The OHS policies now reflect ISAGO requirements, prioritizing safety, and well-being. AHM 620: A comprehensive revision includes updated emergency response terminology and abbreviations. AHM 801: Offers an introduction to the IATA Standard Ground Handling Agreement (SGHA), including how to reference Annex A within Annex B. AHM1005: Comprehensive revision on Environmental Management Systems (EMS). IATA Knowledge Hub Learn, apply, improve The IATA Standard Ground Handling Agreement (SGHA) is an agreement between a Carrier and a Handling Company. It is an industry reference and is seen as an effective and useful contractual tool for the industry. What questions are answered in the expert panel? Changes to training program requirements Adjustment of charges Changes to liability waiver for sanctioned carriers Adjustment to passenger travel documents section Changes to Annex A and B of IATA SGHA To help you prepare for compliance, IATA make the latest edition of the SGHA available in the IATA Airport Handling Manual (AHM). The AHM contains all the industry-approved policies and standards to support safe and efficient ground operations above and below the wing. The manual includes the only industry-recognized contract template, the Standard Ground Handling Agreement (SGHA) and the suggested template for Service Level Agreement (SLA). A straightforward and trusted ground handling agreement is the foundation of building a successful relationship between airlines and Ground Service Providers. IATA's Standard Ground Handling Agreement, which is considered to be the industry contract template, has been updated for 2023 to ensure airlines and Ground Service Providers have the most current information to build a comprehensive, unbiased agreement both parties can readily agree to. What Is the IATA Standard Ground Handling Agreement (SGHA)? The IATA Standard Ground Handling Agreement (SGHA) is an agreement between airlines and Ground Service Providers that outlines the terms and conditions of contracted ground handling services. It consists of the legal and regulatory requirements, qualitative standards, and operational details. The airline and the Ground Service Providers use the SGHA to agree on the duration of the contract, services to be rendered, the limit of liability, compliance with standards, the operational requirements, and the cost of handling. All these are then recorded in Annex B. Airlines and Ground Service Providers are not required to utilize the SGHA; however, it is common practice for IATA member airlines and non-members alike to use the standard ground handling agreement to ease negotiation and establish the common contractual ground. Airlines choose to contract ground handling services under the terms and conditions of the SGHA due to its ease, reliability, and coverage. The SGHA includes: Main agreement Annex A (list of services) Annex B (location, agreed-on services, negotiated details, and charges) or Annex B with Simplified Procedure IATA developed a standard ground handling agreement to help airlines and Ground Service Providers set standard rules, create healthy boundaries and establish common ground such as Article 5, Standard of Work, and Article 8, Liability and Indemnity of the SGHA found in the Airport Handling Manual. They are instrumental in setting a baseline for the final contract. The IATA SGHA not only plays an integral role in negotiations, but it is the industry contract template airlines and Ground Service Providers rely on as well. It provides an unbiased agreement, presenting a fair compromise between parties that can be adjustable and allows for a clear starting point for negotiations. IATA has implemented the SGHA for more than 30 years and has become a trusted resource due to its experience and expertise. You can find it in Chapter 8 of the Airport Handling Manual (AHM). Over the years, the industry has fine-tuned the agreement to include all the essential components each party needs. It is so well-established that it is globally used and recognized in courts worldwide. While some choose to use their own agreements, most rely on IATA's SGHA, as it is easy to use and helps reduce negotiation time. What Does the SGHA Include? IATA's Standard Ground Handling Agreement is a comprehensive template, including the necessary Articles to come to a working agreement between the airline and Ground Service Providers, such as: Provision of services Fair practices Subcontracting of services Airline's representation Standard of work Remuneration Accounting and payment Liability and Indemnity Arbitration Stamp duties, registration fees Duration, modification, and termination. What Has Changed with the 2023 Updates? Within the 2023 release of the Airport Handling Manual (AHM), at its 43rd edition, is the new SGHA, which is updated every 5 years to align with the most current laws and regulations available. Some of the more important revisions are as follows: 1. Main Agreement The Sub-Article Emergency Assistance was completely revamped to update the emergency assistance that Ground Service Providers shall provide to airlines in case of need. Another adjustment was made to Article 5, Standard of Work - including Sub-Article 5.6 - stating that Handling Companies shall ensure that their training program complies with AHM Chapter 11, ULDR Chapter 1.6 (tables 1.6A and 1.6B) as the minimum. Also, a new Sub-Article 5.10 has been created, requiring that airlines and Ground Service Providers shall implement the ground handling procedures as outlined in IATA's Ground Operations Manual (IGOM). In Article 11 Duration, Modification, and Termination, provisions were included for when Ground Service Providers have the right to request adjustments on handling charges due to flight frequencies, changes to the minimum wage, or if there is a change in the processes which might impact the cost. 2. Annex A Significant changes were made to the Services section of the SGHA. You can expect to see clarifications regarding Section 1, Management and Administrative Functions. Specifically, the airline can contact supervision services from the contracted handler. Changes have been made to Section 2, Passenger Services, where the AHM 815 ticketing services have been fully incorporated into the SGHA. One particular notation is the revision to section 2.2.3, which covers the checking of documentation required to travel. This item clarifies the type of documents, including the changes made post-COVID-19, and what Ground Service Providers are responsible for. Section 3.10 regarding Interior Cleaning has been completely revised. IATA made substantial changes to Section 6.3 Unit Load Devices (ULDs). While there are many revisions in this section, it has been streamlined and simplified. Section 7, Security, was entirely updated to align with changes in the ICAO Annex 17. 3. Annex B In Annex B, adaptations to the layout were made to make the contract more readable and easy to use. Watch this video where Iva Pluhackova, Head of Operations and Standards at IATA, explains what is new in the latest edition of the Airport Handling Manual (AHM) containing the renewed SGHA template. What Is the SLA? The Service Level Agreement is the agreement between the airline and the Ground Service Provider at a specific location which outlines the service delivery standards for the contracted ground handling services. It can be found under AHM803, and it should be discussed, negotiated, and agreed upon along with the SGHA. How Does the SLA Work with the SGHA? In the SGHA, the parties agree on the services and the operational requirements, and in the SLA they agree on the expected level of service. During the negotiations, both parties use the SLA to agree on: What is to be measured (KPIs) How is it going to be measured How to use the results of these measurements Using the two together is a recommended practice so that both parties know what to expect and if deliverables are being met. Where Can You Find More Information? You can find the newly revised SGHA in Section 8 of the 43rd edition of the Airport Handling Manual (AHM). In addition to the template, IATA provides courses to help ensure a better understanding of the new changes. The SGHA Version 2023 & SLA Refresher 2-day classroom is currently available. After completing the course, you will be able to: Identify the differences between the 2018 and 2023 versions Analyze the changes in the articles of the main agreement and the impact on your business and operation Describe the advantages of new services descriptions of the sections in Annex A Refine Annex B structure and text, reflecting the business and operational requirements Set achievable and meaningful targets in the SLA, using the new template, enhancing safety and service quality through commonly agreed on targets IATA also offers the SGHA-SLA and Effective Negotiation Behaviors training, which provides the foundation for writing the Annex B and Service Level Agreement (SLA). As airlines and Ground Service Providers, the AHM is not the only manual you may need. The IATA Ground Operations Manual (IGOM) defines ground handling procedures to ensure the services are handled safely and efficiently. While the manuals are stand-alone and interdependent, they are also available as a set as the IGOM is procedure-driven and explains "how to," and the AHM is policy-driven and explains "what to do".