

綜滙旅遊有限公司

(牌照號碼 350005 & 保險代理登記 95903303)

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中華人民共和國香港特別行政區

香港禮賓府

郵寄及傳真： 25090580

行政長官曾蔭權先生：

IATA 一無飛機、二無機票、綜滙旅遊無拖欠 IATA

IATA International Air Transport Association 沒有 IATA 的飛機，也沒有 IATA 的機票。然而 2010 年 11 月 16 日從一消息來源獲悉 IATA 卻歸類於運輸及房屋局所管轄，操香港旅行社之生殺大權，可逍遙於旅遊事務專員的範疇外。

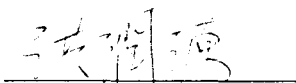
為正視聽及協助有關方面調查，現提供更多 IATA 這個合併社團的文件與近況：

- (1) IATA 組織圖解—EPA Incorporated Association 註冊地址在加拿大 Montreal 一個郵政信箱的非香港公司 (附件一)
- (2) IATA 經濟活動—Service on Air Traspoteurs 為航空運輸的機構提供服務 (附件二)
- (3) IATA 被削職務—2010 年 12 月 16 日起被航空公司撤銷其與旅行社之間的機票配額工作 (附件三)
- (4) IATA 損失資金—2009 年在泰國失掉款項美金 1,700 餘萬元 (附件四)

為了公平，建議香港特別行政區立法會經濟發展事務委員會在 2010 年 11 月 22 日將舉行的「檢討香港旅遊業議會的運作」會議上落實執行「申報利益」的程序，事關列席人士可能包括：

- (甲) 香港旅遊業議會的理事會理事、委員會委員等；及/或
- (乙) IATA International Air Transport Association 的「Executive Council」代表等。

有勞之處，先此致謝。



洪潤源

綜滙旅遊有限公司

2010 年 11 月 17 日

附件一、附件二、附件三、附件四

副本送：

香港特別行政區行政會議召集人梁振英先生
香港特別行政區立法會主席曾鈺成先生
香港特別行政區政務司司長唐英年先生
香港特別行政區財政司司長曾俊華先生
香港特別行政區律政司司長黃仁龍先生
香港特別行政區商務及經濟發展局局長劉吳惠蘭女士
香港特別行政區保安局局長李少光先生
香港特別行政區運輸及房屋局局長鄭汝樺女士
香港特別行政區警務處處長鄧竟成先生
香港特別行政區廉政專員湯顯明先生
香港特別行政區旅遊事務署旅遊事務專員容偉雄先生
香港特別行政區立法會經濟發展事務委員會秘書處

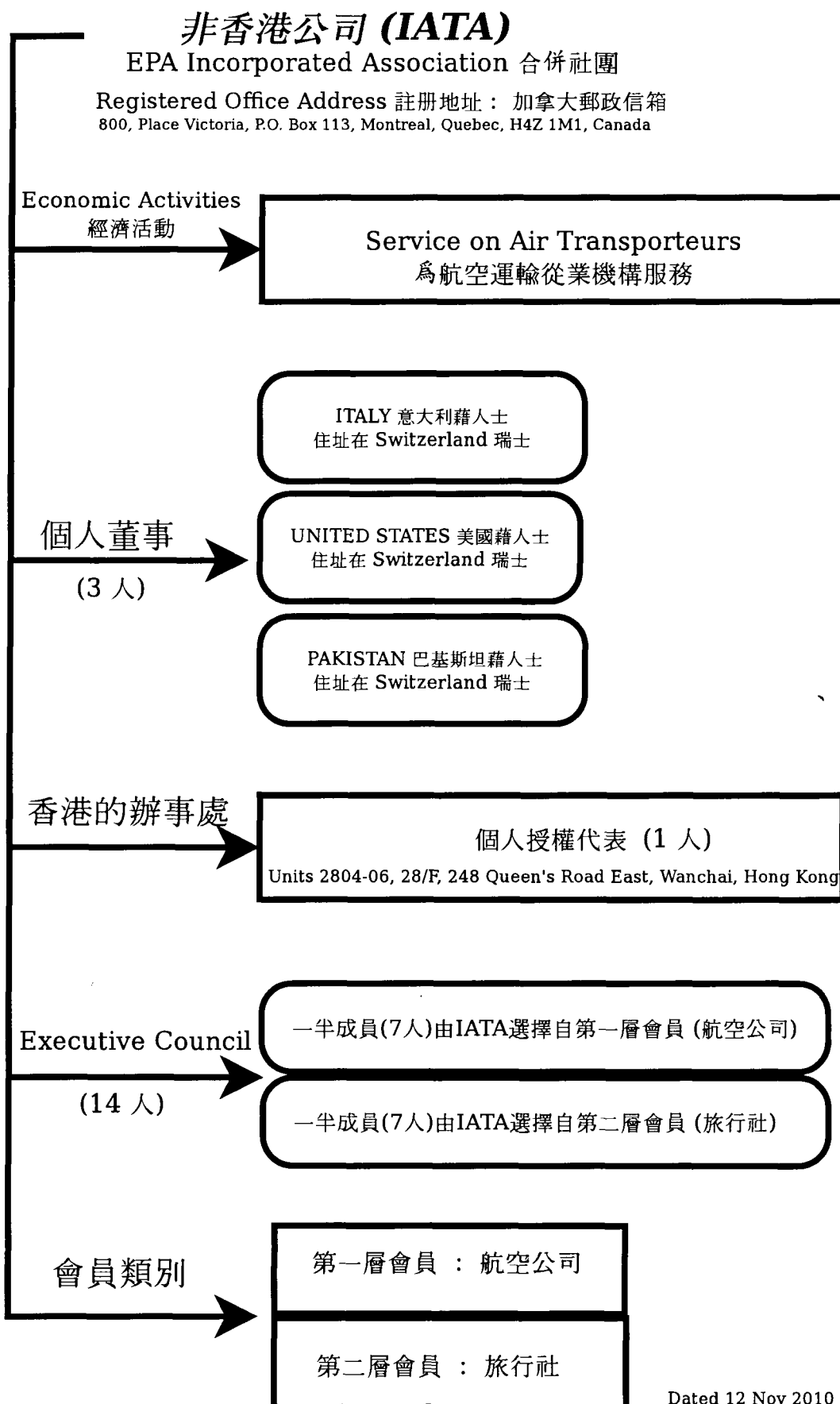
立法會議員

曾鈺成議員	李慧琼議員	何俊仁議員	李國寶議員
葉偉明議員	李華明議員	陳鑑林議員	劉慧卿議員
葉劉淑儀議員	石禮謙議員	陳偉業議員	方剛議員
謝偉俊議員	梁君彥議員	黃定光議員	湯家驊議員
譚偉豪議員	詹培忠議員	陳茂波議員	陳淑莊議員
林健鋒議員	李卓人議員	涂謹申議員	梁耀忠議員
黃容根議員	劉皇發議員	霍震霆議員	張宇人議員
馮檢基議員	李永達議員	梁家傑議員	張學明議員
劉秀成議員	何秀蘭議員	林大輝議員	梁家駒議員
黃成智議員	黃毓民議員	葉國謙議員	潘佩璆議員
何鍾泰議員	吳靄儀議員	張文光議員	梁劉柔芬議員
黃宜弘議員	劉江華議員	劉健儀議員	鄭家富議員
譚耀宗議員	李鳳英議員	余若薇議員	王國興議員
梁國雄議員	李國麟議員	甘乃威議員	陳克勤議員
陳健波議員	梁美芬議員	張國柱議員	黃國健議員

傳媒機構

東方日報	文匯報	壹周刊
太陽報	大公報	快周刊
蘋果日報	新報	香港電台
經濟日報	成報	商業電台
星島日報	都市日報	無線電視台
信報	頭條日報	亞洲電視
明報	南華早報	有線電視

Organization Chart 組織圖解 of International Air Transport Association (IATA)



Translated version

REGISTRAR OF COMPANIES 2010-11-05
H: SYSTEM CIDREQ 10:06:20 p.m.

R-PU-U03-1 STATE INFORMATION ON A CORPORATION
GENERAL INFORMATION
=====

NUMBER: 1144178051 NAME: AIR TRANSPORT ASSOCIATION
INTERNATIONAL (IATA)

REGISTRATION: 1995-03-27
TRAINING: 1945-12-18 CONSTITUTION
LOCATION: CANADA

LAST TRIP ANNL: 2009-09-25 2007
SHIFT STATE INFO: 2009-09-25 WAFER EMPLOYEES BETWEEN 250 AND 499
TERMINATION UNDER: continuata: TRANSFORM:
REG STATUS: IM REGISTERED 1995-03-27

FINDINGS:
FORM JURDQ: EPA Incorporated association

HOME ADDRESS: 800 Place Victoria PO Box 113 ZIP CODE: H4Z 1M1
MONTREAL QC

GSN. CONSTITUTION: 129 CANADIAN CORPORATIONS ACT - PART 2
GSN. CURRENT: 129 CANADIAN CORPORATIONS ACT - PART 2

ECONOMIC ACTIVITIES
=====

4520 SERVICE ON AIR TRASPORTEURS

MAILING ADDRESS
=====

TO:
ADDRESS: POSTCODE:

RELATED PEOPLE
=====

MISSING PERSONS: NO
NAME AND ADDRESS ZIP CODE DETAIL PERSON

=====

Naikuni TITUS ADMINISTRATOR	ADMINISTRATOR
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NORTH AIRPORT ROAD, BLOCK A 3RD FLOOR

PO BOX 19002-00501
Embakasi NAIROBI-KENYA

From: Customer Service (HKG)
Sent: Tuesday, October 19, 2010 5:43 PM
Cc: HO Yvonne; CHAN Kerry; Customer Service (HKG)
Subject: BSP HK's Removal of Ticket Limit Handling effective 16Dec10

Dear Agents

As a global policy, IATA cannot continue the practice of setting/coordinating agents' ticket limits on behalf of airlines. For BSP HK & MO, the removal of ticket limit handling will take effect from **16 December 2010 (Thu)**.

From that day on, airlines, agents & GDS will have to direct deal with each other on a bilateral basis. That is, agents who want to change their ticket limit allocation among GDS must inform each affected airline directly. And airlines will have to communicate their ticket limit allocations or removals or changes to GDS directly.

In November, we will verify our permanent ticket limit records with all trade partners so that you will share the same accurate starting point when the handover takes place in December. Our action plan is as follows:

- 11Nov** - Deadline for airlines to make permanent ticket limit changes and agents to change ticket limit allocation among GDS effective 16Nov
- 18Nov** - IATA HK distribute ticket limit records to all airlines, agents & GDS for verification purposes
- 26Nov** - Deadline for airlines, agents & GDS to report discrepancies and changes to IATA HK
- 30Nov** - IATA HK distribute rectified ticket limit records to airlines, agents & GDS for handover purposes
- 01-15Dec** - Freeze period for mid-period permanent ticket limit changes
- 16Dec** - Effective date for direct dealing between agents and airlines and between airlines and GDS

In addition, we will also compile or develop the following to facilitate future direct dealing:

1. A list of GDS contact details for distribution to all airlines and agents.
2. A list of airline ticket limit contact details for distribution to all agents and GDS .
3. A template for agents to inform airlines of their ticket limit allocation among GDS.
4. A template for airlines to inform GDS of permanent ticket limit changes where automated solutions are not available.

Finally, please be reminded that in the future GDS will still be required to inform IATA HK of their installation of ticketing facilities at agents locations. In relinquishment and default cases, the current practice of BSP switching off the agent's ticket facilities on behalf of all airlines will also continue to apply.

We will provide detailed information on what is required in the handover later.

Feel free to contact us if you have any queries.

Tks & brgds.

Customer Service Team

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Fax +852 2520 0329
cshkg@iata.org

International Air Transport Association

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HK (SAR), China
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Print



IATA members hit with \$17 million fraud tab

Airlines belonging to the International Air Transportation Association (IATA) are furious over the uncovering of an alleged fraud committed by an employee of IATA in Bangkok involving nearly 550 million baht (US\$17 million), with some considering taking legal action against their association.



Giovanni Bisignani, Director General and CEO of IATA

The sum was defrauded from payments from travel agents in Thailand from January 2005 to August 2009 before the money could reach IATA's international clearing house in Bangkok that is responsible for collecting payments for tickets from travel agents.

The fraud was covered up through counterfeiting bank statements, falsifying bank account reconciliation and destroying transaction records, says IATA.

An investigation was launched into the matter in August 2009, but in a bizarre twist the unnamed employee was found dead by police shortly thereafter. The employee's death is still being investigated by Thai police, says IATA.

The topic marred IATA's annual meeting held in Berlin last month as relations between IATA and its members have been soured by the incident, a representative from an Asian carrier who wished not to be identified, told Payload Asia. IATA has informed the nearly 84 affected carriers that they are contractually bound to cover the losses resulting from this fraud.

Particularly hard hit are Thailand's two largest carriers - state-owned flag carrier Thai Airways International (THAI) and Bangkok Airways (BA), Thailand's first privately owned carrier. In THAI's case the loss amounts to more than Bt100, while BA's share is about Bt55 million.

"Airlines have understood this contractual obligation which recognises the fact that the system operates on a cost recovery basis," said IATA.

The representative said the issue has severely shaken the confidence of carriers in the billing and settlement system, known as BSP. "If this can happen in Thailand, it can surely happen just as easily in other locations around the world. IATA must step up and conduct a thorough review of its settlement mechanisms for both passengers and freight around the world, and it is a process that must be initiated immediately," he said.

THAI president Piyasvasti Amranand and Bangkok Airways chief executive Puttipong Prasartong-Osoth were not satisfied with the explanation delivered by IATA director-general Giovanni Bisignani at the Berlin conference.

"If we were satisfied with IATA's explanation earlier, it would not be necessary for us to have a dialogue with him [Mr Bisignani]," Dr Piyasvasti told the Bangkok Post.

"What happened to the IATA annual audit all these years? Why did they just discover the fraud last year?" The heart of the matter is more about how the system works and its transparency than the money," he added.

Aleksander Popovich, IATA's former head of cargo that stepped into the role of senior vice-president for industry distribution and financial services earlier this year, defended the BSP system, saying it had a successful collection rate of 99.97 per cent.

The BSP - known as the billing and settlement plan - was first introduced in 1972 and handled US\$1.6 trillion in transactions between 2002 and 2009. IATA has said it is trying to recover as much of the money as possible, as well as filing a claim with its insurance provider, but its policy only covers US\$4 million in losses from criminal acts, less than a third of the amount stolen.

Popovich estimates the carriers may get back "around 40 per cent-plus" of the defrauded amount, according to the Bangkok Post.

"We are very concerned of this breach of our systems by a suspected fraudster. A full internal investigation is forming the basis for better controls and processes," IATA said.

IATA has since transferred the operation of the scheme to its regional office in Singapore from Thailand after it discovered the financial irregularities. "A number of measures are underway globally in consultation with the airline experts and IATA governance groups," IATA added.

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