

No. 17206

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**UNITED STATES OF AMERICA  
and  
NETHERLANDS**

**Exchange of letters constituting an agreement relating to  
express mail service (with appendices). Washington,  
17 March 1972, and The Hague, 3 August 1972**

*Authentic text: English.*

*Registered by the United States of America on 24 November 1978.*

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**ÉTATS-UNIS D'AMÉRIQUE  
et  
PAYS-BAS**

**Échange de lettres constituant un accord relatif au courrier  
par exprès (avec appendices). Washington, 17 mars  
1972, et La Haye, 3 août 1972**

*Texte authentique : anglais.*

*Enregistré par les États-Unis d'Amérique le 24 novembre 1978.*

EXCHANGE OF LETTERS CONSTITUTING AN AGREEMENT<sup>1</sup>  
BETWEEN THE UNITED STATES OF AMERICA AND THE  
NETHERLANDS RELATING TO EXPRESS MAIL SERVICE

I

*The Director, Post Office Department, to the Dutch Counsellor  
for International Postal Affairs*

March 17, 1972

Dear Harry:

In late 1970, the USPS established a new high priority mail service on an experimental basis. This Express Mail Service, which is somewhat similar to the British Data-Post service, now connects 56 metropolitan areas in the United States. In addition we have established one international link, i.e., with the United Kingdom.

We are anxious to expand our international express mail network and it occurs to us that the Netherlands Administration may be interested in joining the British and ourselves in this experiment. I discussed this matter during a recent visit to London with Mr. Frank Clay, the London Area Manager for Data-Post, and we agreed that we would both approach you in this matter.

I am enclosing some information regarding our domestic service as well as a brief proposal for the establishment of an express mail service link between our two countries. I shall be very interested in your comments and reaction.

Best regards.

Sincerely,

[Signed]

PETER M. SUSSMAN  
Director

Mr. H. P. Puts  
Counsellor for International Postal Affairs  
General Directorate of PTT  
The Hague, Netherlands

EXPRESS MAIL SERVICE

*Background*

The U. S. Postal Service in November 1970 established a new, high-priority mail service called Express Mail Service (EMS). The service is now offered on an experimental basis between 56 metropolitan areas in the U. S. It is designed to meet the recurring and scheduled needs of banks and major business firms for fast, highly reliable transport.

<sup>1</sup> Came into force on 3 August 1972 by the exchange of the said letters, with effect from 1 April 1973, in accordance with the provisions of the said letters.

Any matter admissible in the air mail service is accepted but the traffic consists primarily of communications, data, business papers, checks, etc. No liability is offered for loss; effectively excluding from the service shipments of currency, negotiable instruments and other valuables.

Prices are published in a fixed tariff, increasing with weight and distance, but pick-up and delivery schedules are regulated according to a sales agreement negotiated with each customer.

The service has met with increasing acceptance from our customers and has achieved an overall on-time delivery record of 96.8%.

In June 1971, a reciprocal service was established between EMS and the Datapost service operating in the United Kingdom. Next day service is generally available between cities in our network and all major centers in the United Kingdom. Presently, all international traffic is channeled through JFK New York and London but additional exchange offices will be added as traffic warrants.

It is proposed: that service analogous to that established with the United Kingdom be established with The Netherlands, linking the major commercial and political centers with the U. S. EMS network.

*Suggested framework for experimental service*

1. The experiment be established for a definite period. One year is suggested.
2. The service be reciprocal. Each administration to set its own tariffs and retain the revenues generated from outgoing traffic.
3. The service be offered only to customers shipping on a fixed frequency to previously identified recipients.
4. Items sent be limited to letter-post material of no intrinsic value: communications, data (punched cards, tape, etc.) general business papers, check clearances between financial institutions, etc.
5. The receiving administrations will make every effort to expedite clearance through customs and effect delivery via the fastest means available, including special delivery (Express).
6. A weight limit be established. The U.S. is willing to accept any limit up to the 50 pounds established in our domestic service.
7. That at least 10 days notice be given the receiving administration before a service is initiated. This notice to include detail of addressee, frequency of shipment and flight to be used for dispatch.
8. Administrations will exchange information on expected delivery times and areas to be serviced, based on flight arrival times.
9. Items will be sacked separately from other mails and bear a special tag for ready identification. Such sacks will be listed separately on the relative C-12 and AV-7s for the dispatch series.

*Prices*

The domestic charges for Express Mail Service which includes pick-up and delivery range from \$25 to \$42, varying with weight and distance. If more than one shipment is picked up or delivered at the same time a discount is given.

The service to the United Kingdom is limited to 10 lbs. at British request and the U.S. charges \$30 plus \$1.00 per pound. If more than one shipment is picked up at the same time a discount is given on each additional shipment.

March 9, 1972

## EXPRESS MAIL SERVICE AREAS DEFINED BY ZIP CODE

(Three Digits Indicate Complete Areas Served With Those First Three Digits)

Albany, NY 122	Miami, FL 331
Albuquerque, NM 871	Milwaukee, WI 532
Anchorage, AK 995	Minneapolis, MN 554 – St. Paul, MN 551
Atlanta, GA 303	Nashville, TN 372
Baltimore, MD 212	Newark, NJ 071 – Jersey City, NJ 073
Birmingham, AL 352	New Orleans, LA 701
Boise, ID 837	New York, NY 100
Boston, MA 021, 022, 024	Bronx, NY 104
Buffalo, NY 142	Brooklyn, NY 112
Charlotte, NC 282	Flushing, NY 113
Chicago, IL 606	Hicksville, NY 118
Cincinnati, OH 452	Jamaica, NY 114
Cleveland, OH 441	Oklahoma City, OK 731
Columbus, OH 432	Omaha, NE 681
Dallas, TX 752 – Ft. Worth, TX 761	Philadelphia, PA 191
Denver, CO 802	Phoenix, AZ 850
Detroit, MI 482	Pittsburgh, PA 152
El Paso, TX 799	Portland, OR 972
Greensboro, NC 274	Richmond, VA 232
Hartford, CT 061 – Springfield, MA 011	Rochester, NY 146
Helena, MT 596	St. Louis, MO 631
Honolulu, HI 968	Salt Lake City, UT 841
Houston, TX 770	San Antonio, TX 782
Indianapolis, IN 462	San Diego, CA 921
Jacksonville, FL 322	San Francisco, CA 941, 947 – Oakland, CA 946
Kansas City, MO 641	San Juan, PR 009
Kansas City, KS 661	Seattle, WA 981
Little Rock, AR 722	Spokane, WA 992
Los Angeles, CA 900, 903, 906, 908, 911, 914, 918, 927	Tampa, FL 336
Louisville, KY 402	Tulsa, OK 741
Memphis, TN 381	Washington, DC 200-205, 209, 222, 223

*Attachments<sup>1</sup>*

1. Experimental Express Mail Service (Publication 163)
2. Rate Schedule of U.S. Express Mail Service
3. Sales Agreement Form U.S. to U.K. service

<sup>1</sup> The attachments were included for information and were not actually a part of the international agreement as concluded. (Information supplied by the Government of the United States of America.)

## II

*The Dutch Head, Postal Transport Branch,  
to the Director, Post Office Department*NETHERLANDS POSTAL AND TELECOMMUNICATIONS SERVICES  
HEADQUARTERS

Your reference Date	Our reference
4-VIII-71	720731
	———— PV 2
17-III-72	6483

Enclosures 3

3 August 1972

Dear Sir:

In reply to your above-mentioned letter I inform you, that the Netherlands Postal Administration is willing to join in the Express Mail Service proposed by you. I intend to provide this experimental service for a period of one year with effect from October 1st 1972\* and on the conditions indicated by you. As far as the Netherlands Postal Service is concerned, these conditions have been elaborated in Appendix 1.

Twenty-three cities and their immediate surroundings will be covered by the arrangement, for which use can be made of every direct flight between Amsterdam and New York. All the mail sent to and from the Netherlands will exclusively be handled via Schiphol Airport (Amsterdam). The E.E.M.S. can be provided Monday through Saturday. Further particulars concerning the traffic from the U.S.A. to the Netherlands have been included in Appendix 2. The flight schedule Amsterdam–New York is given in Appendix 3. I shall be pleased to be informed of the times of delivery in the various participating cities.

Sincerely,

[Signed]

[Illegible]

for F. E. LITJENS  
Head of the Postal Transport BranchMr. P. M. Sussman  
Post Office Department  
Washington, D.C.  
U.S.A.

\* By a later exchange of letters, the parties agreed to begin the express mail service on April 1, 1973. (Information supplied by the Government of the United States of America.)

## APPENDIX I

*Framework for experimental service*

1. The experiment is established for a period of one year.
2. The service is reciprocal. Each administration is to set its own tariffs and to retain the revenues generated from outgoing traffic.
3. The items sent are limited to letter-post material of no intrinsic value: communications, data (punched cards, tape, etc.), general business papers, cheque clearances between financial institutions, etc.
4. A weight limit is established. Our administration is willing to accept any limit up to the 20 kg.
5. The service is offered only to customers shipping on a fixed frequency to previously identified recipients.
6. At least 10 days' notice is given to the receiving administration before a service is initiated. This notice is to include detail of addressee, frequency of shipment and flight to be used for dispatch.
7. The receiving administrations will make every effort to expedite clearance through customs and effect delivery via the fastest means available, including Special Delivery (Express).
8. Options:
  - Direction Netherlands-U.S.A.
    - Door to door
    - Door to airport
  - Direction U.S.A.-Netherlands
    - Door to door
    - Airport to addressee

*Procedures for outbound shipments*

Each piece shall be appropriately labelled or marked for exceptional treatment; sacked separately from other mails, and the sack tagged for ready identification; such sacks advised separately on the relative C-12 (Letter Bill) for the dispatch series as well as on the relative AV-7; and dispatched on designated flights.

## APPENDIX 2

*Flight Schedule*

	<i>New York J.F.K.</i>	<i>Amsterdam SPL</i>
PA 92	Departure 18.40 h	Arrival 06.40 h
KL 642	Departure 19.10 h	Arrival 07.10 h
AY 102/104	Departure 20.25 h	Arrival 08.35 h
KL 644	Departure 22.10 h	Arrival 10.10 h

All the mail despatched by the first three flights can be delivered on the same day between 12.00 and 17.00 h. The mail despatched by KL 644 can be delivered in Amsterdam,

Rotterdam, The Hague, Haarlem and Utrecht between 14.00 and 17.00; in the remaining cities between 17.00 and 21.00 h. The participating cities are:

Almelo	Hengelo
Amersfoort	's-Hertogenbosch
Amsterdam	Leeuwarden
Arnhem	Leiden
Breda	Maastricht
's-Gravenhage	Nijmegen
Deventer	Rosendaal
Eindhoven	Rotterdam
Enschede	Tilburg
Groningen	Utrecht
Haarlem	Zwolle
Heerlen	

### APPENDIX 3

#### *Flight Schedule*

	<i>Amsterdam SPL</i>	<i>New York J.F.K.</i>
LY 281/289	Departure 05.00 h	Arrival 08.10 h
PA 93	Departure 12.45 h	Arrival 15.45 h
KL 641	Departure 13.15 h	Arrival 16.10 h
KL 643	Departure 17.00 h	Arrival 19.45 h