The reference fares are set out in Appendix A of the agreement, subject to re-negotiation by the authorities.

The second exception to double approval is contained in the Canada-Netherlands bilateral agreement.[32] Like the Canada-United Kingdom agreement, the Canada-Netherlands bilateral requires double approval of fares except under specified cases. Paragraph 1 of Article XII states the following:

> b) Each designated airline may meet any lawful tariff publicly available from any other airline or charged on charters for air transportation between the territories of the two Contracting Parties.
>
> c) Airlines of each Contracting Party other than designated airlines may meet any publicly available lawful tariff of any designated airline ... on an inter-lining basis over comparable routings ...

Paragraph 9 of the same article states:

> Each designated airline may meet any lawful tariff publicly available for air transportation between the territory of the other Contracting Party and points in third countries over comparable routings ...

In other words, double approval is not required to match competitive fares on routes between Canada and the Netherlands or on routes between Canada or the Netherlands and a third country.

Aside from the issue of governmental approval, a second important component of a tariff clause is the specification of the preferred means for establishing fares. The more liberal agreements affirm that the preferred means of price-setting is to be based on individual carrier

32 Canada, "Agreement Between Canada and The Kingdom Of The Netherlands Relating to Air Transport Between Canada and The Netherlands", *op. cit.*, Article XII.