

MOTC Tourism Bureau Directions on Promoting Overseas Tourist Charter Flights to Taiwan

1. These Directions are established by the Tourism Bureau, Ministry of Transportation and Communications (hereinafter “the Bureau”), for the purpose of subsidizing charter flights to Taiwan from worldwide.
2. The targeted recipients of subsidies under these Directions are airline companies operating international charter flights or travel agencies registered by the local country’s competent authority or registered in Taiwan and authorized to operate international charter flights, and which send tourists to Taiwan and organize international charter flights. But subsidies for the costs of charter flights from the Mainland Area are limited to travel agencies that, in accordance with the provisions of the Regulations Governing Permission for People from the Mainland Area to Come to Taiwan for Tourism, have been approved by the Bureau to arrange for Mainland Area residents to come to Taiwan for tourism, and that have not within the last three years been penalized by the Bureau for poor quality of service by having such approval suspended for a cumulative total above three months.
3. Terms used in these Directions are defined as follows:
 - (1) Charter flight: Refers to a charter flight bringing tourists to Taiwan from an airport outside Taiwan with no regularly scheduled flights and no regularly scheduled charter flights [on the route], or that has been approved as a special case by the Bureau.
 - (2) Charter flight passenger: Refers to a passenger on a charter flight who is an overseas compatriot or person of another country and does not hold citizenship of or permanent residency in the Republic of China, and who stays in Taiwan for at least two days.

4. Applications for charter flight subsidies under these Directions are to cover round trips; the amount of each charter flight subsidy shall be calculated according to one of the provisions selected from those set out below:

(1) Arrival and departure from Taiwan Taoyuan Airport: For each round-trip charter flight with more than 140 passenger seats carrying fewer than 100 passengers, no subsidy shall be given. For flights with 140 or fewer passenger seats but with the passenger load factor reaching 70 percent, a subsidy will be provided in proportion to the number of passengers. Hong Kong, Macau and non-mainland charter flights will be rewarded as follows:

A. For Japan, 850,000 yen.

B. For Korea, 5 million won.

C. For the Russian Far East, 6,000 US dollars.

D. For other places (excluding the Mainland Area), 3,000 US dollars.

(2) For flights arriving at or departing from an airport other than Taipei Taoyuan or Taipei Songshan Airports, a subsidy will be given in proportion to the number of passengers if the passenger load factor reaches 50%, and if the passenger load reaches 70% or more, the subsidy will be provided according to awards given to each markets.

The amount of subsidies for Hong Kong, Macau and non-mainland charter flights will be given as follows:

A. For Japan, 1.5 million yen.

B. For Korea, 9.5 million won.

C. For Southeast Asia (excluding the Philippines) and the Russian Far East, 8,000 US dollars.

D. For other places (excluding the Mainland Area), 5,000

US dollars.

- (3) For charter flights with the Mainland Area as the passenger source, which arrive at and depart from airports other than Taiwan Taoyuan and Taipei Songshan, and the passengers of which stay in accommodation for one day or more in the county or city of the flight arrival and departure, a subsidy of 160,000 NT dollars.
- (4) For long-haul charter flights having a one-way flight time of six hours or more (as calculated from the scheduled take-off to landing times) and for a stay of at least six days and five nights, the subsidy shall be calculated according to the following provisions, with the amount of the subsidy for each round trip limited to a maximum of 30,000 US dollars:
 - A. Where the actual number of passengers carried is 50 or fewer, a subsidy of 100 US dollars per passenger.
 - B. Where the actual number of passengers carried is between 51 and 140, a subsidy of 125 US dollars for each passenger.
 - C. Where the actual number of passengers carried is 141 or more, a subsidy of 160 US dollars for each passenger.
- (5) Arriving at and departing from Hengchun Airport:
 - A. For arriving charter flights that actually carry 50 or more passengers: From Japan, a subsidy of 175,000 NT dollars; from Korea, Southeast Asia (excluding the Philippines) and the Russian Far East, a subsidy of 150,000 NT dollars; from the Mainland Area, Hong Kong, Macau, the Philippines, and other passenger source countries, a subsidy of 125,000 NT dollars.

- B. For each round-trip charter flight with more than 50 passengers, an additional subsidy of 600 NT dollars can be given for each passenger entering Taiwan.

Passengers arriving in Taiwan from outside Taoyuan and Taipei's Songshan airports who stay in Taiwan for more than seven days and six nights can be subsidized by NT1, 000 per person. The second paragraph of the preceding paragraph and this award application are limited to charter flights arriving in Taiwan before June 30, 2020. For charter flights combined with regular flights, the reward amount for charter flights is calculated based on one-half of the previous two regulations.

The exchange rate conversion method for subsidy applications by Taiwan's domestic travel agents or airline companies takes the Bank of Taiwan's reference rate for spot exchange on the day of the charter flight's arrival in Taiwan as the basis for conversion into NT dollars. If that day is a holiday, conversion is at the exchange rate of the previous working day. But where an applicant under the preceding paragraph did not use a charter flight to come to Taiwan, the exchange rate for conversion is that of the day of departure.

5. The application procedure and documentary requirements are as follows:
- (1) Applications in respect of charter flights shall be handled according to the relevant provisions of the Regulations Governing Civil Air Transport Enterprises, the Regulations Governing Foreign Civil Air Transport Enterprises, and the Regulations Governing the Approval of Direct Air Transport between the Taiwan Area and the Mainland Area.
 - (2) Applicants for charter flight subsidies shall, fifteen days before the start of the charter trip, submit a Charter Flight Application Form (as appended to these Directions) and passenger enlistment plan to an overseas office of the Bureau, to be forwarded to the Bureau for examination and approval. Applications by travel agencies or airlines in

Taiwan shall be submitted directly to the Bureau for examination and approval.

- (3) Each time a charter flight subsidy application is submitted for two or more round trips on the same route, the total flights that may be covered by the application are limited to those within 45 days of the start of the first trip.

6. The review criteria and operating procedure are as follows:

- (1) The Bureau's overseas offices shall conduct a preliminary review of the content of charter flight applications (including the charter flight's itinerary, the number of passengers proposed for enlistment, and the apportionment of expenses). Those that meet the requirements shall be forwarded to the Bureau for confirmation of approval.
- (2) Applications submitted to the Bureau shall be processed by the International Affairs Division.
- (3) If this award case is approved, the award recipient cannot apply to this bureau for subsidies for other promotion programs.

7. Subsidy recipients shall, within one month after completing the execution of their plan, submit data of the results, proofs of the charter flight issued by the airline company including the arrival and departure airports and the number of passengers, a declaration by the subsidy recipient that the charter flight passengers were not overseas compatriots or people of other countries holding citizenship of or permanent residency in the Republic of China, a list of the total amounts of all actual expenses, and receipts for subsidized expenditures issued in the name of the travel agency or airline company, to the Bureau's overseas office, to be organized and checked and then sent to the Bureau for verification and appropriation.

Where the subsidy is for an airline company, in addition to the information described above, it shall also submit flight certification documents to the

Bureau for verification.

Where the passenger source market of a charter flight is the Mainland Area, the supporting documents for high quality of tour itinerary, traveler name list, and proof of accommodation for one day or more in the county or city of the flight arrival and departure, as filed for reference with the Bureau, plus indication of consumption days, shall also be submitted to the Bureau for verification.

Where the passenger source market is a long-haul area, the charter flight's passenger entry and exit list (including an editable electronic file) shall also be submitted to the Bureau for verification. Charter flights with passengers who stay in Taiwan for 7 days and six nights or longer shall also submit to the Bureau the passenger entry and exit list (including an editable electronic file), the list of insured provided by the insurance company, and proof of payment for the hotel where the passengers will stay on their first night and the night before they leave Taiwan.

8. All necessary expenditures for subsidies under these Directions shall be covered under a budget from the Bureau's Tourism Development Fund.

When the current year's charter flight subsidy budget is exhausted, the Bureau may publicly announce its stoppage of accepting applications.

9. The Bureau's overseas offices shall be responsible for superintending and guiding charter flight applications. If they discover that the results are poor, or that subsidies have not been used for their proper purpose, or any misrepresentation or reporting of inflated figures, then in addition to requiring repayment of the relevant part of the subsidy payment, they may also, depending on the severity of the case, terminate the subsidizing of such subsidy cases for between one and five years.

Where a charter flight subsidy application is for two or more round trips on the same route, and the total number of foreign travelers actually

entering the country is lower than fifty percent of the total maximum passenger capacity, five percent shall be deducted from the subsidy payment.

Where subsidy payment involves a matter of procurement, it shall be handled in accordance with the Government Procurement Act and related regulations.

After the conclusion of this program, the Bureau shall evaluate the situation of its expenditure, with a view to raising business efficiency.

Application Form for MOTC Tourism Bureau Subsidy to Promote Overseas Tourist Charter Flights to Taiwan

Date of application : ____ (year) ____ (month) ____ (day) Contact person : _____ Tel : _____

Applicant			
Responsible person		Phone	
Job title		Fax	
Address			
Type of aircraft and number of passenger seats			
Route			
Time			
Summarized facts of application (including expected number of passengers, passenger load factor, etc.)			
Projected benefits			
Items and amount of subsidy applied for			

Explanation:

1. Content of attached plan for charter flight to Taiwan should include: Charter flight size, projected number of passengers, itinerary, charter contract, proof of other travel agency relinquishing subsidy application (where two or more travel agencies jointly enlist passengers for a charter flight), etc.
2. If an application under this subsidy program is approved, the applicant may not further apply to the Bureau for a subsidy under another promotional program.

Reviewing unit :

Office

(signed/stamped)