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The Russian Federation Ministry of Transport in conjunction with the Russian Federation Federal Custom Service began the test cargo flights within a pilot project implementing an international standard e-freight in the Russian Federation

This event was presented by Valery Okulov, Deputy Minister of Transport of the Russian Federation, and Dr. Rano Dzhuraeva, President of ICCA at the Press Conference at 05.07.2012.

Oleg Korolev, Aeroflot, Aleksandr Borodin, Novaport, Andrey Boldyrev, AirBridgeCargo also participated. RIA NOVOSTI, Moscow. Video: <http://pressria.ru/media/20120705/600461473.html>

*(only Russian, sorry)

As part of a pilot project implementation of the international standard the paperless handling and air cargo escorting (e-freight) in the Russian Federation the airline companies the "Aeroflot" and the "AirBridgeCargo" completed the first pilot flights through Sheremetyevo and Tolmachevo airports during which the transit cargo registration and escort was realized electronically in test mode*.

There were seven electronic documents required for transit filling during each flight through information technology channels (in accordance with the IATA list and the Russian legal framework). All the procedure of electronic cargo handling were carried pursuant to the "Temporary Order"*** of the Russian Federation Federal Custom Service which applies to the pilot area participants during all period of project implementation.

According to a preliminary engagement between the test parties the standard paper documents were proceeded on board in a packaged form as a support option. The only reason why a complete rejection from them on the transit service stage is not yet possible to recognize is the necessity to continue providing paper form to confirm the zero rate of VAT to airline companies.

Testing in the real flights showed that the communication channels between the test parties are functioned including the passage of electronic signature without which the electronic document cannot obtain the legal status of the original. Testing under real flights allows to customize completely the new software and to reach fully compatibility with all affected systems: an unified automated information system (UAIS) of the Customs, information technology systems operator and systems of airlines. Testing on "live" platform permits to maximally identify and eliminate possible technological failures and to confirm the readiness to move to the next stage. In future airline companies, pilot project participants, will carry out electronic registration of transit operations in the mode of attempted operation on regular basis. In parallel, the "live" test of transfer transactions will start (according to pilot project calendar).

*The test flights are standard cargo flights of airline companies, pilot project participants, performing between points of Asia and Europe through the airports of Russia within their scheduled networks:

1. Aeroflot SU-5561 HKG – SVO with tech-stop OVB, arrived 03.07.2012, 08.58 (Moscow time)
2. AirBridgeCargo RU-298 PVG – SVO, arrived 04.07.2012, 14.42 (Moscow time)
3. AirBridgeCargo RU-386 HKG – SVO arrived 05.07.2012, 01.13 (Moscow time)
4. Aeroflot SU-5563 HKG – SVO with tech-stop OVB – arrived 05.07.2012, 14.10 (Moscow time)

**The Order of the Russian Federation FCS "On Approval of the Temporary Order of customs operations and customs control regarding aircrafts, engaged on an interim, emergency (technical) landing on the territory of the Russian Federation, and its transported goods upon providing of documents and information in electronic form"/

The head of the Interdepartmental Working Group on implementation of e-freight standard in the Russian Federation - Deputy Transport Minister Valery Okulov notes:

“The beginning of the implementation of e-freight in real flight is full practical embodiment of the governmental task of creating e-government in the Russian Federation. Due to the fact that the procedures for handling of cargo air transportation affect a number of departments in Russia the electronic interaction at the interagency level is needed in order to implement e-freight. And we are involving all the departments to resolve this large-scale high-tech work.

The e-freight implementation in the world is carried out in order to facilitate the business sector in the framework of the International Sectorial Programme IATA "Simplifying the Business of Air Cargo", and by 2014 all countries serving the air cargo will move to this standard. It will be a prerequisite for work in the international air cargo market. So for us, e-freight is the key integrating into the global transportation system, implementing our transit potential, improving the competitiveness of our airlines, airports, cargo operators in the world market. In addition, the reduction of formalities and acceleration of the cargo passage across the border will fundamentally change our country's position in international rating including in the rating of World Bank's doing business in accordance with the task set by President Vladimir Putin.

In this regard the first test flights made only in transit as the most simple is sense of document suite and interagency cooperation, I would compare with the first foundation stone of a new multi-story building. Of course, we still have a lot of work to address the technical deficiencies in the systems and to finalize the legal framework developing and to implement interagency of cooperation schemes. But today we have already done the first practical step and passed from words to deeds.

In this connection I wish to thank the Russian Federation Federal Customs Service for joint work, awareness of the problem importance and cooperation at all levels within the first phase of the pilot project. All participating subdivisions of Russian Federation Federal Customs Service attack the problem creative, with a highly professional and active-expert stance. We are particularly grateful to Novosibirsk and Sheremetyevo customs, these subdivisions did a great preparatory work and then was controlling the systems operation at any time of day during the flights in order our first casting took place. I am confident that the next phases of the project our interaction with the Russian Federation Federal Customs Service will be much the same active and productive.

President of the “Center Of Civil Aviation” (co-ordinator of the pilot project) Rano Djuraeva notes:

“The development and practical implementation of e-freight we started with the simplest - transit operations in which only 7 documents out of 20 recommended by the IATA is required. In this regard we in cooperation with all project participants have carried out the development, approval and adoption of technology interaction, time of the exercise of governmental control, electronic document formats and messages, creation, testing and deployment of information systems. In future the interaction schemes will become more complicated to the extent consistent implementation of the transfer, exports, and imports of special cargo. So now it is especially important for us to create the necessary legal and regulatory environment relevant to our practical actions on interdepartmental electronic interaction in the framework of e-freight standard, especially in part of airline's confirming a zero VAT rate in the absence of documents on paper. While this issue is not resolved, the airline companies, carrying part of the procedures within the e-freight, cannot completely abandon the paper. The second question - Russia's accession to the "Convention for the Unification of Certain Rules for International Carriage by Air", concluded at Montreal on May 28, 1999. We hope that within the framework of the

Interdepartmental Working Group and further interdepartmental cooperation we will be able to resolve these issues”.

The Executive President of the “AirBridgeCargo” airlines Tatiana Arslanova:

"Our airline, for its part, is actively participating in the project implementing e-freight in Russia, because we are interested party. As the largest cargo carrier in Russia, ABC is now basically the first Russian airline using e-freight; we are doing double work - preparing documents for registration of overseas transportation in electronic form, and in paper form for working in Russia. The aim of our joint work is to get rid of double standards as soon as possible, to reduce costs and to optimize business practices. "

First Deputy General Director of Novoport LLC Alexander Borodin notes:

First of all, let me express my deep gratitude to the Russian Federation Ministry of Transport and the Russian Federation Federal Customs Service of Russia for understanding the importance of implementing e-freight technology for market participants - airports, airlines, transport companies and freighters. Without state support the solution of this global question did not pass in any state. I also express my deep gratitude to “Innovation Center of Civil Aviation”, the coordinator of the pilot project and its main driving force. For my part, I note that we are extremely interested to work on international standards and to attract the best airports in the Russian airline, the best operators, to increase the volume of cargo carried in Russia, so we are doing everything possible to implement e-freight technology in Russia as soon as possible. We tried to create all necessary conditions currently for test flights at Tolmachevo airport. We will work in this direction further!

More information about Innovation Center of Civil Aviation

LLC «Innovation Center Of Civil Aviation» is a consulting company that renders services for aviation industry players.

ICCA is IATA Strategic Partner.

ICCA is an official developer and coordinator of e-freight implementation Pilot Project in Russia

President of ICCA - Dr. Rano Dzhuraeva

Our Mission: we believe innovations will cut expenses and increase income of aviation industry players, so we deliver innovations.

More information about ICCA: <http://www.c-ca.ru/en/projects.html>