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**STATEMENT BY MR. S. FEDERYAKOV,
REPRESENTATIVE OF THE RUSSIAN FEDERATION, AT
WORKING SESSION 2 OF THE SECOND REVIEW CONFERENCE ON
THE IMPLEMENTATION OF THE TREATY ON OPEN SKIES**

9 June 2010

Regarding potential non-Treaty applications for Open Skies assets

Mr. Chairperson,
Ladies and gentlemen,

The question of expanding the sphere of application for Treaty instruments has been raised on a number of occasions in different forums. The position of the Russian Federation is well known. We believe it is useful to talk about the use in the first instance of Open Skies aircraft with the relevant sensors on board. I am glad that it was in this vein that the question was raised for discussion at the Conference.

Generally speaking hardly anyone will object to the possibility of using Open Skies platforms in such areas as providing assistance in dealing with the consequences of natural and man-made disasters, monitoring climate change, protecting the environment, ensuring energy security and protecting critical infrastructure.

In this connection, there needs to be a clear understanding that flights by Open Skies aircraft for the above-mentioned purposes will be conducted outside the framework and procedures of the Treaty on Open Skies, will naturally not be included in the active/passive quotas and will be carried out at the request of the receiving party or at the request of international organizations with the clearly expressed consent of the receiving party.

Furthermore, so as to avoid possible misunderstandings, it would be useful to determine in advance what is to be understood under such concepts as, for example, energy security and the ensuring of such security, critical infrastructure and its protection.

At the same time, I should like to mention that there are, in our view, a number of economic and technical problems that the States Parties to the Treaty on Open Skies may encounter as they attempt to use their aircraft for the purposes mentioned above.

For example, the package of sensors installed on Open Skies platforms and their technical characteristics may not meet the client's requirements in some way. The re-equipping or upgrading of an aircraft in this case will probably not be effective in terms of time or cost.

The last position is perhaps the most sensitive for the majority of States Parties. It is no secret that leasing an observation aircraft and its maintenance are very costly. There is a high likelihood that a client may be able to find a more attractive offer on the market in terms of both price and the package of sensors. It would appear that the use of a small aircraft would be more economically viable than a Tu-154M LK-1 or an OS-135V aircraft type to resolve most of the problems that we are referring to.

What solutions are possible here? In view of the nature of missions to provide assistance in dealing with the consequences of natural and man-made disasters, it could be agreed that such flights should be carried out as humanitarian aid. For this purpose, States Parties could make provision for reserving resources for flights with such humanitarian goals. As regards missions to protect critical infrastructure, ensure energy security and resolve environmental problems, here, in our view, there should be a specific request for their implementation, and all the organizational, material and financial aspects of the conduct of such flights should be worked out on the basis of such a request.

For its part, the Open Skies Consultative Commission (OSCC) could publish information on the capabilities of the instruments of the Treaty on Open Skies in general so that countries or international organizations could submit the relevant requests for the conduct of flights. In view of the fact that some Open Skies platforms may at that time be involved in missions within the framework of the Treaty, a list of capabilities of this kind would enable the OSCC to endeavour quickly to find an acceptable way of satisfying the request submitted.

Such a scheme would, in our view, help to raise the profile and authority of our Treaty and the OSCC and would also make more effective use of the Open Skies aircraft available to States Parties.

Thank you for your attention.

I would ask that this statement be attached to the journal of the Conference.