EURASIAN ECONOMIC UNION: SAFETY IN AVIATION

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Abstract

Two goals of the Eurasian Economic Union (EAEU) are harmonized legislation and transportation (RAIC, 2017). The creation of the EAEU stemmed from the desire to establish a common market, develop and codify international treaties, and create integration plans (Eurasian Economic Commission 2015). Maintaining strategic alignment will require continuous actions in order to achieve concerted objectives and goals related to aviation (Quigley, 2019). The purpose of this paper is to describe what actions might be taken to realize those goals. Having common rules and agreements develop a strong and sustained mutual trade. Regarding Eurasian cooperation in aviation, there are already positive actions that need to be further explored. However, there are common threats and challenges in aviation that need to be addressed. In the further development of the Eurasian Economic Union (EAEU), integration and cooperation will be essential to ensure aviation safety. Relationships between the member states need to be founded upon cooperation, a strong and coordinated rules system, and trust (Hormats,2012; Wishnick, 2011). When member states unite, it is possible that there might be a cumbersome patchwork of rules. Therefore, having agreed-upon systems for clear, open and transparent communications and coordination of rules and regulations will be essential.

Keywords: Eurasian Economic Union, Aviation, Safety

ROADMAP OF INTEGRATED REGULATIONS

A structure of a comprehensive aviation roadmap might identify ways in which to foster closer ties and communications between the member states, develop a coordinated air transport system, and coordinate regulations that are related to commercial flight operations. It will be necessary to for the EAEU to continually address challenges associated with aviation safety, civil aviation, and information security and technology.

Creating a roadmap with shared understanding and common framework will be necessary for the seamless integration of rules and regulations. This will reduce the amount of risk and increase the power of an aligned framework (Hamilton, 2012). A roadmap of an integrated plan for aviation needs to begin with an agreement based upon cooperation, a transparent process, and focusing on a situation where all parties have benefit.

Establishing *essentially equivalent* regulations ensures alignment of the principles and a system of mutual recognition and acceptance of regulations across all member states (Hamilton 2012, Hormats, 2012). The creation of these regulations means that there would be very little variation between member states, which would lead to seamless regulations and interpretations of those regulations. If there is little variation, then it becomes easier to have and promote mutual recognition of standards, and in turn that improves transparent operations (Hamilton, 2012).

Cultivating relationships brings one concerted voice to the international table, which establishes a foundation for creating stability, continuity, coordination, communication and enhanced security (Hormats, 2012). These dimensions are essential to create a basis for effective and efficient trade and logistics systems between the member states. Optimizing transportation networks throughout the region will reduce the costs for the shipment of goods (Karnaukhova, 2015).

A transportation corridor within Eurasia should include and integrate aviation, to ensure easy, safe, and inexpensive movement of goods and people. With the number of countries involved in this area of the world, it is probable that multiple borders could be crossed. Having a corridor would reduce or prevent delays especially at borders (Chorlins, 2017). It has been identified that there is a problem of a lack of skilled talent at the borders for customs clearance, which can contribute to delays and potential security issues. This is damaging to manufacturing, retail, and logistics. These issues indicate the necessity for the member states to cooperate with one another in terms of security, intelligence, equivalent regulations, and ensuring international standards are met (Hormats, 2012).

CIVIL AVIATION

As airlines are a major source of transportation both for people and goods, the operations, laws, technical information, and economic information need to be coordinated and shared throughout the EAEU system. Focused cooperation related to development, growth, safety, productivity, and infrastructure is necessary for further development of a safe and reliable air transportation system. It is necessary to encourage the movement of goods and people by creating similar rules and regulations, with a similar structure. Integrating systems and infrastructure is an evolving process (Belyakova, et al., 2018). This includes coordination for shared navigation aids, weather reporting and its impact on the air transportation system, and shared information between airports related to the movement of goods and people (Wensveen, 2015).

The Single Eurasian Sky was modelled after the Single European Sky and is administered by the Eurasian Economic Commission. This provides for one comprehensive market for air services and a single air traffic zone, which makes it easier for new flight paths and increased flights in the EAEU (IBP Inc, 2015). Creating an Open Skies agreement with the member states will encourage more international travel, competitive prices with airlines, efficient airline procedures, facilitate tourism, provide for more jobs, and improve flight experiences (Hormats, 2012). In looking beyond the boundaries of the Eurasian Economic Union, it has been stated that a greater cooperation between the EAEU and EU would strengthen both unions, to potentially create a common economic space (Gotev, 2019). Therefore, it might be worthy to examine the possibility of increased coordination and shared information between Eurasian and European agencies.

It is expected that there will be a significant growth in air freight as well as passenger traffic over the coming decades. The location of the EAEU provides a good corridor, and a potential hub for transportation of raw materials, products, and people between Europe, the Middle East, and Asia. Civil aviation is growing tremendously, and an increase in passenger demand will spur an increase in jobs for aviation personnel, regulatory authorities, and other professional specialties, such as cargo operations, logistics professionals. Full development of aviation requires adequate human and financial resources into air traffic management systems, air traffic control systems, aviation safety, airports, manufacturing/repair/overhaul facilities. Civil aviation systems require continuous improvement, support, and adequate resources, which means that air traffic management systems across Eurasia will need to be continually updated and modernized, including the linking and sharing of information.

The current concern is that each EAEU member state has its own innovation development strategy, and it appears that there is not a seamless coordination of their policies (Levina, 2019). While organizations are certainly engaged in dialogue with organizations such

as IATA and ICAO, there needs to be a connection and involvement from all parties to move forward with actionable items (Eurasian Economic Commission, 2018).

INFORMATION SECURITY AND TECHNOLOGY

Examining a comprehensive strategy map as a living document provides for continual updates to risk analyses and action plans for the aviation industry. This might also include methods for sharing information, updating best practices, and examining foreseeable risks (Benjamin, 2011). A comprehensive international security plan should benefit all member states (Wishnick, 2011), and include allies, neighbours, and partners (Rumer, 2016). Technology is necessary for improved efficiency of flight operations, enhanced communications, and improved air traffic systems. Necessary information would include sharing travel data, information about passengers, and reports related to cargo (Koumans, 2011).

An international problem is the transportation of counterfeit, pirated goods, grey goods. An identified concern in aviation also includes suspect unapproved parts, which includes discarded, outdated, or uncertified / undocumented parts. In aviation, these parts can cause catastrophic failures and they need to be prevented from entering the system, and those that are in the system need to be found and eliminated. Grey goods (also called parallel goods) are those items that are distributed or sold through unauthorized channels. In order to ensure the safe flow of travel and trade, countries need to prevent the flow of these items and increase security standards (Koumans, 2011). In order to accomplish this, a massive amount of data will need to be accumulated, organized, and shared between member states, which will require improved technological innovations related to safety, communication, transportation, and the global supply chain (Hormats, 2012; Koumans, 2011). Policies, rules, regulation need to be created to address counterfeiting, intellectual property, piracy and will need to include enforcement strategies, legal actions (Hamilton, 2012; Hormats, 2012). The EAEU imports and exports machines, equipment, and goods throughout the world (Gussarova et al, 2017). Currently, there is a serious problem that half the goods entering the EAEU by way of Kyrgyzstan and Kazakhstan from China are illegal, which costs the EAEU about 1.5 billion USD per year (Levina, 2019).

There is a definite need to strengthen security in aviation because of potential terrorism, which speaks to movement of passengers, personal baggage, and cargo. Proper screening needs to take place by customs, border control, cargo carriers, and passenger carriers. It has been identified that airports need to increase security standards, which involves building and restructuring the internal and external design in order to reduce crowded areas and prevent opportunistic crime (Jashari, 2018). Hacking opportunities are increasing and there needs to be

cooperation between carriers, hardware/software providers, and aircraft manufacturers. Cyber Security is a serious threat as it impacts computer networks, may disable systems, and may input and disseminate false information (Rumer, 2016). Electronic devices such as tablet flight bags, entertainment systems, and onboard Wi-Fi create more complexities to protecting data and assets.

WAY FORWARD

There are specific suggestions in the literature that highlight actions the EAEU might consider for moving forward to create a stronger aviation system. Harmonizing airworthiness practices with international standards and ensuring a comprehensive validation system of technical regulations and certifications would increase the overall levels of trust, visibility, and value of the EAEU (Eurasian Economic Commission, 2018; Levina, 2019). A suggestion for creating more integrated regulations includes developing a comprehensive risk and safety/security management plan that contains screening operations for aviation passengers and cargo (Hamilton, 2012). It has been suggested that improving coordination of policies should include having agreement upon words used in legal definitions, to account for different definitions of words by various member states (Dorskii, et al., 2017). Future studies that focus on defining words related to aviation, aviation safety, and aviation security could provide a good baseline for common understanding.

To improve the safe flow of travel and trade, Burns (2018) suggested to use public private partnerships to cover the entire security system and to include all major stakeholder groups. Creating a participative environment to engage private entities and government organizations would improve the sharing of information and research activities. Future studies might consider examining successful private public partnerships in order to create best practices for the EAEU.

In order to reduce counterfeit and illicit goods, Koslowski & Magyar (2018) suggest strengthening criminal police and bolstering law enforcement agencies to collect better intelligence and improve communication between agencies. This might include tougher civil and criminal penalties, an electronic labelling and scanning system, updated parts databases, and an action plan to make aviation safer (Benjamin, 2011; Koumans, 2011). Future studies might track the flow and growth of counterfeit and illicit goods in order to understand how to counter these activities.

EAEU might consider strengthening labour mobility into the long-term growth plan, because has been found to be positively related to productivity growth, improvements across entire supply chains, innovation advancements, and economic growth (Piva, et al., 2017). As

suggested by Hare & Stoneman (2017), the EAEU could create easier and transparent systems so that individuals could travel to and apply for jobs in other member states. Studies related to understanding the impact of macro-economic changes and labour could provide a more accurate picture and predict future movements.

Increasing security standards at airports might include better utilization of e-passports, building more resilient airports, and examining how to restructure the inside of an airport to reduce crowded areas. These activities serve as a way of reducing crimes of opportunity (Jashari, 2018). Hamilton (2012) suggested creating a coordinated Smart Visa program for safe and open movement throughout the region while helping to deter terrorism. Studies might want to test various systems to determine how to best structure airports and internal systems within airports to promote safety and security.

In closing, creating a coordinated Eurasian strategic plan for aviation safety will require a mindset of equality and mutual benefit to reassure member states (Breedlove, 2015; Mostafa & Mahmood, 2018). As described by Uskov (2019) it will be beneficial to create a secure and large-scale information technology system whereby information can be shared across departments and member states.

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