

ICEFAT NEWS

NEWSLETTER FROM ICEFAT NO 2 – 2003 HIGHEST STANDARDS IN FINE ART SHIPPING

Fine Art transports to Russia:

CAREFUL CHECKS AND LOTS OF PAPERWORK

ICEFAT News has spoken to Mr Igor Filatov, Managing Director of the Finnish fine art transport company John Nurminen CIS, in Moscow. Here he shares with us some tips and advice about transporting fine art to and from Russia.

Russia is a young market economy, and as far as fine art transportation is concerned, this is evident above all in that the legislative base, customs administration, taxation etc., are not yet comparable with conditions in the West. There is no legal definition of fine art – everything brought into or out of the country is treated as ordinary goods. Problems with smuggling have also led to very careful checking systems.

– Be prepared for customs authorities to check all goods – 100% of them, says Igor Filatov. They will open all crates and examine every object brought into or out of the country.

Paperwork surrounding importation and exportation of fine art is equally meticulous and strict.

– Documentation is required for every object, he reports. Descriptions of objects must include name, date of production, artist, technique, size, weight and value.

Special documentation is also required from both lender and borrower institution, and two sets of photographs must accompany each object. One is compared with the original and stamped at entry into Russia, the other at departure from the country.

– These procedures are very strict, Igor



MR IGOR FILATOV IS MANAGING DIRECTOR OF THE FINE ART TRANSPORT COMPANY JOHN NURMINEN CIS IN MOSCOW. HE IS A QUALIFIED ENGINEER, AND HAS AN MBA FROM THE UNIVERSITY OF NEW YORK.

Filatov points out, stressing the importance of the Ministry of Culture as a participant in the lending and borrowing process.

When loaning out items from Russia, the Ministry of Culture requires a government guarantee from those countries borrowing Russian artworks, irrespective of their origin and value.

PREPARE CAREFULLY AND IN GOOD TIME

Bearing in mind these careful checks and heavy paperwork, Igor Filatov's advice to museums and other institutions lending and transporting fine art to Russia is to be prepared well ahead of time, and, obviously, to work together with a Russian agent.

– We are familiar with the legislation and the rules, and we are up to date with the whole process concerning importation of fine art, says Igor Filatov.

John Nurminen CIS has two offices in Moscow, one in the city centre and one at the airport. 70% of all importation into Russia takes place by air, so a presence at the airport is important for importers of fine art.

SUCCESS FOR ICEFAT AT AAM CONVENTION

The AAM Convention in Portland was the initial unveiling of the ICEFAT booth. This was the first time a major art transportation organization had a booth at the AAM.



This venue was a great success with a number of people stopping by to gather information. ICEFAT brochures listed the members in the various countries that can assist with your Fine Art requirements. The registrars received a list of the services that the ICEFAT group has to offer which also included the ICEFAT website: www.icefat.org

ICEFAT members are an elite group committed to serving the Fine Art community. With over 25 years of service, having 78 members in 35 countries, gives you the confidence that these distinguished companies are specialist in handling your particular requirements.

Within this network, you can obtain information from country requirements and regulations to quotes for transportation and have direct access to the agents specialized in assisting with all your fine art and exhibition needs.

So, don't miss the ICEFAT Booth in New Orleans at the AAM in "2004." Stop by to see why ICEFAT agents should be your choice in Fine Art Transportation.



THE YAK -3 FIGHTER JET WAS ONE OF THE OBJECTS AT THE FRENCH EXHIBITION ABOUT CHARLES DE GAULLE AT THE HISTORICAL MUSEUM IN MOSCOW. THE ENTIRE EXHIBITION WEIGHED A TOTAL OF 26 TONS, AND REQUIRED THE SERVICES OF 4 MILITARY TRANSPORT PLANES TO BRING IT FROM FRANCE.

The remaining 30% of transports take place by road, primarily through Finland. Igor Filatov does not recommend transporting fine art by land to Russia through Poland, the Ukraine or Belarus.

– Legislation in these different countries is quite different, and paperwork takes a long time, with great risks of delays.

– Therefore, we recommend our European customers to transport goods by ferry to Helsinki, and onward by land to St. Petersburg, Moscow or other destinations. That's the most reliable way – also from a

security point of view, says Igor Filatov.

Although Russia has been a turbulent nation since the fall of the Soviet regime, Igor Filatov has not encountered any incidents in connection with fine art transportation. Where particularly valuable transports are concerned, he works with the Ministry of Internal Affairs for extra security, offering the possibility of armed escorts where necessary.

HEIGHTENED INTEREST

Interest in exhibitions from abroad has always been high in Russia as it was in the former Soviet Union, and it has increased over recent years.

– Russian people are well educated and large exhibitions of famous artists always attract a large public, says Igor Filatov.

Currently he is involved in an exhibition of gigantic statues by Gina Lollobrigida at the Pushkin Museum. The Historical Museum is holding an exhibition from the Charles De Gaulle

Institute in France, including among other things a full size fighter jet.

The company has also been involved with arranging transport for the loan of five priceless Fabergé eggs to the USA for the exhibition “Treasures of the Tsars”.

The parent company John Nurminen in Finland is a member of ICEFAT, and Igor Filatov is very favourably disposed to working together with colleagues around the world.

– ICEFAT has great value, and we know that we are working together with professional colleagues who talk the same language, he concludes.

SOME ADVICE FROM IGOR FILATOV

- Start negotiations early with institutions loaning or borrowing art objects
- Make proper contractual agreements
- Specify objects carefully
- Choose a competent Russian agent
- Prepare paperwork properly
- Before shipping agree all paperwork with the Russian agent
- E-mail or fax all the invoices, airway bills etc to Russian agent. They will make sure signatures and stamps are put in the right places.



20 YEARS WITH ICEFAT

Pentti Flink and the company John Nurminen Oy joined ICEFAT in 1984. Read his personal memories of almost 20 years with ICEFAT.

“From Rome to Helsinki – for today's traveller it's only a “domestic” flight in Europe. When time, more precisely years 1984 and 2003, is added, we have a period, which covers many events and happenings. In 1984 the ICEFACT Convention was arranged in Rome, it was my very first convention of this association.

Now the Helsinki Convention is approaching and that will be my last ICEFAT event. When I am recalling these past 19 years and its conventions, the time is very short while the period of 19 years to come seems to be very long, indeed.

NETWORK OF AGENTS

What has the ICEFAT membership given to the company and to me personally? Through ICEFAT the company immediately gained a network of agents, which covered all most important countries having international cultural exchange between museums.

The annual convention gave an opportunity to meet cooperating partners at one venue and you did not have to travel to various parts of the world.

Development of business and strengthening of cooperation with agents has always been an essential object. Annual meetings naturally create friendly relations, which have been of value both to the company and personally to me, too.

Once you had been introduced to the membership, it was easy to revert to earlier discussions, to continue from the very same point where you last time finished.

INCREASED INTERACTION

During these years ICEFAT has changed a lot – I am convinced that the now chosen lines and objects are correct and through them the members will benefit from their contributions. The power of ICEFAT is in our own hands. The association alone is nothing, but its strength is in us, member companies and individual persons, who attend the annual convention and other activities. It's up to our own activity, how ICEFAT is going on in the coming years.

If you wish to join in developing ICEFAT, please participate in the committee activities,

express your opinions and dare disagree constructively – mere critics do not result in anything. It's really great to experience, how the interaction in meeting discussions has increased when the new “young” generation has “stepped forward”. Also their interest in participating in the committee activities is strong and promising.

WELCOME TO HELSINKI

I do have enjoyed these years, I have gained very much relating both to the business and to the large circle of personal friends.

To you who are not able to attend the Helsinki Convention I say – thank you, it was great to be a member in ICEFAT and work together with you. On looking at the preliminary registration list I am glad that so many of you are coming to Helsinki and I shall have an opportunity to say you a personal good-bye here in Helsinki. I wish you sincerely welcome to Helsinki and believe that the Spirit of Helsinki will reign also in this convention.”

Yours, Pentti Flink

INSIDE AIR CARGO

Are you familiar with this terminology: lower deck, upper deck, pallets, containers? These terms are used daily in the air transportation industry. To help put this information into layman's terms, we will break it down into categories.

Loading devices are commonly referred to as containers or pallets. Cargo is loaded into containers and onto pallets and these devices are then secured by plastic, netting and straps to ensure the shipment is secure. Shipments that is loaded this way moves more securely and smoothly than cargo that is bulk loaded or loose loaded. It also utilizes the space on the aircraft in an efficient manner.

CONTAINERS AND PALLETS

There are various types of loading devices but the most common containers are LD-1, LD-2, LD-3 these types of containers are completely enclosed and are made of aluminum or fiberglass. For identification purposes, the container numbers are noted on the sides of the units.

The pallets are also made of aluminum but look like a very large cookie sheet. The dimensions are usually 96 x 125 inches or 244 x 317 cms. The pallets are identified by numbers located on the corner of the device.

UPPER OR LOWER DECK

These devices or units can then be placed in the aircraft in an upper deck or lower



LOADED PALLETS AND CONTAINERS ARE WEIGHED BECAUSE A PLANE MUST BE LOADED IN A SEQUENCE WHICH MAINTAINS IT'S BALANCE IN FLIGHT.

deck position. Upper deck and lower deck refer to the areas on the aircraft that can stow shipments with these specific type units (containers/pallets).

Keep in mind, that different type aircraft will have different height and width restrictions. For example, a MD11 freighter aircraft has a maximum height of 96 inches or 244 cm versus a 747 freighter has a nose load of 98 inches or 249 cm, in the instance of a side door loader a maximum height restriction of 120 inches or 305 cm.

AIRCRAFTS

This covers a wide range from large wide body aircrafts to utility aircrafts. For our purposes, we will be talking about wide body aircraft as these types of planes accommodate the pallet and container loading devices we use for our cargo. What constitutes a wide body aircraft you may ask? It is an aircraft having a fuselage diameter greater than 200 inches (5.08 meters.)

Some of the commonly used wide body aircraft are: Airbus 300, 330,340, DC10, Boeing 767, 777, 747 and the MD11. All of these aircraft have a lower deck loading ability and the maximum door height of 64 inches or 162 cm. Please note that when you ship on a passenger and cargo aircraft, the lower deck height restriction will be 64 inches or 162 cm.

This information only represents a small sample of the aircraft and container types available for shipping air cargo. If you have any questions concerning aircraft types, loading devices or upper/lower deck requirements, please please contact your local ICEFAT shipping agent.



ICEFAT MEETS IN HELSINKI

On Thursday, October 16, over 100 delegates representing many of the best art moving companies from all around the world will gather in Helsinki, Finland, to represent their Companies at the 27th Annual ICEFAT Convention and meet their colleagues at the Hilton Helsinki Strand Hotel for this three days event.

The Convention will kick off with an informal cocktail reception on Thursday evening, whereas Friday and Sunday are the official meeting days. The working sessions will include presentations and discussions of the projects on which active Sub-committees have been working since



the 2002 Convention in Lima, Peru.

The Sub-committee Membership is finalizing the Membership Profile, according to which companies applying for Membership will be accepted or not. This important document will be submitted to the Membership for approval in the Annual General Meeting in order to be included in the Articles of Association and serve as a fair and realistic tool to judge if a company qualifies for Membership.

An other important issue will be the adoption by the Membership of the guidelines for payment behaviour between Members, written by the Subcommittee Finance further to the discussions in Lima.

Ample time is reserved for the evaluation of the various projects which have been accomplished in this first year of active marketing of our Organization. What is achieved, are we on the right way and what are the future plans of our Subcommittee Marketing?

The 27th Convention will close with the official Annual General Meeting, in which the Steering Committee Chairman's Report of the past year, Steering Committee Elections and Finances are a few of the topics on the agenda.

Should you wish to get more information on the Convention programme, don't hesitate to get in touch with the ICEFAT secretariat !

IN MEMORY OF NEIL WILSON



Neil Wilson passed away peacefully at Westmead Hospital on August 16, 2003 aged 61 years old. After an 8 month battle with Leukaemia. Neil Wilson was founder of International Art Services Pty Ltd, Director of International Conservation Services Pty Ltd and Director of Moving Art Pty Ltd (Oz Clip)

On behalf of the ICEFAT Steering Committee and the entire ICEFAT Membership we would like to express our condolences to the Wilson family and to our colleagues at International Art Services.

In ICEFAT, in general and in the Steering Committee in particular, we have come to know Neil as a man who didn't like to be in the spotlight but one who preferred to play his part behind the scenes.

Neil's contributions to the discussions on how ICEFAT should proceed, his well-considered, realistic opinions and motivation, turned out to be very valuable for the establishment of ICEFAT as it is today. When Neil stepped down from the Steering Committee, he felt assured that ICE-

FAT future was on solid footing again. This allowed him more time to concentrate his efforts on his businesses and family, both of which he was so proud of.

Neil was an excellent and well-respected businessman who ran his companies to extremely high quality and ethical standards. We are sure that everyone will agree that the fine art shipping business has lost one of its Nesters, Neil was appreciated by all for his modesty, kindness, and vast experience, which he wanted to share with those who were open to it.

May he rest in peace - we will not forget him.

ICEFAT Steering Committee



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