



TRACECA: International Road
Transport Transit Facilitation
Completion
Report
July 2002

FORM 1.2: REPORT COVER PAGE

Project Title:	TRACECA: International Road Transport Transit Facilitation	
Project Number:	TNREG 9802	
Countries:	Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Mongolia, Tajikistan, Turkmenistan, Ukraine, and Uzbekistan.	
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PROJECT SYNOPSIS

Wider Objectives:

To assist the TRACECA states to create the most favourable conditions for road transport in terms of economic operations in line with the current UN/ECE and EU standards by establishing and equipping a regional network of permanent vocational road transport training centres. To set up the primary elements to ensure adherence to the ADR Agreement in the region and encourage the implementation of the TIR Convention in those states which are not yet full members. Where TIR is established, to promote better management control of the TIR Convention by further development of the SafeTIR system.

Specific Project Objectives:

- To identify and prioritise transport operator licensing legislative criteria so as to encourage the professionalism of the industry through the legal requirement for operators to have internationally recognised qualifications.
- To identify and establish professional vocational training centres to be managed and operated to international standards.
- To equip the training centres with the appropriate resources including qualified trainers, course materials, lecturing equipment, examination papers, and a Business Plan.
- To monitor the standards of the training to ensure compliance with international standards.
- To identify and assist in revising the national legislation on the movement of dangerous goods by road to allow compliance with the ADR Agreement.
- To assist in introducing the TIR Convention in non-signatory states by developing transport and guaranteeing associations, and assisting in the contractual steps towards implementation of the Convention.
- To assist in the expansion of SafeTIR by the procurement and installation of further equipment.

Target Group:

The overall project recipients will be the Partner States, their international road transport industry representatives, their controlling Ministries and State Customs Authorities.

Outputs:

- Model transport legislation for national and international operator licensing criteria.
- Eleven vocational training centres for the road transport industry offering transport operator courses to an international standard, with trained management and trainers in CPC, ADR and TIR capable of delivering approved courses.
- Resources at each centre including course materials, examination papers and equipment.
- Increased TRACECA state-adherence to the TIR Convention and the ADR Agreement.
- Enhancement of the established SafeTIR systems to enable improved response times.

Inputs:

Technical assistance consisting of 1815 person days of EU Specialists and 420 person days of local inputs, excluding Centre Managers and Trainers. The majority of the work will be undertaken in the region with regular working visits to each TRACECA state. Funding of equipment for the training centres and IT equipment to support the SafeTIR system.

Project Start Date: 6th October 1999

Project Duration: 18 months, extended for a further 15 months to end July 2002

1 SUMMARY OF PROJECT PROGRESS SINCE START

The project started in October 1999 with the Consultant's teams being active in the region with regular visits to all States until April 2001. Since then (during the limited person-day extension period) occasional follow up visits were undertaken to ensure equipment installation was being installed according to agreed contracts and with some monitoring of training. The Inception Report was published in December 1999, Progress Report 1 in April 2000, Progress Report 2 in July 2000, Progress Report 3 in January 2001 and Progress Report 4 in September 2001.

Form 2.3 Output Performance Plan shows the results to date for each of the project elements. This shows no significant changes to that indicated in Progress Report 4 issued in September 2001.

The project comprised three modules:

- **Module A** – The creation of a network of eleven permanent vocational Training Centres designed as one “pilot centre” for each country, including the training of managers to run each centre. The training of at least 12 trainers in each country to be able to deliver training on the proscribed subjects of the project and the provision of an agreed range of equipment to each centre.
- **Module B** – A legal evaluation of the current position in each country on the policy of accession to the road transport industry; their adherence to the ADR Agreement; and their implementation of the TIR Convention. The objective was for recommendations to be made for access to the profession to mirror EU policy. ADR to be considered within government legislation policy and either accession to the TIR convention to be achieved or SafeTIR to be installed or improved, depending on the position at the start of the project within each country and the evolving requirements of IRU in Geneva.
- **Module C** – The procurement and supply of an agreed range of equipment for the Customs Offices of Discharge to enable SafeTIR to operate, where this was agreed with the IRU in Geneva, or to enhance the SafeTIR system where it is established.

The progress achieved in each of the Project Modules was as follows:

1.1 Module A:

- Training for managers was completed at a one-week residential course in the UK and both the quality of the training given and the managers' response to it was highly regarded by both parties and evidenced. Business Plans were discussed at this time and draft plans produced by them, later. The production of Business Plans has been a continuous evolving process throughout the project.
- Training of trainers was provided in each country in all subjects using up to 3 training teams at one time from the Consultant. Of over 132 potential trainers who attended the courses, 127 received pass certificates of qualifications that were tested to

European standards. This was a reflection of the high calibre of the students offered within each country and of the selection process. The majority of those that failed were people unable to complete the training courses due to unforeseen circumstances. Each country retains a core of skilled trainers that are still available to teach at the designated Training Centres.

- At a September 2001 conference organised by the IRU in Irkutsk, attended and contributed to by the Consultant, most of the TRACECA countries sent representatives to discuss the issue of training and sustainability. Those unable to attend were sent all documentation. During the project period the IRU established the IRU Academy to provide continued assistance and an audit process for quality control. Moldova and Kazakhstan have already passed the audit and achieved accreditation to issue IRU certification. All other countries have made progress towards this excellent initiative of the IRU.

1.2 Module B:

- A legal report was produced that summarised the position in each country with regard to access to the road transport profession, ADR and TIR. This was used to produce a “blueprint”, providing specific guidance to each country to enable them to achieve standards considered acceptable in the EU. The reports were seen to be being read and the content used in many countries, but the acceptance of the need for change can be a long process, especially that involving changes in legislation. Thus, some agreed recommendations remain to be implemented.

1.3 Module C:

- After extensive discussions with Senior Customs Officers in each of the countries, an agreement was reached on the numbers and types of equipment best able to assist those that had achieved, or were about to achieve TIR carnet issuing or SafeTIR status. All equipment was delivered within the agreed time frame.
- Equipment was not delivered to Mongolia, Tadjikistan or Turkmenistan, with the agreement of the Task Officer, as these countries were not sufficiently advanced at the time of tender issuance in terms of TIR such as to warrant the supply of equipment.

2 PROJECT PROGRESS IN FINAL PROJECT PERIOD

The primary period of the project was scheduled for completion on the 6th March 2001. This was subject to a Contract Addendum extending the project for a further period of 15 months until July 2002. The main reason for the time extension was to ensure that the Consultant was able to administer international supply contracts that included the 12-month warranties on equipment purchased. It was also done to enable the Consultant to provide additional support to the Training Centres to assist in their sustainability, give further assistance in the preparation of Business Plans and to monitor the progress of their national training programmes. This has been achieved within the budget constraints by combining this work with the Consultant's other projects in the region.

The following tasks have been completed between September 2001 and April 2002:

2.1 Module A

- The completion of the 'training of trainers' in January 2001 enabled National CPC courses to be established, based on the course framework provided by the project, as well as the Legal Report and the Legal Blueprint Report. This work has required further assistance as legislation in some countries has been phased in to include domestic transport policy. Although a framework for all training was provided, each course had to be given local focus and examples. In most countries, this additional assistance has been completed.
- Management personnel within some of the training centres have been changed and the Consultant has discussed and summarised the work done with the replacement managers to ensure they have all relevant detail and standards are maintained.
- Core course materials and examination papers have been provided to each Centre in English and Russian in hard copy, on disk and on a CD-ROM. This information contains a wealth of related detail, including examination schemes and teaching skills. Assistance has been provided on their use and application, during this period.
- An independent examination system has been discussed in each country to establish, wherever possible, that the in-country testing procedure for CPC and ADR conforms to international requirements. Work has progressed with the IRU Academy who will assist with the examination process and a database of suitable questions. The IRU Academy will continue to support training centres seeking accreditation and provide all their members with information on trends and developments in training.
- Some courses delivered by local trainers have been monitored by the Consultant to ensure that quality standards are achieved and maintained. The IRU Academy will now continue this process as each training centre seeks accreditation. All training centres wish to achieve accreditation, in due course.
- Training equipment based on the agreed standard equipment list (including ADR equipment) has been provided to each Centre and all warranty issues have been resolved. In most cases, local contact has been established with the equipment supplier's representative, in country, for any future assistance required.

- The Legal Report has been used to generate new ideas for transport operator licensing, with recommendations for change and model legislation provided in the Legal Blueprint Report. This is an on-going process depending on local conditions.
- The September 2001 conference organised by the IRU in Irkutsk Russia, was attended and contributed to by the Consultant, with most of the TRACECA countries sending representatives to discuss the issue of training and sustainability. Those few unable to attend were sent copies of presentations.
- Moldova and Kazakhstan passed the IRU Academy audit and achieved accreditation to issue IRU certification in this period. All other countries have made progress towards this initiative of the IRU.

2.2 Module B

- Technical Assistance was provided to complete the introduction of support equipment and procedures used to collect data for entry into the SafeTIR system, in association with the IRU.
- The adoption of the ADR Agreement was further progressed in those countries not yet compliant, but who wished to adopt the Agreement.

2.3 Module C

- Assistance was provided to Customs within many countries to monitor and check the installation of project purchased equipment provided to enhance the SafeTIR operation, where this was requested. In some countries, there have been additional separate agreements reached with the IRU in Geneva regarding the implementation of SafeTIR.



Form 2.2: PROJECT PROGRESS REPORT

Project Title: TRACECA: International Road Transport Transit Facilitation		Project number: TNREG 9802		Countries: Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Mongolia, Tadjikistan, Turkmenistan, Ukraine, Uzbekistan				Page: 1 of 1								
Planning period: October 2001 – April 2002		Prepared on: May 2002		EC Consultant: Scott Wilson												
Project objectives: To assist the eleven states of the region to create the most favourable conditions for road transport in terms of economic operations in line with the current UN/ECE and EU standards.																
No	ACTIVITIES <i>month</i>	TIME FRAME 2001 – 2002						INPUTS								
		Oct 25	Nov 26	Dec 27	Jan 28	Feb 29	Mar 30	Apr 31	PERSONNEL Man days		EQUIPMENT AND MATERIAL		OTHER			
		EC Consultant		Local Personnel		Planned	Utilised	Planned	Utilised	Planned	Utilised					
								Planned	Utilised	Planned	Utilised	Planned	Utilised			
1	Module A															
1.2	Procurement plan															
1.3	Assessment of legal base															
1.4	Assessment of training institutes															
1.5	Training of managers in EU															
1.6	Selection of trainers															
1.7	Development of business plans	x	x	x	x	x	x	X	30	20	100	10				
1.8	Equipping of centres															
1.9	Delivery of training courses															
1.10	Monitoring and evaluation	x	x	x	x	x	x	X	51	36	111	38				
2	Module B															
2.1	Confirmation of ADR / TIR status															
2.2	Assessment of legal base															
2.3	Assistance in extending TIR															
2.4	Assistance in extending SafeTIR															
2.5	Assistance in implementing ADR															
3	Module C															
3.1	Procurement plan															
3.2	Prioritisation of Customs O/D															
3.3	Purchase/installation of equipment	x	x	x	x	x	x	X	0	22	0	30	1 visa, 1 flight			
	Project co-ordination	x	x	x	x	x	x	X	25	15	0					
Total									106	93	211	78				



Form 2.3: RESOURCE UTILISATION REPORT

Project Title: TRACECA: International Road Transport Transit Facilitation		Project number: TNREG 9802			Countries: Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Mongolia, Tadjikistan, Turkmenistan, Ukraine, Uzbekistan		Page: 1 of 1	
Planning period: October 2001 – April 2002		Prepared on: May 2002			EC Consultant: Scott Wilson			
Project objectives: To assist the eleven states of the region to create the most favourable conditions for road transport in terms of economic operations in line with the current UN/ECE and EU standards.								
RESOURCES/INPUTS		TOTAL PLANNED	PERIOD PLANNED	PERIOD REALISED	REALISED PREVIOUSLY	TOTAL REALISED	AVAILABLE FOR REMAINDER	
PERSONNEL							Balance	
A1	Category 1 in EU	138	0	1	147	148	-10	
A2	Category 1 in CIS/CEC	769	80	68	683	751	18	
A3	Category 2 in EU	59	0	0	55	55	4	
A4	Category 2 in CIS/CEC	418	0	0	418	418	0	
A5	Category 3 in EU	294	0	0	313	313	-19	
A6	Category 3 in CIS/CEC	183	26	24	139	153	30	
A7	Local Experts (Subs of W Company)	120	0	0	124	124	-4	
A8	Local Experts and Researchers	740	52	7	704	711	29	
A9	Interpreters	500	53	42	416	458	42	
A10	Translators	500	53	16	418	434	66	
A11	Drivers	370	53	13	357	370	0	
TOTAL		4091	317	171	3774	3935	156	

Form 2.4: OUTPUT PERFORMANCE REPORT

Project title: TRACECA International Road Transport Transit Facilitation	Project number: TNREG 9802	Countries: Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Mongolia, Tadjikistan, Turkmenistan, Ukraine, Uzbekistan	Page: 1 of 1
Planning period: October 2001 – April 2002	Prepared on: May 2002	EC Consultant: Scott Wilson	
Output Results	Deviation original plan + or -	Reason for deviation	
Business Plan for each Centre	0	On-going plans prepared in region	
Equipment installed at each Centre	+4 months	Length of time needed in agreeing tender procedures and approval of tender documentation, changes in specification due to length of tender period	
All states signed and implemented ADR All states with TIR implement SafeTIR			

3 OVERALL REPORT ON THE TOTAL PROJECT

3.1 Project Strategy

As indicated in previous Progress Reports, the initial emphasis was placed on obtaining data for the Legal Reports so that the information gathered could be incorporated into the training material wherever possible and the trainers briefed on local conditions. The logistical problems of undertaking the data collection phase for the legal aspects of the project in all eleven countries were known from previous project work in the region, but still this phase took longer than had been hoped. Because of the need to ensure the best legal specialists were available, the task was focussed on geographically close groups of countries to minimise travel time and these specialists were accompanied at most times by the Project Manager to ensure continuity.

It was also seen that due to the travel involved, the reports could not be produced within the original time plan, but this had no material impact on the overall project performance. A number of other tasks were undertaken by the team during this data collection period that included the evaluation of suitable training centres already in existence for potential development as specialist road transport training centres, as well as discussing with Customs their requirements under SafeTIR.

The programme of training of managers was undertaken first (in June 2000) to ensure that the full effect of this legal work could be reflected in each country as the training of trainers commenced.

The programme of training-the-trainer started in Ukraine and Moldova in July 2000, as there were already road transport training centres in these countries that were established under each National Association. Training moved on quickly, starting in July 2000 and finishing in January 2001 with all eleven countries being fully trained in all agreed subjects.

As one of the wider objectives of the project was to assist the TRACECA countries to create the most favourable conditions for road transport by establishing and equipping a regional network of permanent vocational road transport training centres, focus was first given to the National Associations of Road Transport. These Associations (who were also members of the IRU) represented the majority of international road transport companies in each country. However, in the first stage of evaluation all potential training institutes, Technical Centres and Universities in the capital of each country were evaluated to ensure that the best location was selected.

The Legal Review established the current position regarding the desire of each country to adhere to the ADR in preference to the existing former soviet system in place.

In those countries not yet operating TIR, or only doing so partially, time was taken to encourage the full implementation of the TIR Convention. Where TIR had been established, time was taken to promote better management control of the TIR Convention by further development of the SafeTIR system.

3.2 Operator Licensing Criteria

The Legal Report and Legal Blueprint Report identified the key issues and helped to prioritise the necessary transport operator licensing criteria that needed to be implemented in each country to

encourage the professionalism of the industry through the legal requirement for operators to have internationally recognised qualifications. Model transport legislation for national and international operator licensing criteria was detailed, along with a series of proposed conditions towards meeting EU requirements that would have to be met by a potential road transporter before an operator's licence could be issued.

This was discussed on many occasions with national legislators. However, changes in personnel, delays within government and the time needed to consider changes to the law will mean that this process continues.

3.3 Training Centres

The project reviewed all potential training centres in the capital cities of each country and established a model Training Centre in each country, capable of being managed and operated to international standards. Eleven vocational Training Centres for the road transport industry offering transport operator courses to an international standard, with trained management and trainers in CPC, ADR and TIR capable of delivering approved courses have been established. All of them have been provided with some road transport management training and continue to market their courses.

3.4 Training Centre Resources

Each of the eleven Training Centres has been equipped with a pool of at least six qualified trainers to cover all subjects, selected from initially over twenty potential candidates of whom at least twelve underwent the training provided under the project. Not all completed the course or passed the final examination but there were at least six in each country that achieved the required international standard.

A complete set of training materials was provided as hard copy and on disk, in Russian and English. Towards the end of the project period, three copies of a CD-ROM containing course materials, example examination papers and information on training techniques were provided to each country. The CD also contained hyperlinks to Internet sites where more detail is available on specific subjects.

Each training centre received a full set of equipment, as detailed previously, that included tables and chairs for twenty four students, storage and filing cabinets, two computers and printers for future desk top publishing and administrative items. A complete set of ADR training equipment was also delivered. The ADR equipment provided is very versatile and includes a resuscitation mannequin for use in first aid training.

3.5 Business Plans

Each Training Centre produced an initial draft Business plan in English and Russian. Each was reviewed and improved upon, but as the production of such plans is a continuing process many future revisions were developed only in the local language. During subsequent meetings in Geneva between the National Association representatives and the IRU Academy, these plans have been used as a base from which the IRU can assess what further assistance they may be able to provide.

3.6 Monitoring of Standards within Training

Where courses were operating, in particular in Moldova and Kazakhstan, it was possible to undertake some monitoring of the standards of training to ensure compliance with international standards. This

was further augmented by the IRU Academy accreditation process that was completed in Moldova and Kazakhstan but which is ongoing in the other countries, particularly Ukraine and Uzbekistan, who both have suffered setbacks in developing training as quickly as they would have liked, as a result of personnel changes.

3.7 ADR Agreement

Most countries operated under the former Soviet dangerous cargo legislation. Even Russia has now adopted ADR and most countries are seeking compliance with best international practices. Thus, there was clearly a need for change. The project was instrumental in identifying the constraints and issues concerning the need for such change and assisted each country (when asked) to propose revisions to the national legislation on the movement of dangerous goods by road so as to allow compliance with the ADR Agreement. This was done within the Legal Reports and directly with the Ministries concerned and with the Traffic Police.

3.8 TIR Convention

In each non-signatory country, the project assisted with the introducing the TIR Convention by developing transport and guaranteeing associations, and assisting in the contractual steps towards implementation of the Convention.

Where countries already operated TIR but had not completed the adoption of all aspects of the operation, the project assisted them to complete the process.

Where SafeTIR was already operating, the project procured and supplied additional equipment specified by Customs.

3.9 Country Performance Reports

3.9.1 Armenia

Legal Assessment and Legal Blueprint Reports

Copies were circulated to the Ministry of Transport and all other interested bodies and they were referred to during the training courses. Changes in road transport legislation being considered or passing through parliament would indicate that the content of both reports is being taken into account at many levels.

Training Centres and Training Provision

The Training Centre was established within the refurbished offices of the National Association AIRCA in Yerevan and some training has already started. Numbers of drivers based in Armenia are small, but plans are being developed to use parts of the training courses (such as sales and marketing, finance and accounts) for other students.

Business Plans

Business Plans have been drafted and revised periodically as the situation changes.

TIR and SafeTIR

Customs are in the process of introducing major changes, both in policy and direction, now that many former senior staff have left. A policy in relation to TIR but would seem to favour the following position:

- Armenia has four inland TIR Regional Customs Houses: Vanadzor, Gyumri, Yerevan and Sisian and only at these locations can TIR be finally discharged. However, as over 90% of all TIR inbound cargo is cleared in Yerevan at Ararat regional office (which is also the HQ of the TIR section) almost all TIR discharge will be managed from Yerevan in one freight yard adjacent to the main Ararat Regional office. All TIR paperwork has to be processed in this office so there is no requirement for electronic transfer of data at this time.

Customs currently discharge on average 42 TIR loads each month (approximately 500 incoming loads each year) and all detail is despatched within one day of discharge to IRU in Geneva. The four Regional Offices supply details of all Customs transactions every 15 days to the Ararat Regional Customs House on DAT tape, transported by car. This data is then uploaded into the Yerevan ASYCUDA system for analytical and statistical purposes. Customs now operate version 1.13 of ASYCUDA and are about to install ASYCUDA ++ 16, which is understood to have a SafeTIR component.

The Customs system in Armenia is under review and the new team will also be responsible for all borders. It is planned that ASYCUDA and the necessary communication system will be installed at all borders, once the problems of communication have been overcome. USAID are funding many changes and the capital expenditure is expected to exceed \$15 million on Customs and Tax reform.

The 5 project PCs are located within the TIR section at Ararat Regional office while staff are trained in their use. The programmes Windows NT and SQL version 7 have been loaded, but are only being used for word processing and spreadsheet applications for the immediate future.

No additional request for CUTE will be made to the IRU as they expect to be able to use ASYCUDA when discharge of TIR at regional offices is required. In the meantime direct input to the IRU server and fax is all that they require. Consequently, CUTE will remain only on the IRU server.

ADR

ADR legislation is in draft and processing through Parliament but there is debate on the need for it to be translated into Armenian. For technical legislation this is not believed to be necessary and the matter is being progressed through AIRCA. It is hoped to have ADR legislation in force during 2002 for ADR driver training to start.

3.9.2 Azerbaijan

Legal Assessment and Legal Blueprint Reports

Copies were circulated to the Cabinet of Ministers and all other interested bodies and it was referred to during the training courses. Changes in road transport legislation being considered or passing

through parliament would indicate that the content of both reports is being taken into account at many levels.

Training Centres and Training Provision

The Training Centre was established within the offices of the National Association ABADA in Baku and some training has started. Numbers of drivers based in Azerbaijan are small but plans are being developed to use parts of the training courses (such as sales and marketing, finance and accounts) for other students and to establish ADR training for drivers and others.

It is estimated that there are 1,500 transport inspectors to train in ADR, in addition to drivers and DGSA will be needed for the many chemical factories that exist. There is also a Technical Committee that checks vehicles and issues licences, so they will also require training.

Business Plans

Business Plans have been drafted and revised periodically as the situation changes.

TIR and SafeTIR

ABADA issued about 1,000 carnets in 2000 and estimate to issue over 2,500 in 2002.

6 project computers have been delivered to Customs, loaded with Windows 2000 NT. SQL version 2000 was available to load and Customs obtained detailed instructions on how to load this directly from the IRU. They required no assistance from the Consultant to load this. Customs have requested CUTE from IRU.

The discharge information is currently sent from the 14 regional offices to Customs HQ by fax to the TIR section in the Department. The messages are typed in CUTE format on the fax form and the operator enters the information onto the CUTE template on the Customs IRU server. This CUTE message is then sent to ABADA for sending on to IRU in Geneva.

Customs currently operate an advanced and moderately sophisticated computerised system based on LAN and WAN methodologies. They have now decided that they want to use CUTE from the key O/Ds and continue with fax from all others. However, the Customs IRU Server will remain as a separate system and continue to send CUTE messages only to ABADA.

Customs have moved all 6 PCs to their final destination where they are being used to train officers in the use of word and spreadsheets. Later, when CUTE is installed on these 6 PCs and officers have been trained in its use, 3 PC's will operate on CUTE within the Baku region. The Baku region handles over 70% of the TIR discharge information (some 3,150 per year, average 12 per day). 1 PC is located in the Khachmas region, 1 PC in the Sumgait region and 1 PC in HQ will also operate on CUTE. These locations may change as demand dictates. The transmission of SafeTIR data to the ABADA IRU Server for onward transmission to Geneva would operate as it does now.

ADR

Azerbaijan has joined the ADR Convention. The legislation was passed through Parliament, in Russian. Until a Ministry of Transport is established the control of ADR will remain under Azerautonagliyyat.

3.9.3 Georgia

Legal Assessment and Legal Blueprint Reports

Copies were circulated to the Ministry of Transport and all other interested bodies and it was referred to during the training courses. Changes in road transport legislation being considered or passing through parliament would indicate that the content of both reports is being taken into account at many levels.

Training Centres and Training Provision

The new TRACECA training centre, now called “TRANSMANAGER Training Centre”, is based at the Technical University in two rooms on the ground floor in total 75 sq.m. The repair and refurbishment has been completed and training in CPC started in October 2001. Two courses have been completed and have been highly regarded by the participants, mostly senior operators, who now want junior staff to attend.

About 300 drivers are actively involved in international road transportation. New legislation now passed requires operators to possess a CPC and this has started to create a demand for courses. Due to the complex nature of some operators, this has meant that Freight Forwarders as well as transporters have been coming to the well-attended courses. Courses planned include CPC, ADR, DGSA, Customs, Distribution Manager, Storage and Terminal and Drivers Licence.

Now that training has started, they propose to seek accreditation from the IRU Academy by end 2002.

Business Plans

Business Plans have been drafted and revised periodically as the situation changes.

TIR and SafeTIR

Customs have been subject to many changes in personnel over the project period and the known position was as follows:

- Customs Road Transport Section will take management responsibility and control of the IRU Server and its operation, whilst the Central IT Section will take full technical responsibility for the installation and implementation. The intention is to locate the IRU server within the IT Department at Customs Head Office.
- GIRCA have been transmitting originating TIR data for their own Carnets for some time direct to IRU in Geneva. However, Customs will transmit discharge data direct to IRU Geneva soon, as agreed in the MoU.

The 6 supplied PC's are located at Customs HQ initially under the control of the IT department and copies of CUTE will be requested from IRU. Each machine will have this software loaded by Customs to the instructions given by the IRU. The need to relocate to regional offices will depend on volume. Poti and Batumi could just about justify a PC, but the volume of traffic is too small in the other regions. All regions will use fax initially.

A transmission will be carried out on a daily basis from the central IRU Server in Tbilisi to the IRU in Geneva of all SafeTIR information from Georgia using CUTE. Once the ASYCUDA system is installed and implemented at all Regional Offices, and the ASYCUDA server is relocated to Customs Head Office, then the TRACECA PC's at the regional level will be attached to the overall communications backbone.

ADR

Discussions have been held with MoT on adoption of ADR but no time has been allocated for implementation due to many changes in personnel

3.9.4 Kazakhstan

Legal Assessment and Legal Blueprint Reports

Copies were circulated to the Ministry of Transport and all other interested bodies and it was referred to during the training courses. Changes in road transport legislation being considered or passing through parliament would indicate that the content of both reports is being taken into account at many levels.

Training Centres and Training Provision

KazATO are a non-governmental body and the only IRU representative body in Kazakhstan. They moved back to their own building after it has been extensively refurbished on 7 September 2001 and all training and ADR equipment has been installed in the training rooms and is fully operational.

Driver training has continued despite the disruption in their offices and they have run a one-day seminar for the MoT Committee of Transport Control using some of the material provided. They also do in-house KazATO training for staff. The Head of the Road Transport Committee is a former teacher and although based in Astana comes to Almaty each month and remains closely involved with the KazATO Training Centre.

Using material provided by this project they sought and achieved IRU Academy accreditation, which was confirmed in October 2001.

Business Plans

The Business Plan continues to be refined and developed and has been reviewed now that accreditation from the IRU has been obtained. Other external courses are planned to improve utilisation of equipment.

TIR and SafeTIR

The IRU TIR server was fully operational from 22 December 2000. Information from the 18 main Customs Offices of Discharge (O/Ds) is being sent by fax to Astana, where the IRU server is located. The data is entered into CUTE at this point. Volume is equivalent to 80 carnets a day (estimated at 3 hours work per 80 carnets). Over 2,200 discharges have been sent to Geneva. The estimate is for 400 per week during 2001.

The 6 project computers were in Astana pending relocation to the key O/Ds. All operate with Windows 2000, SQL and CUTE. When training of Customs officers has been completed, the 6 PCs will replace fax transmissions but will still send transmissions to Astana where it will be checked before transfer to the IRU server for transmission to Geneva.

The remaining 12 O/Ds will continue to send by fax to Astana, for them to enter the data to the IRU server. Note: They are concerned that the error rate from remote locations will be high so they want to check the detail before transmission to Geneva. Later, they may feel confident to allow fax OD to be sent to the nearest CUTE computer and later still to find a way of generating an integrated network.

Their national IT-based Customs Control System became fully operational in March 2002 and should improve data transmission significantly and enable data to be extracted centrally for TIR at some future date.

ADR

Discussions have been held with MoT on adoption of ADR but no time has been allocated for implementation through Parliament.

3.9.5 Kyrgyzstan

Legal Assessment and Legal Blueprint Reports

Copies were circulated to the Ministry of Transport and all other interested bodies and it was referred to during the training courses. Changes in road transport legislation being considered or passing through parliament would indicate that the content of both reports is being taken into account at many levels.

Training Centres and Training Provision

Training has started at the refurbished rented rooms in the Bishkek Automobile College under the control of the National Association (AIA), but student numbers are low at present.

The Head of the Transport Inspectorate is in the process of implementing a law requiring all licences and TIR carnets to be issued only to hauliers who have CPC from the approved Training Centre. They also hope to introduce CPC for Licence renewal applicants. AIA will be the only approved training centre initially.

AIA obtained a licence to operate from the Ministry of Education and drivers courses of 1 week duration started in September 2001. AIA will establish a closer contact with the IRU Academy to achieve accreditation once they have more experience in operating the Training Centre. They are very appreciative of the high quality of the training they have received from the project and of the materials.

Business Plans

A draft Business Plan was given showing break-even in the first year, even after high tax payments. They show a potential of 1,000 drivers to be trained.

TIR and SafeTIR

The IRU server installed in AIA with Cute, Cutewise and ATIRS has been operational in ATIRS from early March 2001. From 28 December 2000 AIA have been issuing TIR carnets and communicating with Geneva by fax. From early March 2001 ATIRS has been operated by AIA. They expected to issue over 500 TIR carnets in 2002. Given the issue of convoy charges in adjacent countries, TIR is becoming more important for international transportation.

Customs are aware of their obligation under the signed MoU to provide AIA with completed TIR discharge information from the 5 main Customs offices of discharge (O/Ds) and are now doing so. Some delay in sending this detail has been rectified. As over 60% of all TIR discharges are in one location, this resolution was possible.

Customs have a longer-term strategy to implement a computer network communications system and there are a number of proposed projects with TACIT and IFIs (including SECO, part of the Ministry of Finance of Switzerland, who are keen to sign them up). Our agreement on SafeTIR does not interfere with these proposals and could be seen to be helpful in providing experience in the collection of prime data at source.

The one TRACECA project computer has been provided with Windows 2000 and SQL version 7. A copy of CUTE (to be loaded later) has been requested from the IRU by Customs. The PC has been located in Customs HQ, next to the provided project fax machine. This is receiving data from the 5 key O/Ds.

To clarify, the development of SafeTIR will take place in 3 stages:

- Stage 1: 5 fax machines at the main Customs offices of destination (O/D), which are mainly regional offices, are sending data to Custom HQ who pass paper copy to Kyrgyz AIA to input to Cute (preloaded by IRU) on their IRU server. Customs have so far refused to send the data direct to AIA.
- Stage 2: When the Project PC is loaded with CUTE, Customs operators will become familiar with this system assisted and taught by AIA personnel. Data will then be entered onto CUTE by Customs and transmitted to AIA by disk.
- Stage 3: After test transmissions between Customs and AIA using the modem supplied on the project computer, the data will be transferred to AIA electronically for onward

transmission to IRU. Note: only the IRU provided server is allowed to transmit to Geneva as it is the only computer with the protocol and password installed system.

This is seen to be a system sufficient to meet the needs of Kyrgyz Customs for 3 years.

ADR

Discussions have been held with MoT on adoption of ADR but no time has yet been allocated for implementation through Parliament.

3.9.6 Moldova

Legal Assessment and Legal Blueprint Reports

Copies were circulated to the Ministry of Transport and all other interested bodies and it was referred to during the training courses. Changes in road transport legislation being considered or passing through Parliament would indicate that the content of both reports is being taken into account at many levels.

Training Centres and Training Provision

- 1 Training has been based on the existing CIPTI Training Centre. The National Association AITA supports the Centre for Training International Road Operators (CIPTI) and own 80% of it. The Freight Forwarding Association (AEM-TRANS) owns the balance (20%).
- 2 The Technical University also has a transport faculty that still provides longer-term courses for students for entry to the transport industry and there is a Transport College in Chisinau. Most transport operators are graduates of this faculty. However, it now has few students and the main road transport training is done at CIPTI. The trainees on our course came from CIPTI, AITA, Technical University, Transport College, the MoT and two transport companies.

IRU Academy accreditation was achieved for the courses run during 2001.

Business Plans

There has been a number of draft Business Plans written as the centre has progressed.

TIR and SafeTIR

Customs have a comprehensive hardware architecture based on Client Server Technology using 100baseT, 100 Mb twin twisted pair data cabling for some 50 locally attached PC's, via hub technology from 2 file servers. The entire system is used for the recording and storage of all cargo movements within Moldova, as well as providing the necessary statistics for Government. In addition, sub-systems are also present for the following activities:

- Salaries/Wages
- Work Cost system

- Personnel
- Asset Ledger
- Financials

After lengthy discussions with Customs, the project provided 6 PC's to be added to or to replace old PC's at the Border Posts and Destination Points (O/Ds). This would then give them 36 active PCs. In addition we provided, one server, 3 Radio Modems and 26 Bar Code Scanners, all within the budget allocated. This is the equipment Customs wanted to enhance the already sophisticated SafeTIR system they operate. They confirmed it would enhance their system in accordance with the requirements of the project ToR.

ADR

Although Moldova signed the ADR agreement for the carriage of dangerous goods by road in 1998 for international movements in full, it had not been implemented in domestic legislation. A new draft of the domestic legislation was tabled and the Consultant was asked to comment on the proposals. It is understood that they incorporated our suggested changes as they wrote and thanked us for the help. It is understood that Parliament has passed this legislation and it is being implemented.

Driver training in ADR has started to replace the former Soviet system. CIPTI are expecting their ADR courses to be approved by the MoT and are trying to establish vehicle testing for ADR.

3.9.7 Mongolia

Legal Assessment and Legal Blueprint Reports

Copies were circulated to the Ministry of Transport and all other interested bodies and it was referred to in the training courses. A number of trainees on the course were from road ministries.

One of the trainees from the Ministry of Transport (MID) is responsible for the preparation of the regulations under the Autotransport Law. MID were approving the Driver and Manager Training proposals submitted by the training centre (ITI) and the authority to start the courses. Training was scheduled to commence in September 2001.

On June 1st 2000, a regulation on Transit Transport and Freight Forwarding came into force and this set out details on licensing not contained in the Autotransport Law. It defines technical requirements, registration, and suitability of terminals, storage requirements, hazardous goods requirements and training and covers all modes not just road. The text was being worked on by another of the course students.

A regulation on national transport of goods by road is under preparation, as well as other regulations, all of which are made by the MID in accordance with the Autotransport Law, but comes into force only after approval by the Ministry of Justice.

They are keen to progress TIR legislation as they believe China will join in due course and they want to become a fully operational transit country for goods from and to China. A tripartite

agreement has been drafted between Russia, Mongolia and China for free movement of goods and passengers.

Training Centres and Training Provision

Under the overall control of the National Road Transport Association (NARTAM) they have approved the training to be provided by the Infrastructure Training Institute (ITI). ITI train in a number of disciplines and road transport will be given special significance. ITI have started a 3 day driver training (management) course and anticipate an initial training requirement for 1,500 drivers from a potential 25,000 in Mongolia. CPC training was due to follow, estimated to be for some 500 people in 200 companies. There will be a National Registration system for trained people and only those on the register will be able to be employed in the field for which they have been trained.

The Ministry of Enlightenment will accredit independent examiners and the Institute was given copies of earlier project papers on examination system requirements to discuss with the Ministry and MID. The framework will have to follow the established Mongolian pattern for professional exams e.g. the exam for engineers, but it should be possible to incorporate much of the detail from the EU requirements.

The Institute was attracted by the possibility of mutual recognition of certificates with EU and will press for maximum compatibility and accreditation with the IRU Academy.

Business Plans

A number of draft Business Plans have been produced (in Mongolian) as the situation developed.

TIR and SafeTIR

Customs have undertaken the translation of The United Nations TIR Handbook including the 1975 Convention into Mongolian and this task was funded by the project. A copy was passed to MID (which has already circulated further copies to relevant staff) the Ministry of External Relations, the Institute of Infrastructure Training and NARTAM. It is understood that progress has been made with IRU in Geneva towards establishing a guarantee association for the issue of TIR carnets.

ADR

In May 1st 2000, new domestic regulations on dangerous goods transport came into force. They adopt technical standards said to be compatible with ADR and accession to the ADR Agreement for international movements remain under active consideration. For the Government to consider ADR in full they will require a complete translation into Mongolian, they will not accept an English or Russian version.

3.9.8 Tadjikistan

Legal Assessment and Legal Blueprint Reports

Copies were circulated to representatives of Parliament and all other interested bodies and it was referred to during the training courses. Changes in road transport legislation being considered or

passing through Parliament would indicate that the content of both reports is being taken into account at many levels.

Training Centres and Training Provision

Only one approved training centre exists for road transport training and this is run by The International Road Hauliers Association (ABBAT) and is called the Transport Academy. It has branches in Leninabad, Hatlonskaya and Khorog. ABBAT is a non-governmental association (NGO), but has been given full operating power from the Ministry of Justice. They became an IRU member in 1996.

They have a driver training centre in Dushanbe but after much consideration and a look at alternative venues it was decided that a room within the ABBAT HQ in central Dushanbe would make an ideal training room for management training, with little disruption to the building or people involved. Through the Deputy Prime Minister (who started ABBAT before his promotion) a wide search was made for potential trainers that included Customs, GIA, The University and other institutions. Most of the students passed the examinations they sat and were awarded pass certificates.

The importance of training was recognised but the opportunity to start training is still limited but they were hoping to commence in 2002.

Business Plans

A number of draft Business Plans have been produced (in Russian) as the situation developed.

TIR and SafeTIR

It is not expected that an agreement will be reached with the IRU in Geneva for ABBAT to issue TIR carnets in the near future. Customs are keen to be involved with TIR to smooth traffic movements through Iran. The decision for progress on this issue rests with the IRU. The training courses given contained a lot of detail on TIR and they were keen to learn.

ADR

Detail of the legislation has been given and ABBAT would like to adopt ADR for Iranian movements. There seems to be not enough time available in Parliament to discuss ADR at this time.

3.9.9 Turkmenistan

Legal Assessment and Legal Blueprint Reports

Copies were circulated to representatives of government and all other interested bodies and it was referred to during the training courses. Changes in road transport legislation being considered or passing through the Cabinet of Ministers would indicate that the content of both reports is being taken into account at many levels.

Training Centres and Training Provision

The Turkmen Association of International Road Carriers (THADA) is responsible for training and all equipment has been installed within an excellent modern office within the Transportation Centre in Ashgabat. The Ministry of Education made a formal request for evidence of the ability of the centre to provide qualified vocational trainers before authority for the Centre to provide training was given. A detailed letter was handed over on 13th December 2001 for training to start in January 2002.

12 Turkmen trainers completed the formal training courses and most passed. Much discussion took place throughout the visits to repeat the often mentioned point that there is a need to formalise the requirement to have CPC and ADR training for the benefit of safety within the road transport industry in Turkmenistan. The position of international recognition and implementation of the law is fully understood by our counterparts but whether they can get it approved within the Cabinet of Ministers is another thing. Without a legal need to be trained, no training is likely to take place.

Business Plans

A number of draft Business Plans have been produced (in Russian) as the situation developed.

TIR and SafeTIR

THADA was formed in 1995 to represent the interests of the road transport industry and it is intended to privatise THADA in due course. There are only 10 active members and these are all presently State owned. They act as a lobby group to the Government and have been successful in getting the concept of TIR accepted by Government, the establishment of a guarantee organisation and making agreements with Customs on giving TIR discharge detail to the IRU. They received a server from the IRU and are authorised to issue TIR carnets from 1st October 2001. They hope to issue 450 carnets in a full year.

THADA go to Customs to collect TIR discharge detail on paper, where 86% is discharged in Ashgabat. This is only a short distance and not a problem with low volume. Of the rest, Mary discharges 9%, Turkmenbashi Port, 3%, Turkmenabat (was Chardzhou) 2%. The detail from these other locations is obtained by telephone or fax to Customs HQ. Detail is sent to the IRU from discharges in Ashgabat within 2 days and from other locations within 10 days. Since October 2001 they had sent over 200 TIR discharge details to IRU in Geneva on their server using CUTE. If this is normal then an estimate of 1,000 to 2,000 TIR discharges a year could be expected.

All of the above developments occurred after the deadline passed for inclusion of Turkmenistan into the international tender for support equipment. The Consultant was approached by Customs to make a special case for computer equipment to be provided. In the event, no IRU server was provided for Customs, so the minimum requirement agreed with the Task Manager for the provision of project PCs was unfortunately not met.

ADR

Discussions have been held with the Cabinet of Ministers on the adoption of ADR but no time has been allocated for implementation this legislation.

3.9.10 Ukraine

Legal Assessment and Legal Blueprint reports

Copies were circulated to representatives of government and all other interested bodies and it was referred to in the training courses. Changes in road transport legislation being considered or passing through Parliament would indicate that the content of both reports is being taken into account at many levels.

Training Centres and Training Provision

They have redecorated two classrooms in their old office in the centre of Kiev, but major repair work does not seem to have been done and the Centre is not yet to a high standard. Tables with benches have been purchased new and the two rooms equipped like an old style schoolroom. They will design one room as a seminar room, using the tables and chairs provided by the project as a management training room. A new training Director was appointed in November 2001 and the centre officially started its activities 1 Jan 2001. During 2001 they ran two courses of some 15 students each, one on international driver knowledge and the other on ADR.

Copies of the training material given during the UK training course have been given to the new Director and some of the detail discussed. Unfortunately the new Director was new to training which may slow development. However, they have advertised a plan to run two managers courses on transport of 10 days duration in March 2002, an international driver's course (costing \$84) at about the same time and a series of ADR 1 week courses (costing \$71) in Feb and March 2002. No CPC courses are planned at present and the courses have not been developed from the material we have given.

They hope to seek accreditation for their training centre from IRU Academy by end 2002 but have done little to establish CPC training or the need for it in law. The Ukrainian system would seem to be more traditional in style than had been thought from previous experience.

Business Plans

A number of draft Business Plans have been produced as the situation developed.

TIR and SafeTIR

Customs confirmed that they have signed and implemented TIR in full with the Customs data collection system based on a Sun Enterprises "Microsystems" product. They have 7,500 computers, each of which is on line with a database. There are 175 Customs points and a communications network based on a military backbone. Detail of this is therefore restricted

IRU advised the Consultant that the "Black Box" system they operate works fine but "could be quicker", in their view. The ToR indicated a need for up to 8 stand-alone computers. This they did not want and after much discussion Customs requested specific items of equipment within budget. These they said would be used "as additional extension of units of the central data base Customs service of Ukraine, which is the key moment of Customs procedures including carnet TIR."

Customs signed a tripartite agreement with AsMAP and IRU to introduce SafeTIR. This included \$100,000 funding for equipment. As a result computers have been installed in 57 main offices (these include O/D) these then download information into the central computer and this transmits to AsMAP on a daily basis. In general, there are no problems as shown by the average reporting time of only 9 days.

ADR Agreement

The ADR Agreement has been ratified by parliament and training needs have been established. AIRCU are negotiating with the Traffic Police on the implementation of ADR legislation. Following attendance at approved courses; the Traffic Police (GIA) issue successful students with a certificate, as they are the organisation responsible for its enforcement. Testing started in February 2001 at examinations managed and run by GIA.

There are concerns that there are irregularities in that the examinations are false and certificates can be purchased. This is similar to indications relating to the issue of driver's licences and the testing of vehicles. An example of this was ADR Certificates were being issued before ADR was even legal in Ukraine. Further steps may be required before such certification be accepted in the EU.

3.9.11 Uzbekistan

Legal Assessment and Legal Blueprint Reports

Copies were circulated to representatives of government and all other interested bodies and it was referred to during the training courses. Changes in road transport legislation being considered or passing through Parliament would indicate that the content of both reports is being taken into account at many levels.

Training Centres and Training Provision

The project training equipment was delivered to safe storage in April 2001 pending the completion of their training room. Unfortunately, at short notice, they were required to vacate their office within the office block owned by Uzavtotrans (Uzbekistan Motor Transport, a joint stock company partly State owned) on 5 June 2001 as Uzavtotrans was closed down by government decree and ceased trading.

On 8 August 2001, AIRCUZ moved to new offices, having obtained a 5 year lease on the second floor of a building belonging to one of the Uzbek Design Institutes, in the centre of Tashkent, while they search for their own building in due course. AIRCUZ would fund the refurbishment of this floor of the building and this was to be completed by end September 2001 for training to restart in October 2001. The new training centre will be owned 90% by AIRCUZ and 10% by TADI and was registered under the name "BILIMINTERTRANS" on 30th May 2001. They were seeking a licence from the Cabinet of Ministers to operate training from this centre.

The state funded TADI will continue to offer CPC courses and a decision will be made soon as to the role of Mr Topalidi (the senior CPC Trainer at TADI, ex Dean of faculty and ex Deputy Director of TADI). He will either remain with TADI or join AIRCUZ full time. There is thought to be enough training work for 2 centres but AIRCUZ hope to be the first to offer IRU certification

and gain IRU Academy recognition during 2002 if their plans are accepted by IRU. Trainers were trained by the project from TADI (8) and AIRCUZ (4) and would work for either centre.

There is a new Director General at the Agency of Automobile and River Transport (AART) and it is expected that new legislation requiring managers to be trained in CPC will be passed soon and that BILIMINTERTRANS will be the favoured training centre.

Business Plans

A number of draft Business Plans have been produced as the situation has developed but may need to be further updated to reflect the change in circumstances.

TIR and SafeTIR

The border crossings with their existing computer systems need to record all cargo, TIR and non-TIR as they do now. The existing computer system is designed and managed by Customs, based on a network, though this is not a complete on-line system at this stage. The full detail of this network has not been disclosed to this project but is understood to be using 286 and 486 PCs on software designed by Uzbekistan Customs personnel.

This subject was discussed in detail with IRU technical specialists in October 2000 at meetings where the Consultant was not present. The need for a “converter” was discussed to interface the data collected by Uzbekistan Customs with IRU’s CUTE system. It is understood that all 8 data entries needed for CUTE are not included in the existing Customs system, but can be easily added.

The IRU server was installed at Customs HQ in Tashkent and tested by IRU technicians in October 2000. The agreement with the IRU, ratified by the MoU, was to provide a telephone link to AIRCUZ so that AIRCUZ could pass discharge detail to IRU in Geneva in CUTE. This telephone line may not have been installed, as the Consultant has not been advised that any discharge detail is being passed to IRU or AIRCUZ.

Customs believe that the IRU have promised them that they will design a converter and have had continuous discussions with IRU since October 2001. There was a questionnaire sent by IRU that was returned on 18 June 2001. All this was unknown to us. As a result of completing the questionnaire Customs are expecting an IT solution from IRU.

We discussed the possibility of a manual interface between the Customs data and CUTE at Customs but they rejected this suggestion feeling that if they accepted it the IRU would never produce the converter. However, Customs offered to provide the raw data to AIRCUZ for them to type into CUTE on their IRU server. In principle AIRCUZ have accepted that they will do this, provided IRU pay them for this service. The Consultant does not know the outcome of these internal discussions.

The justification for the 16 PCs being provided by the project derives from earlier agreements made between the IRU and Uzbekistan Customs and not from an estimation of direct need for TIR discharge detail. The 16 project computers are in safe storage, having been checked and signed for. Installation of SQL will be completed and the equipment placed into position, once the above IT solution has been resolved.

ADR

The former Soviet system is used for the movement of dangerous goods but Government is actively considering the ADR Convention. It will be considered during the next round of policy meetings within the Cabinet of Ministers while views are being collected from all interested Government agencies. It is likely to be approved but no date has been set for a full discussion.



Project Title: TRACECA: International Road Transport Transit Facilitation		Project number: TNREG 9802	Countries: Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Mongolia, Tadjikistan, Turkmenistan, Ukraine, Uzbekistan		Page: 2 of 5
Planning period: October 1999 – April 2002		Prepared on: May 2002	EC Consultant: Scott Wilson		
Project objectives: To assist the eleven states of the region to create the most favourable conditions for road transport in terms of economic operations in line with the current UN/ECE and EU standards.					
REPORTING PERIOD	MAIN ACTIVITIES UNDERTAKEN	EC CONSULTANT	INPUTS UTILISED		
			MATERIALS & EQUIPMENT	OTHER	
April 2000 – July 2000	1 Module A				
	1.2 Procurement plan	20			
	1.3 Assessment of legal base	23			
	1.4 Assessment of training institutes	20			
	1.5 Training of managers in EU	40			
	1.6 Selection of trainers	20			
	1.7 Development of business plans	25			
	1.8 Equipping of centres				
	1.9 Delivery of training courses	70			
	1.10 Monitoring and evaluation				
	2 Module B				
	2.1 Confirmation of ADR / TIR status				
	2.2 Assessment of legal base	10			
	2.3 Assistance in extending TIR	10			
2.4 Assistance in extending SafeTIR	10				
2.5 Assistance in implementing ADR	5				
3 Module C					
3.1 Procurement plan	10				
3.2 Prioritisation of Customs O/D					
3.3 Purchase/installation of equipment					
	Project co-ordination	50			
Period Total		313			



Project Title: TRACECA: International Road Transport Transit Facilitation		Project number: TNREG 9802	Countries: Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Mongolia, Tadjikistan, Turkmenistan, Ukraine, Uzbekistan		Page: 3 of 5
Planning period: October 1999 – April 2002		Prepared on: May 2002	EC Consultant: Scott Wilson		
Project objectives: To assist the eleven states of the region to create the most favourable conditions for road transport in terms of economic operations in line with the current UN/ECE and EU standards.					
REPORTING PERIOD	MAIN ACTIVITIES UNDERTAKEN	EC CONSULTANT	INPUTS UTILISED		
			MATERIALS & EQUIPMENT	OTHER	
August 2000 – December 2000	1 Module A				
	1.2 Procurement plan				
	1.3 Assessment of legal base	15			
	1.4 Assessment of training institutes				
	1.5 Training of managers in EU				
	1.6 Selection of trainers	35			
	1.7 Development of business plans	30			
	1.8 Equipping of centres	15			
	1.9 Delivery of training courses	345			
	1.10 Monitoring and evaluation	20			
	2 Module B				
	2.1 Confirmation of ADR / TIR status				
	2.2 Assessment of legal base	5			
	2.3 Assistance in extending TIR	25			
2.4 Assistance in extending SafeTIR	30				
2.5 Assistance in implementing ADR	5				
3 Module C					
3.1 Procurement plan					
3.2 Prioritisation of Customs O/D	15				
3.3 Purchase/installation of equipment	80				
	Project co-ordination	60			
Period Total		680			

Project Title: TRACECA: International Road Transport Transit Facilitation		Project number: TNREG 9802	Countries: Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Mongolia, Tadjikistan, Turkmenistan, Ukraine, Uzbekistan		Page: 4 of 5
Planning period: October 1999 – April 2002		Prepared on: May 2002	EC Consultant: Scott Wilson		
Project objectives: To assist the eleven states of the region to create the most favourable conditions for road transport in terms of economic operations in line with the current UN/ECE and EU standards.					
REPORTING PERIOD	MAIN ACTIVITIES UNDERTAKEN	EC CONSULTANT	INPUTS UTILISED		
			MATERIALS & EQUIPMENT	OTHER	
January 2001- September 2001	1 Module A				
	1.2 Procurement plan				
	1.3 Assessment of legal base				
	1.4 Assessment of training institutes				
	1.5 Training of managers in EU				
	1.6 Selection of trainers				
	1.7 Development of business plans		60		
	1.8 Equipping of centres		100		
	1.9 Delivery of training courses				
	1.10 Monitoring and evaluation		100		
	2 Module B				
	2.1 Confirmation of ADR / TIR status				
	2.2 Assessment of legal base				
	2.3 Assistance in extending TIR				
2.4 Assistance in extending SafeTIR					
2.5 Assistance in implementing ADR					
3 Module C					
3.1 Procurement plan					
3.2 Prioritisation of Customs O/D					
3.3 Purchase/installation of equipment		95			
	Project co-ordination		131		
Period Total			486		

Form 3.3: OUTPUT PERFORMANCE SUMMARY

Project title: TRACECA International Road Transport Transit Facilitation		Project number: TNREG 9802	Countries: Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Mongolia, Tadjikistan, Turkmenistan, Ukraine, Uzbekistan	Page: 1 of 1
Planning period: October 1999 – April 2002		Prepared on: May 2002	EC Consultant: Scott Wilson	
Output results	Deviation original plan + or -	Reason for deviation	Comment on constraints & assumptions	
Legal Assessment (Blueprint) Report	+2 month	Difficulty in assessing and translating necessary legislation and inclusion of all countries into a single volume	Perceived problems of availability of legislation containing operator licensing proved to be well founded, but the delay did not have any significant impact on this successfully completed project element	
Commissioned Training Centres	0		Perceived lack of existing specialised training centres proved not to have any impact on this successfully completed project element	
Business Plan for each Centre	-3 months	Brought forward to avoid clash of project inputs and start business planning before training courses commenced	Perceived problems of limited supporting data proved not to have any impact on this successfully completed project element	
Completion of Training Course in EU	0		Perceived problems in finding suitable personnel proved not to have any impact on this successfully completed project element	
Completion of Training Courses in region	0		Perceived problems in identifying suitable trainers proved not to have any impact on this successfully completed project element	
Equipment installed in each Centre	+4 months	Delays in agreeing tender procedure and approval of tender documentation	Perceived problems in establishing dedicated training unit to retain equipment proved not to have any impact on this successfully completed project element	
Courses completed, approved and monitored	0		Perceived problems of potential longer term quality control proved not to have any impact on this successfully completed project element	
All countries signed and implemented TIR Convention	0		Perceived problems in establishing Guaranteeing Associations proved not to have any impact on this successfully completed project element	
All countries signed and implemented ADR	0		Perceived problem of Government willingness to join and implement proved not to have any impact on this successfully completed project element	
All countries with TIR implement SafeTIR	0		Perceived problems in using SafeTIR as internal control system proved not to have any impact on this successfully completed project element	
Internal network extended by communications equipment	+4 months	Delays in agreeing tender procedure and need to agree specifications with each country as equipment procured was not a standard package	Perceived problems of availability of power at all Offices of Destination proved not to have any impact on this successfully completed project element	

4 LESSONS LEARNT AND RECOMMENDATIONS

4.1 Steering Committee

The Consultant initially requested the formation of a Steering Committee, and gave the then Task Officer a list of suggested organisations for inclusion on the Committee prior to the commencement of Inception Visits in the region. This followed the recommendation in the proposal methodology by the Consultant. However, as this was not acted on before the Inception Report had to be completed, it was felt that the formation of such a Committee at a later stage would not prove to be beneficial. On reflection, although time consuming and not budgeted for, such a Committee might have assisted in the resolution of communication issues experienced by the Consultant with the IRU.

It is noted that in other Tacis projects that the Terms of Reference stipulate that such Steering Committees should be formed and thus the Consultant has to cover the costs of this in their budget. In certain cases, the establishment of such Committees would appear inappropriate and difficult to establish in certain countries where Ministerial approval is required for such Committees. It is important that in preparing the Terms of Reference that due recognition be given as to whether a Steering Committee should be formed and what would be its intended remit. It is also considered that if a project is being undertaken in collaboration with another organisation, such as the IRU, EBRD, ADB etc. that an overall Steering Committee should be considered.

4.2 Procurement

Much was written on this subject at the time to suggest that a blanket international tender for all equipment to be purchased under this project would not be conducive to achieving the most cost-effective result for the supply of equipment, and this proved to be the case. Had it been possible to consider each country as a separate case and within each country recognition been given of the need for equipment as two clearly separate issues (1. Customs for SafeTIR Equipment, and 2. Equipment for Training Centres) a budget cost below the international tender threshold could have been achieved, resulting in local competitive tendering through a direct tendering process. EU-sourced equipment was generally available from stock locally at prices comparable to those finally obtained. Delivery would have been faster and could have been achieved before the training was completed, in many cases. After sales service would also have been easier to achieve and software installation on the hardware provided would have been quicker. It is normal business practice within the computer industry to provide hardware and software as a separate package where special programmes are concerned and for the customer to arrange local installation of the software. With hardware sourced outside of the region, this installation service, while remaining the responsibility of the supplier, proved difficult to implement in a timely manner.

It should be noted that under the original ToR it was originally expected that the project would provide the SafeTIR servers to each association. Given the EC Procurement Rules, this could not be undertaken and the Consultant thus had to agree an alternative equipment strategy of only providing equipment to support the SafeTIR servers being

supplied by the IRU. This represented a fundamental change of emphasis over which the Consultant had no control.

Tacis require that generic products to a given specification have to be ordered, rather than brand name products. This was not a problem for Training Equipment but did cause concern and alarm within Customs where SafeTIR equipment supplied had to be compatible with existing installations. Issues of this nature caused further delays to the tender.

After delivery and distribution, the Consultant was made aware that the IRU required additional specific detail of the SafeTIR equipment delivered. Not all of the detail was available from the European supplier, as some of the equipment had been delivered to each country from remote warehouses. Obtaining the required detail once the equipment had been distributed within each country proved difficult (if not impossible) for the Consultant.

The training equipment supply was reasonably untroubled as, once it was selected, it did not change, but there were many last minute changes to the specification for Customs equipment from Customs in a number of countries and each change caused the whole tender to be delayed.

The current Tacis procurement policy, whilst meeting concerns in Brussels in respect of transparency, continues to cause frustration amongst those who have to apply the system. It is significantly increasing both the overall cost of procurement and extending the lead times, often resulting in having to extend projects (as in this case). The current method creates difficulties for both the Task Managers and the Consultants, as well as continued criticism from the beneficiaries and local Tacis organisations due to the inherent delays. The perceived option of commencing the procurement process earlier in the project is in most cases not realistic since it cannot be established what the needs are until the project is well underway. A particular concern is that the system is seen in the region to be biased towards EU procurement to the exclusion of national suppliers. The Phare procurement system has been indicated as not being subject to some of these difficulties.

4.3 Translation (including the special case for Mongolia)

In addition to the need to translate all documents from English to Russian, the Consultant incurred additional time and cost in collecting and reading the legal documents required that were also in Georgian and Mongolian. Although the ToR required the training to be provided in English and Russian with written text the same, there were many requests for Georgian and Mongolian translation, in particular. The Task Officer felt that Georgian was not as much of a problem as Mongolian, where many students do not speak English or Russian, so an agreement was made to provide some Mongolian translation.

In future the issue of translation will need to be clarified with the recipient prior to the ToR being agreed as there are both time and cost implications to be considered. In general, the Consultant considers that interstate projects should be limited to English and Russian in line with the overall TRACECA Agreement. It is considered difficult enough to maintain quality control standards in two languages, without adding others. In addition,

it is often difficult to obtain quality interpreters and translators in some languages, as well as the necessary IT equipment. However, there may be certain situations, such as preparation of legislation, whereby some provision for specialist translation on a one-off basis may be justified without compromising the overall two-language policy.

Logistics

Given the expansion and large geographical coverage of TRACECA, logistics is becoming an ever-increasing problem. Naturally member states wish to see the Consultant's personnel active in their country on a regular basis. However, this is becoming increasingly difficult with personnel having to undertake arduous schedules by reducing time within an individual country in order to provide some input to the next. It is causing problems in relation to the travel budgets.

Clearly there is no easy solution to this problem, which is almost unique to TRACECA due to its geographical coverage. It is considered that recipients will have to accept more phasing of work programmes, which will result in some countries being addressed later than others. Thus, the work in individual countries will not progress concurrently but consecutively, though the overall project result will not be affected. This strategy had to be adopted in relation to the training programme, but the end result of establishing the 11 Centres within the project was still achieved within the required timeframe.

Although it is recognised that there are considerable time zone differences from one end of the TRACECA region to the other, there are the other considerations of known and suddenly announced public holidays and limited flights and/or suitable connections that create additional planning problems. This is particularly apparent when trying to combine two or three countries together to improve efficiency, only to be faced with incompatible holidays or national days. As TRACECA adds further countries, this planning problem issue of trying to combining visits will become more severe. There is no solution to this problem but more time for each country will need to be planned as indicated above and delays in implementation in some countries should be anticipated.

4.5 IRU and TIR

This project has been the first on which Tacis and the IRU have collaborated. This has resulted in some problems in relation to project implementation. The key problem has been the lack of definition and transparency in respect of this relationship between the EC, the IRU and the Consultant.

Clearly, the IRU had requested the project and been instrumental in preparing the Terms of Reference (although the Consultant was not aware of this until later within the project). However, they were not a direct Recipient and the Consultant's contractual obligations were to the Task Manager and the respective Ministries of Transport, which in some cases may have been contrary to the specific interests of the IRU. It is evident that the IRU perceived the Consultant to be working more directly on their behalf (and sometimes under their direction) rather than the liaison role as indicated in the TOR. These differences in perception were considered to be the primary cause of the misunderstandings and an at-times strained relationship between the parties.

It may be that not enough time was allowed within the project for discussion with the IRU or for meetings to be held in Geneva. Based on the Terms of Reference, there was no indication of this need and thus, in retrospect, insufficient funding was allowed for this liaison role. Clear summaries of the IRU position at the start of the project were not available to the Consultant. This may have contributed to early misunderstandings between the Consultant and the IRU on what the Consultant was obligated to provide under the contract to Tacis, and the IRU, who would have wished to have had more direct management control of the Consultant. As this would have been outside of the contractual remit between Tacis and the Consultant, there was consequently no solution to some of the issues raised. Subsequent meetings chaired by the Task Manager, other meetings in Moscow and constant telephone calls, e-mails and letter correspondence failed to clear this communications blockage, but at no time were the project recipients inconvenienced and generally they were unaware of any problem.

Whilst the initial problems were caused by the inability of the Consultant to comply with the TOR in respect of equipment (as indicated in Section 4.2), liaison has been a constant problem. Whilst initially this was directed through the TIR section in Geneva, this was later changed to Brussels, with the Moscow office also indicating that it should be involved. Whatever the rights and wrongs of the issue, this mechanism did not work effectively in that the Consultant was not provided with information of the status of TIR developments in the region, and information on the work of the Consultant did not permeate through to relevant personnel within IRU. In any repeat project with the IRU or external body, such as the IFIs, it is imperative that an effective liaison structure be established and agreed by all the parties concerned. As mentioned in Section 4.1 a Steering Committee may have helped to resolve many of these misunderstandings and improved the overall effectiveness of liaison.

There were clear differences between what the IRU assumed the Consultant was expected to undertake and that which the Consultant was obligated to provide under his proposal based on the TOR and the Contract with the EC. These should theoretically have been resolved prior to the tender. These differences continued on into the extension period. For example, the IRU asked that the Consultant should fund two representatives from each of the 11 countries to go to the IRU conference in Irkutsk. Although a useful means of drawing the project to a close, this had not been budgeted (since the budget was prepared back in 1999), and was outside of the TRACECA region, thus was outside the Consultant's remit. Consequently, no agreement was made to fund such travel but the Consultant received permission from the Task Manager to attend the conference and contribute to the discussions. Detail of the presentations made at this conference are attached as Appendix 1.

Whilst the Consultant considers that the contractual obligations of the project have been completed, it is recognised that lessons have been learnt and that a more effective and focussed liaison mechanism is required for such co-operative projects to satisfy the respective needs of the parties involved.

4.6 Training Centres

The ToR required that a model Training Centre should be established in each country but some wanted more than one. Although a compromise was always reached and the recipients gave the Consultant to understand they were content, such issues continued to be raised during the life of the project as local personnel changed. More clarity in the writing of the ToR would ensure a better understanding of all issues, as well as a re-circulation of the agreed ToR to the recipients prior to the project starting. A project can start many months after the original concept was agreed and the personnel involved in the original agreement may no longer be in position.

A key issue was that in some countries the Ministry of Transport were unhappy about there only being a single training establishment, particularly as it was within the private sector. Whilst theoretically the National Association did not have to be appointed as the training provider, there was understandably pressure by the IRU to appoint their member. Although this was a logical provider, the Government was reticent at changing its operator legislation that required a mandatory certificate when such a certificate could only be issued by a single organisation that was not necessarily representative of the industry as a whole. It also was not compliant with their monopoly legislation. The Consultant partially resolved these concerns by training personnel from the transport universities who could provide training both at the nominated Training Centre but also to an additional supplier if the Government felt that an alternative was appropriate. The issue of Takis creating a monopoly supplier needs to be considered in drawing up the TOR.

4.7 Selection of Trainees and Managers

It was difficult for the Consultant to identify good people to train as managers or trainers. The Consultant had to rely heavily on the recommendations made by the recipients. In most cases the country provided a list of over 20 names of good people, from which 12 could be selected and some of those 12 interviewed. Although the need for trainers was widely broadcast within training establishments it was not thought appropriate to advertise in the local press as this would have taken a long time and only professional trainers were required.

4.8 Trainee Payments

Within the budget and agreed with the Task Manager, some small payments were made to the trainees who attended the training courses to compensate them for potential loss of earnings while on the course. This caused some disagreement in some countries on the matter of allocation. It is recommended that in future no payments be made directly to trainees in future, but that a budget be set to help pay for time spent by some of the subsequently qualified trainers on course development or further translation of materials. This provides an incentive to retain trainers, as well to encourage them to keep upgrading their course material in compliance with the initiative of the IRU Academy. It is considered that the Consultant should be responsible for control of such funds to avoid possible malpractice.

4.9 Legislation

As with many previous TRACECA project that involve changes in legislation it has proved impossible to implement such changes within the project timescale. It is considered that a minimum of two years is required from drafting of the recommendations to legislation being passed in Parliament. The main reasons for the delay are as follows:

- Government priorities: transport legislation is not considered to be high priority in many countries;
- Lack of experienced legal drafters;
- The internal consultation process within Government departments and adoption of the results of that process.

It is considered that the primary role of projects such as this are to provide recommendations and model legislation that facilitates these processes. The project should not be measured on what specific changes in legislation and implementation have been achieved, but more in terms of how they have contributed to the active debate and facilitated the legislative process. The project has been successful in a number of countries in modifying legislation that was already in the consultative process and in assisting in the drafting process by use of the model legislation. The results of the project will therefore not be apparent until after the project has been completed.

It is important that in the drafting of the TOR that due consideration is given to the setting of realistic targets when changes in legislation are required. The focus should probably in relation to “facilitation” of the legal process rather than implementation of changed legislation.

An additional problem identified in the project was that international transport agreements, such as TIR and ADR, were not always handled by the recipient – the Ministry of Transport. In some countries such international agreements come under the remit of the Ministry of External Affairs (or Ministry of Foreign relations) and need to be progressed through the Ministry of Justice (to ensure compliance between national and international legislation). Thus, the recipient was not always in a position to expedite the implementation process.

4.10 Country Needs

The Terms of Reference proposed a uniform programme across the TRACECA region, despite it being appreciated that this is not a uniform environment. This places pressure of the Consultant to try to implement a uniform approach in all countries, which may not be in the best interests of those countries or seek constant modifications to meet the practicalities of the situation.

In relation to the establishment of the Training Centres, it is clear that the transport market differs in size and maturity between countries. Whilst some such as Ukraine and Kazakhstan have large road transport sectors others such as Armenia, Kyrgyzstan and Mongolia have relatively few operators. Clearly, the nature of the Training Centres has to reflect the nature of the demand for its services. This means that it is easier to establish permanent training resources in some countries, whereas in others the demand is insufficient to sustain a permanent facility. The Consultant has had to adapt the original

proposals by promoting part-time training by combining with other types of training or access to part-time staff in order to develop sustainable training resources.

The TOR assumed that implementation of TIR and SafeTIR was either already implemented or would be in the immediate future. This was known to be incorrect with 2 countries still not approved as full members of the TIR Convention and several other countries only being approved later in the project. This required the Consultant to divide the countries into different categories dependent on their TIR/SafeTIR status. This could have been identified in the TOR, rather than indicating uniformity of implementation needs and status. This could have resulted in better project planning and budget allocation.

The clearest example of lack of country-orientation was the equipment proposals in relation to TIR. Even ignoring the problem of the provision of the server (that should have been recognised at the TOR preparation stage) the proposed equipment supply needs were totally different to those requested by Customs. It is evident that the requirements had not been prepared in consultation with the recipients. For example Ukraine has an on-line Customs system with 7,500 computers and the TOR indicated a needs for under 10 more PCs which were clearly not required. Similar inconsistencies were evident in other countries, as well as it being clear that SafeTIR would not be implemented in some countries within the timescale of the project.

It is considered critical that the TORs are prepared with some knowledge of the actual situation “on the ground” and checked with recipients prior to tender. This avoids the successful tender being faced with unrealistic demands and objectives, as well as recipients not getting what is required. The practical dimension of project preparation is critical. It is recognised that uniformity of approach and equipment supply is becoming almost impossible given the diversity of the countries within the TRACECA programme and that consequently more flexibility based on practicalities may be required. There needs to be a balance between the overall objectives of the project and the requirements of achieving that in relation to each country.

Appendix 1 IRU Conference Papers

Partnership in Road Transport

Martin Marmy, IRU Secretary General

Partnership in Road Transport

On behalf of the International Road Transport Union (IRU), the international spokesman for the road transport industry, represented in 60 countries by 160 national associations, I am pleased to see you here in Irkutsk in such great representation at the workshop of the Taxis/Traceca project aimed at establishing/improving Vocational Training Centres in Road Transport in the Traceca region.

Road transport is the leading transport mode in the world. The figures are well known; for example, in EU countries, more than 80% of passengers and freight is carried by the private road transport sector.

The countries of the Traceca region started their transition to the market economy with a significantly different modal split structure in land transport. In the last couple of years, however, there have been signs of road transport gaining in importance in these countries, too, in particular regarding international haulage operations mainly in-between neighbouring countries.

The secret of road transport lies in its ability to be at the service of everyone, everywhere and any time, offering each of its clients "value for money". This mode is, indeed, able to provide quality services, which none of the other land transport modes is able to offer. While road

transport is able to make available door-to-door high-quality service, it is also able, thanks to its flexibility, to work together with all the other modes and permit full benefit to be taken from the various types of combined transport.

The IRU slogan goes: "Working Together for a Better Future". This is not just a slogan, these are not just words; you should be aware that there is a serious strategy and a complex network behind them:

1. *Firstly*, beyond the direct commercial contacts between the clients and the suppliers of our Industry, the IRU is developing a strategic partnership with the *industry's suppliers*, whom we request to produce highly reliable, "greener" and safer vehicles, and with its *clients* to whom we want to offer top quality services. This is the *ground layer* of our partnership structure.

2. *Secondly*: a *second layer* of our partnership relations is our *inter-relations with the Authorities*, whereby the road transport industry should not simply be an executing agency complying with laws, rules and regulations but a real partner in the early phase of their conception - with an opportunity to expose practical aspects of the Industry to legislators in order to obtain applicable regulations for the harmonised and conclusive implementation of the law, to prevent any discrimination on the market. This is what we call *public-private partnership*.

The conception of this Taxis/Traceca project is an example which demonstrates perfectly how such a private-public partnership can bear fruit. Regarding the training part of the project, one can only congratulate all project partners (European Commission, national authorities, associations, training centres, the Consultant and even the IRU) for their constructive approach making the best use of each other's know-how to the maximum possible extent.

In the same perspective, the IRU has been very active, over the last decades, in co-operating fully with the governmental representatives, to draft all UN Conventions governing today's road transport worldwide. The IRU continues its everyday activities to facilitate the further development and implementation of these Conventions.

A permanent IRU Office and an IRU Liaison Committee have also been set up in Moscow to help the Governments of the CIS region to develop a modern transport policy, based on the existing UN Conventions. The list of other governmental and non-governmental organisations co-operating with the IRU would simply be too long to spell out. But I want only to emphasise the latest addition to this list, the IRU Academy Advisory Committee to assist the IRU Academy in its strategic development and orientations. This committee is composed of representatives from the World Bank, the European Commission, the European Conference of Ministers of Transport, the European Transport