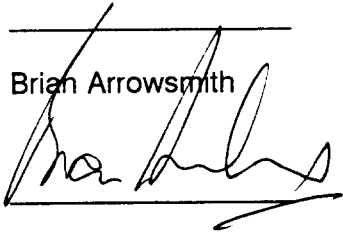


TRACECA - IMPROVEMENTS OF ROAD
TRANSPORT SERVICES IN CENTRAL ASIA

Project No. TNREG 9402

INCEPTION REPORT

18 April 1996

Project Title	:	Improvement of Road Transport Services	
Project Number	:	TNREG 9402	
Country	:	Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan	
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Date of report : 19 April 1996

Reporting period : Inception Report

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**TRACECA - IMPROVEMENTS OF ROAD
TRANSPORT SERVICES IN CENTRAL ASIA
PROJECT NO. TNREG 9402
INCEPTION REPORT
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1. PROJECT SYNOPSIS

Project Title	:	Traceca - Improvement of Road Transport Services, Central Asia
Project Number	:	TNREG9402
Country	:	Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan

Project objective[s] : To facilitate development of the domestic and international road transport industries within the Partner States

Planned outputs : Transport Regulation Manual
Compliance Schedule
Operators Business Manual
Association Business Manual
Almaty Seminar on regulatory issues
UK Study tour
State Seminars

Project activities : Preliminary Appraisal Mission
Studies
Business Pilot Projects
Licensing and Technical standards
Seminars

Project starting date : 19th February 1996

Project duration : 12 months

2 ANALYSIS OF PROJECT

2.1 The Preliminary Appraisal Mission

The following inception report is based on a Preliminary Appraisal Mission (PAM) which took place during March 1996 and visited all five Partner states in Central Asia. The Consultant wishes to acknowledge the help given by the Tacis coordinating unit in each Republic in facilitating meetings with the key players and giving a useful background picture of each Republic. A full schedule of meetings and initial contacts for each visit is given in Annex A.

2.2 The Start Situation

2.2.1 Project Context

The overall objective of this project is to facilitate development of the domestic and international road transport industries within the Partner States. Following the PAM, the Consultant still subscribes to this objective but recognises the need for the later stages of the project to be highly focused into particular market segments and specific geographic areas of relatively high regional significance.

The PAM has involved visits to each of the States and extensive meetings with interested parties in each State. In general there is an enthusiastic acceptance of the project given its anticipated practical nature.

In western, market-driven economies, the freight transport market divides into own-account operators (companies operating their vehicles on their own behalf) and third party carriers (companies operating vehicles for reward). In the post-Soviet Republics, the market divides thus:

- Own account operators These are principally represented by Government Ministries. The relative size of each in transport terms is yet to be determined but the largest non-military fleets are likely to be operated by the Ministries of Agriculture in each state.

There may be a number of private enterprises operating fleets on an own account basis, this will be quantified following data collection.
- Third party carriers This sector is dominated by the Ministry of Transport in each Republic. The Ministry either operates vehicles directly or through Joint Stock Enterprises in which they own around 40% of the shares.
There is a small but growing private sector in this market, especially following the truck privatisation programme in Kazakhstan.

The relative importance of each carrier will be quantified following data collection.

The four target groups identified in the proposal:

*Ministry of Transport
Transport Association
Research Institute
Operators*

appear realistic although not all groups are equally represented in each of the Republics.

The process and pace of privatisation has varied across the Republics and the data collection phase will quantify this. This quantification will also indicate the degree of penetration of privatisation beyond the capital city in each Republic.

It is clear that, in comparison with western economies there is still too great a role played by the Transport Ministries in the operation of third party services. This is important in the context of this project as it will eventually be the responsibility of the Transport Ministry to enforce the detail of the regulatory framework. The role of regulator and operator do not sit comfortably together and should be separated.

We understand that similar recommendations are being made by Scott Wilson Kirkpatrick regarding the implementation of a legal framework for the industry. This change in responsibilities is necessary to ensure the disinterested regulation of all haulage activities.

The situation regarding Transport Associations is patchy across the Partner States. With the exception of Tajikistan, each Republic has some form of Association although the PAM has only had detailed discussions with the Kazakh Association (KAZATO).

KAZATO are the only Association that enjoys full membership of the International Road Transport Union and this has only recently been achieved. The Associations in Uzbekistan, Kyrgyzstan and Turkmenistan have a form of associate membership with International Road Transport Union (IRU).

Following the PAM, it is a key aim of this project to provide assistance to the Transport Association in each Republic, to give them a sound business foundation and to network them to provide a working, non-governmental Central Asian forum. This is discussed further below.

The Consultant is keen to involve Research Institutes in the project where this is possible. Suitable Institutes have been identified in Kazakhstan and Uzbekistan and cooperation is being discussed with them. In Turkmenistan, Tajikistan and Kyrgyzstan, other Institutions such as Polytechnics and Technical Universities are being explored.

2.2.2 Data collection and availability

The main problems encountered in the early phase of the project concern the amount and the status of data required for the project. Questionnaires have been administered during personal interview with representatives from each Transport Ministry and Transport Associations where they exist. The data collection process for the Ministry in particular has been piloted in some depth in Kazakhstan using the Consultant and local partners and lessons learnt for application in the other Republics. Copies of questionnaires are contained in Annex B.

The initial operator questionnaire has been piloted in Kazakhstan and Tajikistan on both large Joint Stock enterprises and small private enterprises. Detailed operational questionnaires are currently being piloted in the Area. Copies of these questionnaires are also included in Annex B. Some of the information requested in these questionnaires is considered by the operators to be of a sensitive nature, especially that concerning vehicle and spares acquisition. This is not universally a problem but the pilot has revealed it to be a consideration.

The most fundamental piece of data required by the project is that concerning vehicle fleet configurations. It appears that, in each Republic, the only source of detailed information concerning vehicle ownership and configuration is the GAI through vehicle registration. This source is currently being investigated.

Aggregate fleet details are available through GOSKOMSTAT in each Republic. The Consultant has been informed in three Republics (Kazakhstan, Turkmenistan and Kyrgyzstan) that whilst information on fleets for private companies is available, the same details for all Ministries is not available as it constitutes a State secret. Applications are underway to The Committee for State Security in each of those Republics to obtain clearance to receive the data. Copies of the letters are enclosed in Annex C. There are also signs that similar correspondence may be necessary in Uzbekistan.

The Consultant assumes that the information will be made available in full. Should this not be the case, the fundamental nature of the data would mean that its omission would considerably harm the overall project so the situation must constitute a potential project risk.

2.2.3 Target Groups

Target groups identified at the proposal stage are still those considered at the end of the PAM. It should be noted, that in each Republic, these groups are, to a large degree competing with each other in the search for hard currency earnings.

There appears to be little formal or informal cooperation between the Republics in freight transport terms. An obvious exception to this is the Kazakhstan/Kyrgyzstan axis which will be particularly strengthened following their recent co-signing of the Agreement with Russia and Belarus.

However there is little cooperation either between target groups in each Republic or more importantly between the same groups in different Republics. The Consultant considers that it would be of benefit to all five Republics if there were an effective forum established by one of the target groups.

To this end, it is intended to direct one of the projects in phase 3 to build a model for a Transport Association and to then assist in the establishment of such an Association in each Republic. This is detailed below.

The situation regarding other support services such as vehicle dealerships and spares again varies between the Republics. Data is currently being collected on the distribution of both European and Former Soviet Union (FSU) vehicles and spares. There is evidence of sole-supplier arrangements involving FSU manufacturers (eg Kamaz in Tajikistan) and distribution networks built around FSU manufacturer's spares (eg Smatzellmash in Kazakhstan).

There is little evidence of a network of dealers/spares/servicing outlets for European trucks and it is intended to dedicate another one of the phase 3 projects to this. This is detailed below.

The accelerating pace of truck privatisation in the Area is resulting in a number of truly private, small operators who would benefit from a programme of assistance in business management.

It is proposed to dedicate the third business project in phase 3 to establishing a model training course and to pilot the course on an independent operator. This is detailed below.

2.2.4 Local counterparts

Discussions are under way regarding cooperation agreements in each of the Partner States. Our main regional office for the project will be in Almaty. Given the relative size and strategic importance of Kazakhstan, this gives a good opportunity to effectively pilot data collection and analysis methods in Kazakhstan prior to their application in the other Republics.

A formal arrangement has been established in Almaty with Iskomtrans, an independent, Kazakh transportation consultancy. The Consultant considers it important that such an arrangement can contribute to a transfer of knowledge and approach which helps to broaden the consultancy market within the Republic. A copy of the initial agreement is contained in Annex D.

Discussions are underway to supplement this arrangement with a broader cooperation agreement with NIIAT in Almaty. This arrangement will concentrate on the advanced stages of data analysis and, in particular will involve cooperation regarding Freight Brokering and Forwarding systems. This is discussed in detail below.

Discussions are also being carried out with the Tashkent Automobile and Road Construction Institute in Uzbekistan to establish cooperation. Local counterparts are being investigated through Universities in Bishkek, Dushanbe and Ashgabat.

The other local counterpart considered at the proposal stage was Central Asian Transport Services (CATS). This is a company of western origin, based in Almaty but active in all five Republics. The role perceived for this organisation is now seen to be small but nevertheless important in that they will be able to provide advice on a Central Asian wide basis from a European perspective.

2.2.5 Summary of areas of concern

There are four main areas of concern for this project:

- *a number of Traceca projects are all reaching the training stage at similar times. This is discussed further in section 3.1 below.*
- *the project requires considerable amounts of data regarding ownership and usage of vehicles. The problem encountered by State reluctance to provide what is considered sensitive information will be matched by operators who will also consider information to be commercially sensitive. This is discussed further in section 3.3.1 below.*
- *travel within the area is both difficult and time-consuming and high time contingencies have to be allocated at the planning stage.*
- *objective of the project is to provide a regulatory framework which is consistent across the five Partner State. It is obvious that there is no 'Central Asian' forum or even identity which will support this. This is discussed further in section 3.2 below.*

3. PROJECT PLANNING

3.1 Coordination with other Projects

In a project as wide-reaching as TRACECA there is obviously a high degree of overlap with some of the other projects. There are specific overlaps with other projects which are discussed below but there are also some important general areas of overlap and these are considered now.

Firstly, all projects are running simultaneously and most are reaching the 'training/seminar' stages at similar times. The Consultant is aware of at least 40 days of seminars in-Area and 20 days of European study-tour across only three of the TRACECA projects.

There are a number of potential risks with this strategy:

- *there are only a limited number of people in each Republic working in freight transport and the number of appropriate seniority/experience is an even more limited subset of these;*
- *while these people are away from base being trained, general data collection via this source is going to be severely curtailed. The Consultant has already been warned about the difficulties of data collection during April given high attendance on the Almaty seminars and Dutch study tour;*
- *there is a danger that local work pressures may lead to seminar attendance being shared out amongst, say Ministry employees on an arbitrary basis with insufficient regard paid to suitability.*

It is essential for the success of this project that there is absolute continuity of delegates for the Almaty seminars, the European Study tour and the State seminars.

It is also important that the attendees are those people who will be available to manage for instance, enforcement of the regulatory framework into the future. A 'Delegate Profile' has been compiled for each target group and they are contained in Annex E.

The Consultant feels that it is important to exchange details of each seminar indicating outlines of contents, attendance lists and so on and to ensure that there is a coordinated approach to TRACECA seminars. Otherwise there is a risk that all knowledge transfer through TRACECA will be directed to a limited number of suitable employees who will then be unable through time commitment to deliver the project outcomes.

Secondly, without formal coordination, there is a chance that much of the data collection and initial analysis will be needlessly repeated. As well as being unnecessarily inefficient, this will have the effect of over-burdening the suppliers of this base information. There was already evidence of this during the PAM where the Consultant was shown to be at the end of a long line of other consultants working on parallel TRACECA studies also requesting similar information.

Consideration needs also to be given to the fact that such information, whilst normally available is almost always manually accumulated which adds to the time and effort required to extract it.

The more significant overlaps are now considered with individual projects

3.1.1 The legal and regulatory framework

Discussions are underway with Scott Wilson Kirkpatrick (SWK) both in the Area and in the UK about the considerable overlap between the projects. Whilst the SWK project is far broader in its scope, covering all modes and a wider geographic area, the other project clearly sets the umbrella framework within which the regulatory system sits.

This project will devise, document and train for a regulatory framework but the enforcement system cannot commence until the SWK project has been completed and the legal framework has been implemented. As part of that process, the role of the Ministry of Transport will also have to be redefined, away from commercial operations to enable it to practice as an enforcement agency.

One of the business pilot projects discussed below will help in this area as, during the transition period, the member companies of the Transport Associations can comply with the regulations and will in effect provide a pilot of the framework prior to its full implementation when the legal framework allows.

3.1.2 The Regional Forecasting Model

The overlap with this project primarily concerns data collection and high level modelling. For the reasons outlined above, it would be wrong to repeat the work carried out on this project. Discussion will take place with WS Atkins to ensure that such repetition is kept to a minimum.

Due to the projects running in parallel, there will inevitably need to be some repetition of data collection. Where this is the case, the Consultant will ensure that as far as possible such data will be collected in a compatible format.

3.1.3 The Transport Training Project

Once again, overlaps are obvious but the general training project has a much wider scope than the training element of this project. Discussions have been held with Nethconsult and the Consultant has attended part of the Almaty seminars to establish the degree of overlap. Full syllabi are to be exchanged but it is expected that the content of the seminars for this project will be much more specific and focussed than that of the Nethconsult project.

3.1.4 Project Dolphin

Discussions have been held concerning potential overlaps between these projects. Although the subject areas are similar, project Dolphin concentrates in Uzbekistan and Turkmenistan. It is likely therefore that the 'vehicle spare parts' element of this project will concentrate in Kazakhstan and possibly Kyrgyzstan.

As the project unfolds there may prove to be significant overlaps with other projects. Should this be the case, they will be reported in the progress report.

The Consultant's attention has been drawn to a UN sponsored project with a similar brief to this project, that is harmonising regulations in States along the 'Silk Route' which includes the Republics covered by TRACECA. This is currently being investigated.

3.2 Project Objectives

Following the PAM, the outline project objectives remain:

- *to determine the size and segmentation of Central Asian road freight transport;*
- *to determine the current and required fleet configurations;*
- *to advise on investments in vehicles and support services;*
- *to advise on asset restructuring for former state-owned trucking and supply industries;*
- *to promote a free market for trucking services;*
- *to promote the development of technical support;*
- *to promote adherence to international standards;*
- *to promote harmonious regulation and concerted policy between Partner States.*

However, the PAM has revealed the need to introduce a change of emphasis into the project which will have a particular bearing on the last objective above.

There appears to be little inter-republic cooperation concerning freight transport and there certainly is no Central Asian forum following the collapse of the centrally planned and managed Soviet system. This leaves a vacuum both within the Area and in its dealings with both private and public organisations elsewhere in the world.

With inevitable tensions between the Republics it is unrealistic to expect such a forum to be established and to function under the auspices of the Governments, when other considerations will come into play. Equally, private enterprises are spread thinly among the Republics and each have their own commercial agenda to follow.

Operationally, this has left a vacuum concerning road freight between the Republics. The Consultant is unsure at this stage whether this is due to a lack of trade between the Republics or due to the situation being exploited by other modes (rail, air) or even by international carriers.

The project intends therefore to concentrate some of its activity on the establishment of a robust Transport Association in each Partner State.

3.3 Project Approach

The three elements of the project were identified as:

- Data collection and market analysis;*
- Devising/documenting/training a Regulatory manual;*
- Business pilot projects.*

These remain the three elements and for the remainder of the project will increasingly be carried out in parallel.

3.3.1 Data collection and market analysis

This element is largely unchanged as a result of the PAM and it is intended to manage this element as outlined in the proposal. Areas of risk in this are as follows:

- *the availability of base vehicle fleet data from central sources;*
- *the completeness of that data regarding fleet details such as vehicle age and capacity. This is unknown at this stage as no information is yet available from GAI;*
- *there appears to be no established central source for information regarding the distribution of vehicles (new and used), spare parts and vehicle servicing. Survey results will therefore need verification;*
- *the operator survey is dependent on the goodwill of the carriers to provide detailed information regarding their operation. Where possible this will also need separate verification.*

3.3.2 The Regulatory Framework

This element will continue largely as outlined in the proposal, in cooperation with the British Freight Transport Association, with the regulations documented in two parts as follows:

- *a document comprising EC regulations that apply to road freight transport. This will act as a reference document and will provide the regulatory input to the overall legal framework. The contents of this manual are summarised in Annex F.*
- *a simplified version which will be produced in draft form and discussed at the Almaty Seminars. This will be revised following these discussions and the business pilot projects and will be issued in October as an Operators Regulation Manual.*

The timed stages of this project are:

Table 3.1
Stages in Regulatory Framework

Stage Nos.	Objectives	Delivery Dates
1	Establish current situation for Licensing / Tech standards - Central Asia	June 1996
2	Produce EC Regulations	June 1996
3	Produce draft operators manual	June 1996
4	Carry out gap analysis between 1&2 above	August 1996
5	Produce compliance schedule	September 1996
6	Revise operators manual and issue	October 1996
7	Run state seminars	November 1996

It is important that, for continuity the same delegates attend each of the seminars in stages 2, 4 and stage 6 above.

It is intended that the attendance list will comprise delegates from:

Table 3.2
Attendance list to regulatory framework seminar

Organisation	Number of Delegates by Country	Total number of delegates
Ministry of Transport	1 from each Republic	5 people
Research Institutes	1 from each of Kazakhstan and Uzbekistan	2 people
Transport Associations	2 from each Republic except Tajikistan	8 people
Operators	1 from Joint stock enterprises from each republic	5 people
	1 from a private enterprise in each republic	5 people
Total for the seminar/study tour programme		25 people

a profile for each delegate group is shown in Annex E.

The seminar programme will be arranged so as to be approximately 60% plenary sessions and 40% working sessions divided into three groups each comprising delegates from all Republics as follows:

- Ministry of Transport Group;
- Transport Association/Research Institutes Group;
- Operators Group (possibly divided into Independents and JS companies).

Areas of risk in this element are:

- *that delegates or potential delegates have been over-exposed to seminars by the time these take place;*
- *that Republics send delegates of differing status/experience due to exposure on other projects;*
- *that delegates take a parochial view in the workgroups rather than a Central Asian perspective;*
- *that the regulatory framework has limited credibility in the absence of an implemented and working legal framework.*

3.3.3 Business pilot projects

The three business pilot projects will be as follows :

1. Support Services Project

The main objective of this project is to establish a method of making vehicle support services available within the Area and to pilot that method. The stages of the project will be:

- (a) Select the area for the pilot and the recipient organisation. An enterprise has been identified in Kazakhstan that appears suitable, particularly as it already has a working relationship with Iveco Ford, the European partner organisation for this project.
- (b) Develop the business case for a support services network including the services offered (this is likely to include vehicle dealership, spare parts provision and vehicle servicing).
- (c) Discuss the business case with large and small operators at the Almaty Seminars. This will allow involvement of the operators in specifying the full range of services required at such locations, including the possibility of offering 'Russian truck' dealerships, spares and servicing in the same facility. Iveco Ford have existing arrangements with Kraz, Uralaz and Gazprom and these will be exploited where possible.
- (d) Jointly develop with the partner organisation and Iveco Ford, a business plan which will both cover the pilot itself and examine option for extending the programme both geographically and by increasing the range of services on offer at each facility.
- (e) Implement the pilot and monitor its progress.

Areas of risk for this project are:

- *that there proves to be a lack of demand outside of State capitals for a dealer/servicing network based on a European manufacturer;*
- *that there proves to be a lack of interest in a combined venture with 'Russian truck' manufacturers;*
- *unknown investment levels required from the European Partner*

2. Freight Transport Associations Network Project

This project will have the overall objective of establishing a network of robust Transport Associations in the five Partner States, in order to provide a sound inter-republic base which can be used to establish a consistent regulatory system and a potential area-wide Freight Brokering System. The latter, and the planned involvement of major western shippers is discussed in section 4.2 below. The stages of the network project will be:

- (a) *Create a model form for an Association including:*
 - *definition of national, regional and international role;*
 - *structure;*
 - *business plan;*
 - *membership criteria.*
- (b) *Conduct working groups to train in the above during the overall seminar programme.*

- (c) *Identify elements of regulatory framework to be phased into member companies and establish training capability.*
- (d) *Encourage completion of a Business Plan for each Transport Association - including areas of potential cooperation between Associations in each Republic. These plans will include examination of potential commercial services that are typically offered by western transport associations eg.*

*Insurance
Tyre purchasing
Training
Vehicle Engineering
Consultancy
Vehicle Breakdown Recovery
Vehicle Inspection
Fleet financing*

- (e) *Devise, in agreement between all the Associations, a Central Asia Forum of Freight Transport Associations (CAFFTA). This will involve agreeing:*
 - *articles of association;*
 - *the structure of the forum;*
 - *the Presidency;*
 - *the meeting frequency;*
 - *funding;*
 - *involvement on regulation.*

There will be agreed by the group during the UK study tour.

- (f) *To specify a format for a Central Asia Freight Brokering System.*
- (g) *Monitor the compliance of member companies to regulatory requirements.*

Areas of risk in this project are:

- *that the Transport Associations do not achieve a critical mass of members. It is important that the powerful Joint Stock enterprises are persuaded to join the Associations to establish the credibility of the latter;*
- *that the Transport Ministries do not accept the existence of the Associations and fail to grasp the opportunity to use the Associations to pilot the regulatory system;*
- *that the natural bureaucracy exhibited in the Associations cannot be modified through the introduction of western management techniques;*
- *that the weight of compliance to the regulations render the member companies of the Associations uncompetitive in their local markets.*

3. Operator competence project

The main objective of this project is to develop, pilot and document a programme that can be used to introduce effective competency training for transport operators and to test the effectiveness of this programme by implementing it with one operator. This pilot implementation will also be used to examine the effect of compliance on commercial relationships by twinning the partner organisation with Tiller Spedition, a European haulier.

The stages of this project will be:

- (a) Development of a training package to provide basic management techniques including : business planning, costing/pricing techniques, financial appreciation and marketing.
- (b) This package will be introduced to the private company delegates during the work group sessions of the seminar/study tour programme.
- (c) Select one of the companies to pilot the implementation of the business package and twin with Tiller Spedition.
- (d) Involve the Associations so that their trainers can be trained to implement the package, initially for their members but ultimately to provide the 'professional competence' training that will be demanded by the regulatory framework.
- (e) The lessons learnt from the pilot will be used both to further such local twinning arrangements in the future and to help the establishment of a Freight Brokering Service. These we discussed in Section 4.2.

Areas of risk for this project are:

- *some of the private companies represented in the seminar programme go out of business before the project ends;*
- *insufficient traffic can be generated through the Tiller Spedition twinning;*
- *the costs of compliance render the partner organisation uncommercial in price terms.*

3.3.4 Personnel additions

The increased emphasis towards business support in the pilot projects has led the Consultant to include Mr P. Grove in the project team. A qualified business accountant, Mr Grove will supplement the more strategic role of Mr M. Blaiklock.

To this end, the 25 days of Mr Blaiklock will change to 13 days and the input of Mr Grove will be 18 days of ECU500 per day. The overall budget remains the same.

Mr Grove's input will concentrate on the collection of financial data before and after pilot projects and the installation of and training on financial systems. A copy of Mr Groves' CV is located in Annex G.

The local administrative coordinator for the project in Almaty is Ms Elena Kilyakova. She will accompany team members on trips to other republics acting as interpreter and to familiarise herself with personalities and data requirements. She will then be primarily responsible for inter republic liaison. Her travel and other expenses will be claimed within the scope of the existing budget.

4. SUMMARY AND FUTURE PROJECTS

4.1 Summary

Following the PAM, the Consultant believes that the original project objectives can all be satisfied. The Inception Report has confirmed a concentration on the transfer of business know-how through the seminar programme and projects.

This transfer will be specifically targetted at the transfer of skills that will aid the installation and functioning of a Regulatory system.

The concern remains that the Partner states will find it difficult to implement a Regulatory system in the absence of the full legal framework being introduced over 2 years in another Traceca project.

The project specifically addresses another concern by concentrating a project on the establishment of a network of well-contributed Transport associations. This will give an effective non-governmental forum which encompasses all Central Asian Republics and will ultimately ease the introduction of common standards.

A draft structure of the Final Report is contained in Annex H and this serves as an indication of the structure of the remainder of the project.

4.2 Future Projects

A number of potential new projects and project extensions are apparent following this programme. Each follow on directly from the business pilot projects.

Support Services

The support services project focusses directly on to the provision of a combined dealership / spares / servicing facility. The project will also examine the feasibility of introducing additional services at the facility.

It is likely that a simple facility combining the above with roadside services and driver accommodation and, even warehousing could prove feasible.

If that is the case a project to establish such a facility, possibly using the assets of a former state enterprise is recommended. Considerable interest was expressed in Kazakhstan regarding such a project in the future.

Freight Transport Associations Network

Once a robust, non-governmental, inter republic forum has been established, that network can be given a commercial footing by using it as the basis of an inter-republic Freight Brokering System.

In order for such a system to succeed it will need:

- *the involvement of local operators who comply with the regulatory system;*
- *the involvement of western forwarders and shippers to generate a base of traffic.*

To achieve the latter, discussions have commenced with two major western shippers - Sealand and P&O regarding formal involvement in the future project.

It is intended to involve senior management from each organisation on the steering committee that will examine the Freight Brokering System on behalf of the network of Associations in this project.

Operator Competence Programme

This project will lead to increased demand for twinning with individual western hauliers and will feed naturally into the above project extension.

As the capability increases of the Freight Transport Association to deliver the basic competence programme there will be a requirement to develop more advanced business management programmes.

The Consultant will welcome the opportunity to discuss these extensions further.

OVERALL PLAN OF OPERATIONS

Project title : Traceca - Improvement of Road Transport Services - Central Asia		Project number : TNREG 9402				Country : Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan				Page :							
Planning period : 19 February 1996 - 19 July 1996		Prepared on : 12 April 1996				EC Consultant : Sir Alexander Gibb & Partners Ltd											
Project objectives : To facilitate development of the domestic and international road transport industries within the Partner States																	
No	MAIN ACTIVITIES	TIME FRAME															
		1996				1997				1998				EQUIPMENT AND MATERIAL	OTHER		
		1	2	3	4	1	2	3	4	1	2	3	4			EC Consultant	Counterpart
1	Preliminary Appraisal Mission	X												2.0	1.0		3 UK flights 4 CA flights 2 Car trips
2	Studies	X	XXX	XXX	X									2.5	10.1		Office equipment Computer, Fax, Phone, Copier E-Mail, Manuals
3	Business Pilots		XX	XXX	XXX									7.4	9.9		9 UK flights 17 C I S flights 4 car trips 2 European flights
4	Licensing and Technical Standards		XXX	XXXX										2.7	1.0		Manuals
5	Seminars													5.0	3.0		Training, Materials, Overhead P r o j e c t e r , Computer Tablet, Flip Chart etc
TOTAL														19.6	25.0		75 flights 10 car trips

OVERALL OUTPUT PERFORMANCE PLAN

Project title : Traceca - Improvement of Road Transport Services - Central Asia	Project number : TNREG 9402	Country : Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan	Page :
Planning period : 19 February 1996 - 19 July 1996	Prepared on : 12 April 1996 EC Consultant : Sir Alexander Gibb & Partners Ltd		
Outputs (to be described and target dates indicated)	Agreed Objective Verifiable Indicators	Constrains and Assumptions C/A	
1. <u>PRELIMINARY APPRAISAL MISSION</u> 2. <u>STUDIES</u> 2.1 Vehicle Supply & Demand Fleet Distributions Business Carrier Characteristics Current Trade plans Demand & Supply Forecasts 2.2 Automotive Support Services Vehicle Dealership Spare Parts Distribution Servicing outlets Combined Facilities Road side support services Ancillary services 2.3 Commercial Services Commercial Transport Centres Freight Brokering Freight Forwarding	Inception Report Almaty Seminar Presentations Material Almaty Seminar Presentations Material UK Tour Presentations Presentations Material Almaty Seminar Presentations Material	See Main text Section 2.2.5 and 3.3.1	

OVERALL OUTPUT PERFORMANCE PLAN

Project title : Traceca - Improvement of Road Transport Services - Central Asia	Project number : T/REG 9402	Country : Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan	Page :
Planning period : 19 February 1996 - 19 July 1996	Prepared on : 12 April 1996	EC Consultant : Sir Alexander Gibb & Partners Ltd	
Outputs (to be described and target dates indicated)		Agreed Objective Verifiable Indicators	Constrains and Assumptions C/A
3. <u>BUSINESS PILOTS AND TECHNICAL ASSISTANCE</u>		See Main Text See section 3.3.3	
3.1 Support Services Project	Current Situations Operator requirements in Pilot	Almaty Seminar Presentations Material Specification Produced 21 June 1996	
3.2 FTA Network Project	Draft FTA Business Manual FTA Business Plans Operating Brief in Association Network	Manual Produced 31 May 1996 Plans Produced 2 August 1996 Brief Produced 27 September 1996	
3.3 Operator Compliance Project	Draft Operators Business Manual Creating Business Plan to pilot project Final operations manual	Manual produced 31 May 1996 Plan produced 2 August 1996 Manual produced 27 September 1996	

OVERALL OUTPUT PERFORMANCE PLAN

Project title :	Project number :	Country :	Page :
Planning period :	EC Consultant :		
Outputs (to be described and target dates indicated)	Agreed Objective Verifiable Indicators		Constraints and Assumptions C/A
<p>4. <u>LICENSING & TECHNICAL STANDARDS</u></p> <p>Draft Regulations Manual Compliance Schedule Final Regulations Manual</p>	<p>Manual Produced 31 May 1996 Plan Produced 2 August 1996 Manual Produced 27 September 1996</p>		<p>See Main text See Section 3.3.2</p>
<p>5. <u>SEMINARS</u></p> <p>5.1 <u>Almaty Seminar</u> Delivery of Seminar</p> <p>5.2 <u>UK Tour</u> Delivery of Tour</p> <p>5.3 <u>State Seminar</u> Delivery of Seminar</p>	<p>Start/Finish Seminar 10 - 14 June 1996 Start/Finish Tour 4 - 20 September 1996 October / November 1996</p>		<p>See Main text See Section 3.3.2</p>

PLAN OF OPERATIONS FOR THE NEXT PERIOD (Work programme)

Project title : Traceca - Improvement of Road Transport Services - Central Asia		Project number : TNREG 9402		Country : Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan		Page :					
Planning period : 19 February 1996 - 19 July 1996		Prepared on : 12 April 1996		EC Consultant : Sir Alexander Gibb & Partners Ltd							
Project objectives : To facilitate development of the domestic and international road transport industries within the Partner States											
TIME FRAME											
1996 (months)											
No	ACTIVITIES	PERSONNEL						EQUIPMENT AND MATERIAL	OTHER		
		1 FEB	2 MAR	3 APR	4 MAY	5 JUN	6 JULY				
1	Preliminary Appraisal Mission							2.0	1.0		3 UK flights 4 CA flights 2 car trips
2	Studies	X	XX	XX	XX	XX	XX				
2.1	Vehicle Supply / Demand		XX	XX	XX	XX	XX	1.0	4.5		Office equipment Computers Fax, Phone, E.mail Copier
2.2	Automotive support services		XX	XX	XX	XX	XX	1.0	2.4		
2.3	Commercial Services		XX	XX	XX	XX	XX	0.5	2.0		
TOTAL											

PLAN OF OPERATIONS FOR THE NEXT PERIOD (Work programme)

Project title : Traceca - Improvement of Road Transport Services - Central Asia		Project number : TNREG 9402		Country : Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan		Page :				
Planning period : 19 February 1996 - 19 July 1996		Prepared on : 12 April 1996		EC Consultant : Sir Alexander Gibb & Partners Ltd						
Project objectives : To facilitate development of the domestic and international road transport industries within the Partner States										
				TIME FRAME						
				1996 (months)						
				PERSONNEL		EQUIPMENT AND MATERIAL		OTHER		
No	ACTIVITIES	1 FEB	2 MAR	3 APR	4 MAY	5 JUN	6 JUL	E Consultant	C Counterpart	
5	Seminars									
5.1	Almaty Seminar	X	XX	XX	XX	XX		1.5	2.0	
5.2	UK Study tour					XX	XX	0.1		
5.3	State Seminars							0		
								Training materials O v e r h e a d projector Computer tablet Flip chart		8 UK flights 9 CA flights
TOTAL								13.1	20.9	57 flights 8 car trips
To be completed in following period								6.5	4.1	18 flights 2 car trips
Project Total								19.6	25.0	75 flights 10 car trips

LIST OF ANNEXES

- A. Visit and Meetings schedule for the Preliminary Appraisal Mission
- B. Questionnaires piloted during the Preliminary Appraisal Mission
- C. Correspondence requesting clearance for release of information
- D. Local agreement and prospectus
- E. Delegate profiles for Seminars and projects
- F. Contents of the Regulatory manual
(English version only at Inception Report Stage)
- G. CV of Mr P. Grove
- H. Proposed structure of final report

**A. VISIT AND MEETINGS SCHEDULE FOR THE
PRELIMINARY APPRAISAL MISSION**

VISIT AND MEETINGS RECORD

The preliminary appraisal mission was carried out to the area between 12/3/96 and 5/4/96 by:

Mr B Arrowsmith (Project Director)
 Dr M R Jackson (Project Manager)
 Mr A A Boulting (Transport Economist)

The Consultant wishes to thank the following individuals and organisations for their assistance during the preliminary appraisal mission.

Kazakhstan /3/96 - 24/3/96 and 28/3/96 - 5/4/96	
The Ministry of Transport and Communication of Kazakhstan Almaty	Mr A. Tarasenko Mrs A. Drisova Head of Dept. of International Relations Mr A. Densinko Deputy Director of the Dept of Automotive Transport Mr S. Larichev Director, Dept of Highways
Tacis Coordinating Unit Almaty	Pierre Mahy Project Manager
Chamber of Commerce and Industry of the Republic of Kazakhstan Almaty	Mrs T.V. Zhdarova Head of Foreign Relations Dept Mr M.K. Asubaev Head of the Dept of Information
Scientific Research Institute of Road Transport - NIIAT Almaty	Mr M.M. Bekmagambetov Director Mr E. Kaplan Deputy Director
Central Asian Transport Services Almaty	Mr R. Macleod Managing Director

<p>Union of International Road Carriers of the Republic of Kazakhstan - KAZATO Almaty</p>	<p>Mr E.R. Raisov President</p> <p>Mr S.A. Irgibaev General Director</p> <p>Mr S.O. Igibaev Director</p> <p>Mr Z. Akhmetzhanov Head of Dept of Economics Issues</p> <p>Ms S. Suleymenova Head of Dept of Carnets</p>
<p>Ministry of Transport of Kazakhstan Joint-stock foreign economic Transport Company - AVAK Almaty</p>	<p>Mr V.A. Verbitsky President</p> <p>Ms L. Soukhoveeva Vice President</p>
<p>The Sanatorium Olatau Almaty</p>	<p>Mr Tuktebayev Head of administration</p> <p>Ms J. Orintay Sanatorium Manager</p>
<p>The Sanatorium prophylactic Kargalinski Almaty</p>	<p>Ms L.N. Chumawva Chief Doctor</p>
<p>United States agency for International Development (USAID) Almaty</p>	<p>Ms S. Hartfeldt Information Specialist</p>
<p>Iskomtrans Consulting Research Co Almaty</p>	<p>Mr V.A. Utebekov General Director</p> <p>Mr A.A. Philippov Chief Engineer</p>

Tajikistan 24/3/96 - 26/3/96	
Tacis Co-ordinating Unit Dushanbe	Paul McGregor David Hepburn
The Ministry of Transport of Tajikistan Dushanbe	Mr F.M. Mukhitdinov Minister of Transport Mr Nigmatov Deputy Minister of Transport and Road Maintenance
The State Project-Research Institute Tajikiprotransstroy Dushanbe	Mr U. Azizovich Chief Engineer Ms A. Mahbuba Chief of Transport Planning Mr R. Shokirov Head of Technical Dept
Continentrans International Transport Company Dushanbe	Mr B. Fazlamshoyer President
UNDP Dushanbe	Mr B. Lisovich Deputy Resident Coordinator
Tacis - Regional agricultural reform Project 2 Dushanbe	Mr P. Baker Deputy Team Leader
Ministry of agriculture agricultural strategy and planning advisory unit Dushanbe	Mr J. Blas
Government of Tajikistan Dushanbe	Mr M. Oymakhmadov Mr R. Quidzbak

Kyrgystan 27/3/96 - 3/4/96	
Tacis coordinating unit Bishkek	<p>Mr T. Unwin Team Leader</p> <p>Mr M.D. Holst Project Manager</p> <p>Ms L. Zatsepina Programme Officer</p>
The Ministry of Transport of the Republic of Kyrgystan Bishkek	<p>Mr A. Zakirov Deputy Minister of Transport</p> <p>Dr A.O. Irsaliev Head of Foreign relations and investment division</p>
Union of International Routes Kyrgyzintrans (Ministry of Transport) Bishkek	<p>Mr J.S. Sharapov General Director</p>
GOSKOMSTAT National Statistics agency Bishkek	<p>Ms N.V. Kuznetsova Head of Transport Dept</p>

Turkmenistan 16/3/96 - 18/3/96	
The European Union's Tacis Programme Ashgabat	Dr M. Berdyev National Director Mr J. Sprey Project Manager
The Cabinet of Ministers of Turkmenistan Transport & Communications Department Ashgabat	Mr M.S.Yazberdiev Head of Department
Ministry of Transport Foreign and Economic Relations	Mr S. Djepbarov Head of Department
Intertrans	Mr B. Amanaliev Director
Turkmenvneshtrans	Mr A. Jumakuliev Deputy Director

Uzbekistan 19/3/96 - 21/3/96

Ministry of External Economic Relation of Republic Uzbekistan International Transportation Department Tashkent	Mr E.M. Juraev The Deputy Head of Department
State joint-stock corporation of "Uzautrotrans" of Republic of Uzbekistan Tashkent	Mr K.A. Nadjimitdinov
European Union Technical Assistance to Uzbekistan Tashkent	Mr S. Kamalov Technical Assistance to Uzbekistan
Concennr "Uzavtoyul" Tashkent	Mr V.N. Azamov State Road Inspector
Ministry of high & average special education of the Republic of Uzbekistan Tashkent automobile & road construction institute Tashkent	Mr S.M. Kodirov Rector

**B. QUESTIONNAIRES PILOTED DURING THE
PRELIMINARY APPRAISAL MISSION**

ANNEX B
QUESTIONNAIRES PILOTED DURING THE PRELIMINARY
APPRAISAL MISSION

1. Questionnaire for the Ministry of Transport
2. Preliminary Operator Questionnaire
3. Detailed Operator Survey
4. General Questionnaire

QUESTIONNAIRE FOR THE MINISTRY OF TRANSPORT

Note:

This questionnaire is designed to be administered by personal interview
Please provide information regarding the following:

1. Former State Enterprises Involved in transportation

- name / location
- facilities present at location
 - offices
 - service bays
 - warehouse
 - accommodation

2. Commercial Vehicle Dealerships

- manufacturer
- location
- range of trucks offered
- range of spares offered
- service facilities offered

3. Automotive Parts and Servicing

- name / location / product range of parts manufacturing plants
- name / location of spare parts dealerships
- name / location of vehicle servicing outlets

4. Permanent Fuel Facilities

- location
- bunkering
- name of fuel supplier
- other facilities

5. International Transport Organisation

- name / location of companies
- fleet details
- areas served
 - Russia / FSU
 - Europe
 - Asia

6. Inter-State Transport Organisations

Operating between the Central Asia Republics

- name / location of companies
- fleet details
- areas served

OPERATOR INTERVIEW / QUESTIONNAIRE

Date:

Operator Name:

Locations:

Head Office:

Operating Centres:

Own Account or Third Party Carrier:

State Owned or Privately Owned:

Fleet Size by Operating Centre:

Markets Served:

	Total No of Vehicle Days	% of Vehicle Days	% of Company Turnover
- food/grocery			
- construction			
- fuel			
- industrial goods			
- non food consumer goods			
- bulk goods/raw materials			

Fleet Composition - Number of Vehicles:

	Make	Age	Recorded Mileage	Rigids - Artics Size		Trailer
flat bed						
box						
curtaininside						
bulk tipper/powder carrier						
tankers						
container transporter						

Vehicle Utilisation:

Diary of Work Undertaken in Previous 12 Months:

Origin	Destination	Product	Tonnage/Cube	Type of Vehicles

Schedule of Work Undertaken by Each Vehicle in Previous 3 Months By Day

Date	Origin	Destination	Product	If Vehicle not in use, reason	
				No Work	Under Repair

Acquisition of Vehicles, Automotive Parts and Service:

Have you acquired any new or secondhand vehicles in the last 12 months?

Number of Vehicles Acquired?

New or Secondhand?

Make:

Type of vehicles, i.e. flatbed, box, etc

Size:

Where were the vehicles acquired from?

- direct from manufacturer
- Franchised vehicle dealer
- other vehicle dealer
- direct from another operator

What was the waiting time from time of order to receipt of the vehicle(s)?

New?

Secondhand?

Do you intend to acquire further vehicles in the next 12 months?

Are they likely to be New or Secondhand?

Likely source of the future vehicles:

- direct from manufacturer
- Franchised vehicle dealer
- other vehicle dealer
- direct from another operator

Are you satisfied with the type of vehicles currently available in the market?

Are there any vehicles/types/makes that you would like to be available to you which aren't?

Please specify

Vehicle Servicing:

Approx proportion?

Servicing In House
 Contracted Out
 - to whom?
 vehicle dealers - Franchised
 - Non franchised
 independent workshops

Acquisition of Spare Parts

Operator:
Location:
Fleet Size, etc:

How much did your company spend on vehicle parts in last 12 months?

What is the total engineering/maintenance costs of your fleet?

What is percentage split of source of vehicle parts for your fleet?

- direct from vehicle manufacturer
- from franchised vehicle dealer
- non franchised vehicle dealer
- specialist parts distributor
- other operators
- locally manufactured/"home made"

Any tendencies for certain types of parts from particular sources?

e.g. engines direct from manufacturer.



The Takis Central Asian improvement of road services project

Ref.

Commercial in Confidence

Rigid vehicle questionnaire

Vehicle Reg. Mark

3	4	5	6	7	8	9

Survey Week _____ to _____

Dear Operator

Takis survey of road goods transport

The **Takis** improvement of road services project is managed by **Sir Alexander GIBB & Partners Ltd**. The first phase of this project is to understand the current situation within the road freight industry in all five Central Asian Republics.

The vehicle with the above registration mark is one of a sample chosen for a survey about work carried out by goods vehicles. The information from each form is put together to give a picture of the amount of work being done, goods carried, empty running, and so on by all lorries in the country. **Sir Alexander GIBB & Partners Ltd** will then use this information to formulate an *advisory* and *helpful strategy* for operators to increase *competitiveness* and *profitability*. The results also provide key background information about many other issues involving road transport.

In order to process the data **Sir Alexander GIBB & Partners Ltd** would appreciate your participation in this survey. All the information supplied will be treated in the strictest of confidence.

If you have any queries about the form our local co-ordinator will be pleased to help you - the numbers and address to contact are at the bottom of the page.

Please complete and return this form, by fax or post, to the address below within seven days of the survey of the survey week.

Thank you for your co-operation.

Yours faithfully

Alex Boulting

Transport Economist

Project Management Sir Alexander GIBB & Partners

Address ????????

Tel (+7-3272) ?? ?? ??

Please complete questions 1 to 8 even if the vehicle was not used during the survey week

Please read notes for completion before completing this page.

1 Name of the person to be contacted if questions arise about this form (please print)

Name of business or organisation

Address of business

Tel: _____

Nature of business

Please give the following information relating to the vehicle with registration mark shown on page 1.

2

Gross vehicle weight Kilogrammes

Carrying capacity Kilogrammes

3 Number of axles

Total of which: retractable axles, if any

4 Draw trailer

If the vehicle draws a trailer please give the following information about the trailer

Gross trailer weight Kilogrammes

Number of axles

If the trailer is used on any of the journeys recorded on pages 3 and 4 please mark the journey with a tick (✓) in the drawbar trailer column (DB)

5 How many litres of fuel were purchased or taken from your own supplies for this vehicle during the survey week?

6 During the survey week how much in local currency did you pay for this vehicle in

Fuel

Maintenance

Wages

Others

If other please describe

7 What was the vehicle's approximate mileage in the last twelve months. If you have had the vehicle for less than twelve months, please give

- the date you acquired the vehicle
- approximate miles travelled since that date

Mileage

Date, if less than 12 months

8 During the seven day period of the survey was the vehicle operated:

Tick the appropriate box

wholly or mainly for hire or reward? 1

or wholly or mainly on own account? 2

Note: If it was on contract hire to someone else please show how it was being operated (as far as you are aware). If the vehicle was not being used please show how it would normally be operated.

9 If the vehicle was not used at all on the public roads during the seven day period of the survey, was it because of:

Repair	<input type="checkbox"/>	1	No spares	<input type="checkbox"/>	5
Holiday	<input type="checkbox"/>	2	No fuel	<input type="checkbox"/>	6
No driver	<input type="checkbox"/>	3	Site work	<input type="checkbox"/>	7
No work	<input type="checkbox"/>	4	Not taxed	<input type="checkbox"/>	8
Other reason	<input type="checkbox"/>	9			

If you have ticked (9) please say what the other reason is

10 During the survey week what factors occurred that affected the efficient operation of the vehicle

Bad roads	<input type="checkbox"/>	1	Customs	<input type="checkbox"/>	4
Quality spares	<input type="checkbox"/>	2	Communications	<input type="checkbox"/>	5
Quality fuel	<input type="checkbox"/>	3	Other reasons	<input type="checkbox"/>	6

If you have ticked (6) please say what the other reason is

11 Revenue

During the survey week how much revenue did this vehicle generate.

Local currency

Journeys made during the survey week with four or fewer stops for collections and/or delivery

Please read the Notes for Completion before completing this page

Day of Week	Journeys		Type of Goods	Distance Travelled (kilometres)		Weight of Goods Carried (if empty put zero; if unknown give estimate) Kilogrammes	Mode of appearance (how carried) see Note 26	DB Trailer see Note 29
	Please give nearest town or the district. If the journey was to or from a docks, or rail terminal, please show this and how the goods were transferred (see Note 21)			Origin	Destination			

Tacis survey of road goods transport

Notes for completion of the Questionnaire

Vehicle Details: Page 2

1. Please complete all questions even if the vehicle was not used during the survey week. The information is required for active and inactive vehicles to provide a complete picture of goods vehicle activity
2. **Question 1 'Nature of Business'** If 'hire' or 'reward' haulage, write 'haulage'. If 'own account', describe the type of business. 'hire' or 'reward' haulage refers to use of vehicles by a third parties business and not directly for the operators business. 'Own account' refers to the vehicles used for the operators own business,
3. **Question 2.** *Gross vehicle weight* is the maximum permitted weight of the rigid vehicle and load. *Carrying capacity (pay load)* is the gross weight less the vehicle's *unladen (tare) weight*.
4. **Question 10.** If any of these factors caused the goods to be damaged, effect speed of delivery, reduced the potential carrying capacity or increase fuel consumption please tick.
5. **Question 11.** Revenue generated by the vehicle is the amount of money charged to customer who received goods supplied by the vehicle

Journey Records: Pages 3 and 4

6. Please use these pages to record the journeys made by the vehicle during the week.
7. Use **page 3** for journeys with **1 to 4 stops** for delivery and/or collection and associated empty journeys.
8. Use **page 4** for journeys with **5 or more stops** for delivery and/or collection and associated empty journeys.
9. Please account for all seven days. If the vehicle is not in used on any day, please give reasons. Show all empty journeys. Continue on a separate sheet if necessary.
10. You might consider it easier for the driver(s) to complete the questionnaire throughout the week.
11. If there is an overnight stop without change of load, enter the whole journey under the first day of the journey.
12. For international journeys, show the mileage to or from the border point, giving the place of crossing the border. If the journey includes a sea crossing to cross a border point, show the mileage to or from the port in the country where you are based, also give the name of the port. Exclude the mileage of the sea crossing and mileage outside the country where you are based.

Journeys with 1 to 4 stops: Page 3

13. *Single stop journeys:* Enter each journey on a separate line. Empty return journeys can be entered on the same line as the outward journey. If the return journey is loaded, start a new line. Show all empty journeys.
14. *Journeys with 2 to 4 stops for collection and/or delivery:* Enter each part of the journey on a separate line and bracket parts of the journey together and mark them increasing of reducing the load. Show return journeys separately.

Journeys with 5 or more stops for collection and/or delivery: Page 4

15. Enter each base to base journey on a separate line.
16. Estimate the total weight of the goods delivered and/or collected on each base trip.
17. Include all empty mileage.
18. For vehicles, such as refuse collection, which make a large number of stops (over 25) on one base to base trip, write 'multiple' in the number of stops for delivery and/ or number of stops for collection

column.

Journey details (for pages 3 and 4)

19. *Origin and destination:* If the journey is within on town, write the name in the Origin and Destination. For rural destinations (e.g. quarries, farms) write the name and type of destinations and also the name of the nearest town.
20. *Intermodal journeys:* For journeys to/or from docks and rail terminals, please describe how the goods were transferred by recording one of the following:
- Docks - RO/RO:* when the vehicle travels on a ferry.
 - Docks - unaccompanied trailer:* when the vehicle collects or delivers a trailer which travels without the tractor on the ferry.
 - Docks - goods:* when goods are collected or delivered at the docks with neither the tractor or its-trailer going on the ferry.
 - Rail - intermodal:* when a container or swap body is transferred to a rail wagon.
 - Rail - goods:* when goods are collected or delivered at a rail terminal involving loading and unloading.
21. *Types of goods:* Please describe the goods carried.
- If food, please give details (e.g. tinned carrots, frozen beef)
 - If mixed goods give the main commodity.
 - If general goods with no main commodity write 'sundries'.
 - If 'empties' or pallets were carried, write 'empties'.
 - If parcels, write 'parcels'
22. *Dangerous goods:* Please record if the goods are dangerous goods by adding to the description of the type of goods one of the following codes:
- DG 1 Explosives
 - DG 2 Gases: compressed, liquefied, dissolved under pressure, refrigerated.
 - DG 3 Flammable liquid.
 - DG 4 Flammable solids; substances liable to spontaneous combustion of substances which emit flammable gases in contact with water.
 - DG 5 Oxidising substances and organic peroxides.
 - DG 6 Poisonous (toxic) and infectious substances.
 - DG 7 Radioactive materials.
 - DG 8 Corrosive materials.
 - DG 9 Miscellaneous dangerous substances.
23. *Distance travelled:* Please try to record loaded and empty mileage as accurately as possible. If it is possible to estimate mileage for a particular journey, please ensure origin and destination are recorded and mark whether the journey was loaded or unloaded.
24. *Weight of goods:* Journeys carrying empty containers pallets or any other empties are counted as loaded - please give weights in each case.
25. *Mode of appearance (how carried):* Please describe how the goods are carried by choosing one of the following. Write the abbreviation.
- IC Container
 - SB Swap body
 - PL Palletised
 - PK Other packaged (semi-bulk (not in a container or swap body)).
 - BU Bulk or other (unpacked (robust substances that incur little or no damage)).
 - OT Other

Rigid vehicles only

26. *Drawbar trailer:* Record here with a tick if a drawbar trailer was used on the journey.

QUESTIONS TO BE ASKED - TRACECA VISIT

1. How many road freight operators exist in each country?
2. What is the average fleet size?
3. How many are engaged in international transport?
 - within the FSU
 - within the EU
 - worldwide
4. What is the taxation system for commercial vehicles?
5. Is there a system of operator licensing? If so, what are the key elements and who/what is the authoritative body?
6. What % of companies have been privatised?
7. What is the extent of legislation affecting road transport operation?
8. What enforcement regimes are in operation?
9. What are the major problems facing truck operators?
10. What are the main products carried by hauliers?
 - e.g. agricultural
 - construction
 - food
 - temperature controlled
 - dangerous goods - petrol, radioactives, explosives
11. What are the dominant types of vehicles used by hauliers?
 - e.g. Flat beds
 - Tautliners
 - Tankers
 - Tippers
 - Refrigerated
 - Box vans
 - Rigids
 - Articulated
12. Do they have any vehicle size/weight limitations?
13. Do they use tachographs?
14. What system of driver licensing do they have?
15. What if any tariffs/price controls apply to the movement of freight?

**C. CORRESPONDENCE REQUESTING CLEARANCE
FOR RELEASE OF INFORMATION**



The Tacis Central Asia improvement of road services project

Mr Zhaksybek Kulekeyev
First Deputy Chairman
State Committee of the Republic of Kazakhstan on Statistics and Analysis
125 Abai Ave.
48008
Almaty
Republic of Kazakhstan

2 April, 1996

Dear Mr Kulekeyev

Request for data fo the Tacis Central Asia improvement of road services project

In order to understand the current situation within the trucking industry in Kazakhstan Sir Alexander GIBB & Partners Ltd. request the data enclosed .

If this data is not available Sir Alexander GIBB & Partners Ltd. request an official letter from Goskomstat explaining why this data is not available, i.e. either official secret of the data is not collected.

An outline of the data available and the letter explaining which data is not available and for what reasons should be supplied by 6 April 1996.

Kindest regards

Alex Boulting
Transport Economist

STATISTICS AND
ANALYSIS STATE
COMMITTEE OF
REPUBLIC KAZAKHSTAN

Tacis Improvement of
Road Services in Central
Asia Project
Attn: Mr. Alex Boulting

2 April, 1996

Dear Alex Boulting

Statistics and Analysis State Committee of Republic Kazakhstan cannot provide requested data regarding fleets of heavy goods vehicles as far as such information is confidential and closed.

Yours sincerely

First Deputy of Chairman of the Committee

Mr Z. Kulekeyev

ҚАЗАҚСТАН
РЕСПУБЛИКАСЫНЫҢ
СТАТИСТИКА ЖӘНЕ ТАЛДАУ
ЖӨНІНДЕГІ МЕМЛЕКЕТТІК
КОМИТЕТІ



ГОСУДАРСТВЕННЫЙ
КОМИТЕТ РЕСПУБЛИКИ
КАЗАХСТАН
ПО СТАТИСТИКЕ
И АНАЛИЗУ

480008, Алматы қаласы, 8
Абай проспекті, 125
тел. 42-03-17, 42-13-89

Факс: 42-03-17
42-08-24
42-43-28

480008, г. Алма-Ата, 8
проспект Абай, 125
тел. 42-03-17, 42-13-89

2.04.1996 № 12-38

На № _____ от _____

Проект TACIS "Улучшение
автодорожного обслуживания
в Центральной Азии

Господину Алексу Боултингу

Уважаемый Алекс Боултинг

Государственный Комитет Республики Казахстан по статистике и анализу не имеет возможности представить запрашиваемую информацию по парку тяжелых транспортных средств в связи с тем, что она является секретной.

С уважением

Первый Заместитель Председателя
Госкомстата

Ж.Кулекеев



The Tacis Central Asia improvement of road services project

Ms O Isakovna
National Security Committee
Bishkeck
Kyrgystan

3 April 1996

Dear Ms O Isakovna

Request for data for the Tacis Central Asia improvement of road services project

Our Tacis project 'Improvement of road services' is currently in the first phase of development. This phase consists of data collection in order to understand the current situation within the trucking industry. A fundamental part of this data is data on trucks by type, year of manufacture, owner, model, manufacturer and carrying capacity.

We have been informed by Goskomstat and the Ministry of Transport that such information is available but constitutes a state secret.

Could you please confirm if this the case. If this is the case we request your authorisation to the relevant authorities in order that this information can be released.

Kindest regards

Alex Boulting
Transport Economist



The Tacis Central Asia improvement of road services project

Mr Utembetov
Chairman of the Government
Almaty
Republic of Kazakhstan

3 April 1996

Dear Mr Utembetov

Request for data for the Tacis Central Asia improvement of road services project

Our Tacis project 'Improvement of road services' is currently in the first phase of development. This phase consists of data collection in order to understand the current situation within the trucking industry. A fundamental part of this data is data on trucks by type, year of manufacture, owner, model, manufacturer and carrying capacity.

We have been informed by Goskomstat and the Ministry of Transport that such information is available but constitutes a state secret.

Could you please confirm if this the case. If this is the case we request your authorisation to the relevant authorities in order that this information can be released.

Kindest regards

Alex Boulting
Transport Economist

D. LOCAL AGREEMENT AND PROSPECTUS

Our ref: BNA/K110/J96066A

19 March 1996

Iskomtrans
Consulting Research Co
Ap.1,318 56,
Vinogradov st., Almaty, 480091,
Republic of Kazakhstan

SIR ALEXANDER GIBB & PARTNERS LTD
EARLEY HOUSE
LONDON ROAD
READING
BERKSHIRE RG6 1BL

TEL: 01734 635000
FAX: 01734 491054
TELEX: 848061 GIBB RG

Voicemail: 01734 263311
Contact name: Brian Arrowsmith
Ext: 2361

For the attention of Vladimir A. Utebekov,

Dear Sir,

Following our conversation on 14.3.96 I am happy to confirm our first working agreement on the Traceca Project.

The work will be:

1. A list of long distance haulage companies in Kazakhstan
A list of organisations with long distance truck fleet of their own
A list of freight forwarding companies
A list of truck service / repair / spare parts companies

The list to include name, address, telephone number, ownership (state, J/V, private etc), location (oblast).

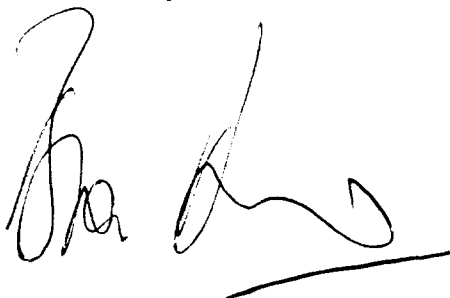
2. Statistical data relating to:

Freight movements in, to/from, through Kazakhstan
Data by origin / destination, type of goods carried, mode of transport
Economic situation : output by industry/agric sector
Trade patterns (imports / exports), key productive sectors and plans for the future

3. Introductions to Ministries, companies and state organisations. Input is expected to be 10 days over the period 18 March to 18 April 1996.

As other work arises this will be discussed and agreed with Iskomtrans. I look forward to working with you over the time of the project.

Yours sincerely



Brian Arrowsmith
Project Director



STATISTICAL INFORMATION

1. Total output (tons) by
 - sector
 - commodity
 - oblast

Most recent year + 2/3 years before
2. Imports / exports (tons) by
 - sector
 - commodity
 - oblast
 - foreign country

Most recent year + 2/3 years before
3. Trucks : Number Registered by
 - Carrying capacity (<5, 5-10, 10-15, 15-20)
 - Age
 - Make

Most recent year + 2/3 years before
4. Border crossing points
(At each crossing point)
 - tons cargo by commodity
 - mode (road/rail)
 - number of trucks (in / out)
 - total for year
 - by month (one year only)
 - foreign / local ownership of trucks
 - origin / destination
5. Roads in Kazakhstan
 - details of length, condition
 - service stations (location, services offered)
 - security
6. Questionnaires to companies and organisations
 - deliver questionnaires (prepared by Gibb)
 - collect data from companies
7. Population of each oblast in Kazakhstan

JOINT - STOCK COMPANY

A.O.NIIAT

The Kazakh scientific - research and design institute for road transport (A.O. NIIAT) was founded in 1956 on basis of the branch of Moscow scientific research institute for road transport and since that time it is the leading scientific and design organisation in Kazakhstan and the Central Asia.

In 1993 the institute was transformed into a Joint - Stock Company A.O. NIIAT.

Institute address: 76/109, Abai Avenue, Almaty,
Republic of Kazakhstan, 480057
Tel: 42-65-69
Fax: 42-48-47

Organisational structure:

<i>Institute Director</i>	Murat M. Bekmagambetov, Tel: 42-65-69
<i>Deputy Director</i>	Viadimir S. Pavlenko, Tel: 42-74-88
<i>Deputy Director</i>	Edward T. Kaplan, Tel: 42-48-47

The personnel of the Institute comprises 120 employees, including 1 Academician and 14 Candidates of sciences.

The organisational structure is characterised by centralisation. Subdivisions are free to perform within the given limits taking into account self - financing principles.

Departments:

- economics;
- management;
- legal and licencing;
- consulting.

Main areas of work.

The main areas of work for the Institute are as follows:

- investigation of management, economics and finance problems in the road transport sector and other sectors;
- privatisation in the road transport and other sectors;
- study and implementation of project for the manufacturing industry in Kazakhstan;
- investigation of Republic transport system development and in particular its road transport component;
- problems investigation and implementation of recommendations for providing the environmental safety of Kazakhstan transport and communications complex.

During 1992-1995 A.O. NIIAT worked on the following projects with foreign companies:

1992	Preliminary project work with EBRD in transportation sector.
1993-1995	USAID project for privatisation of trucking industry (executors: Ernst & Young, Booz Aien & Hamilton).
1944	EBRD project for structural reorganisation of trucking industry (executor: Ernst & Young).
1944	USAID project for small-scale privatisation (executor: Carana).
1944	Preliminary project works with IBRD in transportation sector.
1944-1995	EC project for modernisation of city public transportation performance in Kazakstan (executors: Atkins, Transurb).
1995	IBRD project for institutional strengthening of city public transportation performance in Kazakstan (executor: Louis Berger).
1995	EC project for improvement of transportation legislation in Kazakstan (executor: Scoot Wilson Kirpatrik).
1995	USAID project for mass privatisation. Seminars on corporate management.
1995	Together with foreign partners preparation of documents to participate in EC tender on project for Europe-Asia transportation corridor TRACECA (work on project will start in 1996).

A.O. NIIAT together with its foreign partners participates in organisation and carrying out the seminars for local experts and enterprise managers training; in the nearest future it is planned to open its own Training Centre.

Due to its experience accumulated during 40 years of activity in the sphere of road transport problems, A.O. NIIAT today has the unique position having at its disposal all necessary resources to meet the demands of its customers, being able to render various services with the necessary quality of works.

Since 1992 A.O. NIIAT is actively collaborating with foreign Partners and Customers in the sphere of the Republic road transport sector taking part in elaboration and implementation of a number of projects.

The participation of A.O. NIIAT in joint international projects enables the personnel to upgrade their professional skills, to acquire experience which has a positive impact on scientific -research works, know-how transfer process.

E. DELEGATE PROFILES FOR SEMINARS AND PROJECTS

DELEGATE BRIEF
MINISTRY OF TRANSPORT - REGULATIONS MANAGER

Seminar Programme Almaty Seminar 10 - 14 June
 UK Tour 9-20 September
 State Seminar November

Role for the Programme

When

- | | |
|--|------------------|
| 1. To gain a detailed appreciation of the issues regarding the regulatory system | Almaty Seminar |
| 2. To represent to Ministry interest in the preliminary debates in the regulatory system | Almaty Seminar |
| 3. To work closely with Ministry of Transport officials from the other Central Asian Republics to establish common Regulatory system | Almaty Seminar |
| 4. To study the draft regulations manual and ensure agreement from within the state government | 24/6/96 - 2/8/96 |
| 5. To gain a detailed appreciation of the Regulatory system of the UK | UK Tour |
| 6. To participate in the compilation of the final version of the Regulations manual | UK Tour |
| 7. To chair the State seminars | State Seminars |
| 8. To be involved in the updating and modification of the regulatory system | Ongoing |

Person Profile

A senior Ministry official who will ultimately head the Department which will administer the Regulatory system. The person must be aware of the policy stance of the Ministry and must be capable of taking strategic decisions without reference back to the Ministry.

Involvement

Seminars 17 days
Manuals 5 days

DELEGATE BRIEF
TRANSPORT ASSOCIATION - TRAINER

Seminar Programme Almaty Seminar 10 - 14 June
 UK Tour 9-20 September
 State Seminar - November

Role for the Programme

	<u>When</u>
1. To gain a general appreciation of the Regulatory system	Almaty Seminar
2. To gain an appreciation of the Business Blueprint for a Transport Company	Almaty Seminar
3. To participate in the compilation of a training / operating manual for transport companies	7/6/96-23/8/96
4. To participate in the establishment of a project to pilot the implementation of the blueprint	UK Tour
5. To deliver, with the Consultants, the competence training package to local operators	State Seminar
6. To provide that competence training on an ongoing basis to meet the requirements of the Regulatory system	Ongoing

Person Profile

A manager with a background in professional training. The manager must be able to gain an appreciation of business concepts and the requirements of the Regulatory system and must be able to communicate these credibly to managers of both small and large transport enterprises.

Involvement

Seminars 17 days
Programme preparation 10 days

DELEGATE BRIEF
OPERATOR - BUSINESS MANAGER

Seminar Programme Almaty Seminar 10 - 14 June
 UK Tour 9-20 September
 State Seminar - November

Role for the Programme

When

- | | |
|--|----------------|
| 1. To gain a general appreciation of the Regulatory system | Almaty Seminar |
| 2. To represent operators interests in preliminary debates on the Regulatory system | Almaty Seminar |
| 3. To gain detailed appreciations of a Business Plan Blueprint for Transport operators | Almaty Seminar |
| 4. To outline demands in the spares and servicing industry required by operators | Almaty Seminar |
| 5. To prepare the Business Plan for the operators | 17/6/96-2/8/96 |
| 6. To gain a full appreciation of the Regulatory systems in the UK | UK Tour |
| 7. To achieve Certificates of Commercial Competence developed from the previous seminars | State Seminars |

Person Profile

A manager of a transport company working outside the Republic borders. Able and willing to implement the business plans and open to Western concepts and management.

Involvement

Seminars 15 days
Business Plan preparation 5 days

**F. CONTENTS OF THE REGULATORY MANUAL
(ENGLISH VERSION ONLY AT INCEPTION REPORT STAGE)**

PART B: ROAD TRANSPORT GENERAL: Adopted Measures

This part includes measures which apply to both goods and passenger transport

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
1	68/297/EEC	19.07.68	<p>Council Directive on the duty-free entry of fuel in tanks of commercial motor vehicles</p> <p>Provided for 50 litres to be brought in from another EC country free of duty. HM Customs and Excise are responsible for policy on this Directive, and amending legislation</p>	L175: 23.07.68 p15 SE Vol 13 p232	01.01.73
1a	85/347/EEC	08.07.85	<p>Council Directive amending Directive 68/297/EEC</p> <p>Increases allowance to 600 litres for passenger vehicles.</p>	L183: 16.07.85 p22	
2	73/318/EEC	04.10.73	<p>Commission Decision in connection with social legislation relating to road transport.</p> <p>Refuses approval of the use of the Swiss individual control book.</p>	L291: 18.10.73 p35	
3	76/914/EEC	16.12.76	<p>Council Directive on the minimum level of training for some road transport drivers</p>	L357: 29.12.76 p36	20.12.78

PART B: ROAD TRANSPORT GENERAL: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
4	77/796/EEC	12.12.77	<p>Council Directive on the mutual recognition of qualifications of goods haulage and road passenger transport operators</p> <p>Provides for mutual recognition of formal qualifications issued in the different Member States to show professional competence in road haulage or passenger transport</p>	L334: 24.12.77 p37	
4a	80/1180/EEC	4.12.80	<p>Council Directive amending Directive 77/796/EEC</p> <p>Extends Directive 77/796/EEC to Greece.</p>	L350: 23.12.80 p43	01.01.81 The Goods Vehicle (O Licence, Qualification and Fees) Regulations 1984
4b	89/438/EEC	21.06.89	<p>Council Directive amending Directive 77/796/EEC</p> <p>Substantial amendments to Council Directive 77/796/EEC, including additions of definitions of transport operators, the criteria for appropriate financial standing and the criteria for professional competence.</p>	L212: 22.07.89 p101	

PART B: ROAD TRANSPORT GENERAL: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
5	(EEC) 2829/77	12.12.77	Council Regulation on the application of the AETR Agreement Provides for the application of the 1978 AETR Agreement concerning the work of crews of vehicles engaged in international road transport within the EC after EC ratification of that Agreement	L334: 24.12.77 p11	01.01.78
5a	Unnumbered 278 A 0408(01)	1978	European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR)	L095: 08.04.78	
6	80/636/EEC	16/06.80	Commission Decision authorising the Irish government to grant certain exemptions in respect of national road transport operators from Community social legislation relating to road transport	L176: 10.07.80 p37	
7	80/1263/EEC	04.12.80	First Council Directive introducing a Community driving licence Harmonises the format and conditions of issue of national driving licences and provides for the exchange of driving licences for people moving their residence from one EC country to another. Superseded by 91/439/EEC	L375: 31.12.80 p1	01.01.83 : licence exchange 01.01.86 : issue of common format licence Driving Licences (Community Driving Licences) Regulations 1982 Road Traffic (Driving Licences) Act 1993 The Driving Licences (Community Driving Licence) Regulations 1990

PART B: ROAD TRANSPORT GENERAL: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
8	83/181/EEC	28.03.83	<p>Council Directive determining the scope of Article 4(1) (d) of Directive 77/388/EEC as regards the exemption from VAT on the final importation of certain goods.</p> <p>Lays down the minimum quantity of fuel in the fuel tanks of commercial vehicles which can be brought in from another EC country free of VAT. HM Customs and Excise are responsible for policy on this Directive and amending legislation.</p>	L105: 23.04.83 p38	
8a	85/346/EEC	08.07.85	<p>Council Directive amending Council Directive 83/181/EEC</p> <p>Increases the allowances</p>	L183: 16.07.85 p21	
8b	88/331/EEC	13.06.88	<p>Council Directive amending Council Directive 83/181/EEC</p>	L151: 17.06.88 p79	
8c	89/219/EEC	07.03.89	<p>Council Directive amending Council Directive 83/181/EEC</p>	L092: 05.04.89 p13	
9	85/516/EEC	18.11.85	<p>Commission Decision setting up a Joint Committee on Road Transport.</p>	L317: 28.11.85 p33	
9a	87/447/EEC	31.07.87	<p>Commission Decision amending Commission Decision 85/516/EEC.</p>	L240: 22.08.87 p37	

PART B: ROAD TRANSPORT GENERAL: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
10	(EEC) 3820/85	20.12.85	<p>Council Regulation on the harmonisation of certain social legislation relating to road transport</p> <p>Implements a major revision of Regulation (EEC) No 543/69 (now repealed) on drivers' hours</p>	L370: 31.12.85 p1	<p>29.09.86</p> <p>(i) SI. 1986 No 1456 The Community Drivers' Hours and Recording Equipment (Exemptions and Supplementary Provisions) Regulations 1986.</p> <p>(ii) SI. 1986 No 1457 The Community Drivers' Hours and Recording Equipment Regulations 1986.</p> <p>(iii) SI. 1986 No 1458. The Drivers' Hours (Harmonisation with Community Rules) Regulations 1986.</p> <p>(iv) SI. 1986 No 1493 The Drivers' Hours (Keeping of Records) (Amendment) Regulations 1986</p> <p>(v) SI. 1986 No 1669. The Community Drivers' Hours and Recording Equipment (Exemptions and Supplementary Provisions) (Amendment) Regulations 1986.</p> <p>(vi) SI. 1987 No 805. The Community Drivers' Hours and Recording Equipment (Exemptions and Supplementary Provisions) (Amendment) Regulations 1987</p> <p>(vii) SI. 1988 No 760 The Community Drivers' Hours and Recording Equipment (Exemptions and Supplementary Provisions) (Amendment) Regulations 1988</p>
10a	93/173/EEC	22.02.93	<p>Commission Decision drawing up the standard form provided for by Article 16 of Council Regulation (EEC) No.3820/85 on the harmonization of certain social legislation related to road transport.</p>	L72: 25.03.93 p.31	

PART B: ROAD TRANSPORT GENERAL: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
11	(EEC) 3821/85	20.12.85	Council Regulation on recording equipment in road transport Implements a major revision of Regulation (EEC) No 1463/70 (now repealed) on tachographs	L370: 31.12.85 p8	29.09.86 See 1,ii,iv,v,vi,vii in item 10 above; also (i) SI 1986 No 2076 The Passenger and Goods Vehicles (Recording Equipment) (Amendment) Regulations (ii) SI 1989 No 2121 The Passenger and Goods Vehicles (Recording Equipment) Regulations 1989
11a	(EEC) 3314/90	16.11.90	Commission Regulation adapting to technical progress Council Regulation (EEC) No 3821/85 on recording equipment in road transport	L318: 17.11.90 p20	20.11.90
11b	(EEC) 3688/91	21.12.92	Provides for prevention of tachograph fraud for automatic tachographs and measures to phase out manual tachographs Commission Regulation adapting to technical progress Council Regulation (EEC) No.3821/85 on recording equipment in road transport.	L374: 22.12.92	
12	88/599/EEC	23.11.88	Council Directive on standard checking procedures for the implementation of Regulation (EEC) No 3820/85 on the harmonisation of certain social legislation relating to road transport and Regulation (EEC) No 3821/85 on recording equipment in road transport	L325: 29.11.88 p55	
12a	93/172/EEC	22.02.93	Commission Decision drawing up the standard reporting form provided for in Article 6 of Council Directive 89/599/EEC concerning road transport.	L72: 25.03.93 p30	

PART B: ROAD TRANSPORT GENERAL: Adopted Measures (continued)

Item No.	Number	Date	Title and Description Community Instrument	OJ Reference	Date of Application in UK/UK implementation Legislation
13	91/439/EEC	29.07.91	Council Directive on driving licences Completes the harmonisation of Community driving licences and replaces the 1st Council Directive 80/1263/EEC. Provides for indefinite mutual recognition of driving licences issued in Member States with provision for registration of drivers for enforcement purposes. Member States are allowed the option of recognising disqualifications imposed outside their territory. Introduce common standards of health and competence, new categories of driving entitlement and a revised version of the model licence.	L237: 24.08.91 p1	Implementing legislation by 1 July 1994 - changes to be introduced by 1 July 1996.
14	91/671/EEC	16.12.91	Council Directive for compulsory use of safety belts in vehicles (cars, passenger vehicles and lorries) of less than 3.5 tonnes Drivers and front seat passengers (adults and children) must be restrained. Rear seat passengers must be restrained where belts or child seats are available to be used.	L373: 31.12.91 p26	31.12.92
15	(EEC) 3912/92	17.12.92	Council Regulation on controls carried out within the Community in the field of road and inland waterway transport in respect of means of transport registered or put into circulation in a third country.	L395: 31.12.92 p6	
16	93/629/EEC	29.10.93	Council Decision on the creation of a trans-European road network	L305: 11.12.93 p11	
17	93/704/EEC	30.11.93	Council Decision on the creation of a Community database on road accidents	L329: 30.12.93 p63	
18	50/95/EEC	29.06.95	Council Directive on uniform control procedures for checks on the transport of dangerous goods by road		

PART B: ROAD TRANSPORT GENERAL: Proposed Measures

Item No.	Number	Date	Title and Description Commission Proposal	OJ Reference ESC/EP Opinions	Date of EM
18	COM(88)567	Tabled 17.07.68	Draft First Directive on adjustment of national taxation systems for commercial vehicles Would provide for the taxation of commercial vehicles at least to cover their track costs on the basis of taxation being restricted to taxes levied in the country of taxation. Sometimes known as the ANTS Directive.	"C" Series: 21.09.68 ESC Opinion: 26.02.69 EP Opinion: 07.05.79	EM submitted to UK Parliament 21.05.74
18a	COM(87)716	Tabled 08.01.88 29.07.91	Draft Council Directive on the 'Allocation of Infrastructure Costs to Goods Vehicles'. Proposes per 1993 system based on the 'nationality' principle - taxation of commercial vehicles according to gross vehicle weight and axle configuration Post 1992 proposes taxation system based on principle of 'territoriality'.	"C" Series 26.03.88 ESC Opinion 03.06.88	EM Submitted to UK Parliament 16.02.88 and 27.01.89
18b	COM(90)540 Final	Tabled 08.02.91	Modification of above	"C" Series: 20.03.91 ESC Opinion 24.04.91	EM submitted to UK Parliament 21.03.91
19	COM(80)315	Tabled 16.06.80	Draft Council decision on EC ratification of the ILO Convention on hours of work		EM submitted to UK Parliament 05.08.80

PART B: ROAD TRANSPORT GENERAL: Proposed Measures (continued)

Item No.	Number	Date	Title and Description of Commission Proposal	OJ Reference ESC/EP Opinions	Date of EM
20	COM(84)171 5923/84	Tabled 20.03.84	Draft Council Directive amending Directive 181/83/EEC determining the scope of Article 14(1) (d) of Directive 338/77/EEC as regards the exemption from value added tax on the final importation of certain goods Would abolish all restrictions on the amount of fuel contained in normal fuel tanks which may be exempted from VAT HM Customs and Excise are responsible for policy on this		
21	COM(86)383 8419/86	Tabled 14.07.86	Draft Directive amending Directive 83/181/EEC determining the scope of Article 14(1) (d) of Directive 77/388/EEC as regards exemption from VAT on the final importation of certain goods Would increase amount of fuel which can be described in tanks of commercial vehicles free of VAT from 200 to 600 litres		EM submitted to UK Parliament 31.10.86
22	COM(86)383 8419/86	Tabled 14.07.86	Draft Council Directive amending Directive 68/297/EEC on the duty-free admission of fuel contained in the fuel tanks of commercial motor vehicles Would increase duty free allowances from 200 to 600 litres for goods transport vehicles		EM submitted to UK Parliament 31.10.86

PART B: ROAD TRANSPORT GENERAL: Proposed Measures (continued)

Item No.	Number	Date	Title and Description of Commission Proposals	OJ Reference ESC/EP Opinions	Date of EM
23	COM(87)21	Tabled 09.02.87	Draft Council Directive amending for the third time Directive 83/181/EEC on the exemption of value-added tax on the final importation of certain goods		
24	COM(90)174 5701/91		Draft Council Directive on limits for emissions from heavy diesels including levels of particulates In two stages up to 1995 - third stage for end of decade		
25	COM(93)548 FINAL SYN 477	25.11.93	Proposal for a Council Directive on the approximation of the laws of Member States with regard to the transport of dangerous goods by road	C17: 20.01.94 p6	

PART B: ROAD TRANSPORT GENERAL: Resolutions

Item No.	Number	Date	Title and Description of Resolution	OJ Reference or ESC & EP Opinions	Date of Application in UK/UK implementing Legislation/Date of EM
26	Unnumbered 485 Y 1231(01)	20.12.85	Resolution of the Council and the Representatives of the Governments of the Member States, meeting within the Council, to improve the implementation of the social Regulations in road transport.	C348: 31.12.85 p1	

PART D: ROAD GOODS TRANSPORT: Adopted Measures
 See also Part B for measures applying to both goods and passenger transport, and Part H for measures applying to combined road/rail transport. Also relevant are several items in Part A

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
1	Unnumbered 362 L 2005	23.07.62	First Council Directive on the establishment of certain common rules for international transport (carriage of goods by road for hire or reward)	L070: 06.08.62 p2005 SE Vol 13 p216	01.01.74 The Goods Vehicle (Operators' Licence) (Temporary Use in Great Britain) Regulations 1980
1a	72/426/EEC	19.12.72	Provides for certain classes of goods to be exempt from licensing/quota procedures	L291: 28.12.72 p155 SE Vol 13 p256	
1b	74/149/EEC	1974	Council Directive supplementing the First Directive	L084: 29.03.74 p8	
1c	77/158/EEC	14.02.77	Council Directive amending the First Directive	L048: 19.02.77 p30	
1d	78/175/EEC	20.02.78	Council Directive amending the First Council Directive in respect of the carriage of live animals	L054: 25.02.78 p18	01.07.77
1e	80/49/EEC	20.12.79	Council Directive amending the First Directive	L018: 24.01.80 p23	
1f	82/50/EEC	19.01.82	Council Directive amending the First Directive	L027: 04.02.82 p22	
1g	83/572/EEC	26.10.83	Council Directive amending the First Directive	L332: 28.11.83 p33	01.01.84
1h	84/647/EEC	19.12.84	Provides for household removals to be added to goods exempted from quota restrictions	L335: 22.12.84 p72	
1i	(EEC) 881/92	26.03.92	Council Directive amending the First Directive Council Regulation amending the First Directive	L095: 09.04.92 p1	

PART D: ROAD GOODS TRANSPORT: Adopted Measures

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
2	74/561/EEC	12.11.74	Council Directive on admission to the occupation of road haulage operator in national and international transport operations Sets standard minimum requirements to be met by those becoming road hauliers	L308: 19.11.74 p18	01.01.77 The Goods Vehicle (O Licence, Qualifications and Fees) Regulations 1984
2a	80/1178/EEC	04.12.80	Council Directive supplementing Directive 74/561/EEC	L350: 23.12.80 p41	
2b	85/578/EEC	20.12.85	Extends Directive 74/561/EEC to cover Greece Council Directive amending Directive 74/561/EEC	L372: 31.12.85 p34	01.01.86
2c	89/438/EEC	21.06.89	Extends the provisions of Directive 74/561/EEC to cover Spain and Portugal Council Directive amending Directive 74/561/EEC Includes measures intended to encourage operators to effectively exercise their right to freedom of establishment	L212: 22.07.89 p101	01.01.90

PART D: ROAD GOODS TRANSPORT: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK Implementing Legislation
3	(EEC) 3237/76	21.12.76	Council Regulation on the advance implementation of the Technical Annexes and the advance use of the specimen TIR carnet of the TIR Convention of 14.11.75	L368: 31.12.76 p1	
3a	(EEC) 3020/81	19.10.81	HM Customs and Excise are responsible for policy on this regulation Council Regulation amending Regulation (EEC) No 3237/76	L302: 23.10.81 p6	

PART D: ROADS GOODS TRANSPORT: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
4	78/546/EEC	12.06.78	Council Directive on statistical returns in respect of the carriage of goods by road, as part of regional statistics Imposes obligations on Member States to make statistical returns on the national and international carriage of goods by road	L168: 26.06.78 p29	01.01.79
4a	89/462/EEC	18.07.89	Council Directive amending Directive 78/546/EEC Includes requirements for increased detail, especially regarding international transport.	L226: 03.08.89 p8	01.01.90
5	78/624/EEC	29.06.78	Commission recommendation concerning the general conditions for the application of the reference tariffs provided for in Article 4(3) of Council Regulation (EEC) No 2381/77 on the fixing of rates for the carriage of goods by road between Member States.	L202: 26.07.78 p14	
6	(EEC) 2112/78	25.07.78	Council Regulation on the conclusion of the TIR Convention of 14.11.75 Customs and Excise are responsible for policy on this regulation	L252: 14.09.78 p1	
7	84/647/EEC	19.12.84	Council Directive on the use of vehicles hired without drivers for the carriage of goods by road Establishes common rules for the use of such vehicles	L335: 22.12.84 p72	30.06.86
7a	90/398/EEC	24.07.90	Council Directive amending Directive 84/647/EEC Removes some of the restrictions on the use of vehicles hired without drivers	L202: 31.07.90 p16	31.12.90

PART D: ROAD GOODS TRANSPORT: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implement in Legislation
8	88/525/EEC	28.09.88	Commission opinion addressed to Denmark on a draft law on the carriage of goods by road	L288: 21.10.88 p14	
9	(EEC) 4058/89	21.12.89	Council Regulation on the fixing of rates for the carriage of goods by road between Member States Provides for the rates for the carriage operations to be set by free agreement between the parties to the haulage contract	L390: 30.12.89 p1	
10	(EEC) 4059/89	21.12.89	Council Regulation laying down the conditions under which non-resident carriers may operate national road haulage services within a Member State Allows road haulage cabotage for a transitional period under Community Cabotage quota	L390: 30.12.89 p3	
10a	(EEC) 296/91	04.02.91	Council Regulation amending Regulation (EEC) No 4059/89 Provides for an increase in the cabotage quota for 1991 to take account of the enlargement of the Community following the reunification of Germany	L036: 08.02.91 p8	

PART D: ROAD GOODS TRANSPORT: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
11	89/684/EEC	21.12.89	Council Directive on vocational training for certain drivers of vehicles carrying dangerous goods by road	L398: 30.12.89 p33	01.07.92 for drivers of road tankers, vehicles carrying tank containers and explosives.
11a	94/785/EC	02.12.94	Commission Decision concerning the request from the UK to the Commission to exempt certain transport operations from the application of Directive 89/684/EEC	L317: 10.12.94 p15	
12	(EEC) 3916/90	21.12.90	Council Regulation on measures to be taken in the event of a crisis in the market in the carriage of goods by road Provides for a Community safeguard mechanism in the road haulage sector	L375: 31.12.90 p10	01.01.91
13	(EEC) 719/91	21.03.91	Council Regulation on the use in the Community of TIR carnets and ATA carnets as transit documents.	L078: 26.03.91 p6	
13a	(EEC) 1593/91	12.06.91	Commission Regulation providing for implementation of Council Regulation (EEC) No 719/91	L148: 13.06.91 p11	
13b	(EEC) 3689/92	21.12.92	Council Regulation laying down detailed rules for the application of Council Regulation (EEC) No 719/91 on the use in the Community of TIR carnets and ATA carnets as transit documents and of Council Regulation (EEC) No 3599/82 on temporary importation arrangements.	L374: 22.12.92 p14	
14	(EEC) 3648/91	11.12.91	Council Regulation laying down the methods of using form 302 and repealing Regulations (EEC) 3690/86 concerning the abolition within the framework of the TIR Convention of customs formalities on exit from a member state at a frontier between two member states and Regulation (EEC) No 4283/86 on the abolition of certain exit formalities at internal Community frontiers - introduction of common border posts	L348: 17.12.91 p1	

PART D: ROAD GOODS TRANSPORT: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
15	92/258/EEC	27.04.92	Commission Decision on the increase, for the period 01.07.92 to 31.12.92, in the Community cabotage quota for national road haulage services performed by non-resident carriers	L128: 14.05.92 p32	
16	(EEC) 2655/92	08.09.92	Council Regulation restricting use of the procedure for the international transport of goods under cover of TIR carnets (TIR Convention) in the case of consignments travelling between two points situated in the European Economic Community via the territories of the Republics of Serbia and Montenegro	L266: 12.09.92 p26	
17	(EEC) 3118/93	25.10.93	Council Regulation laying down the conditions under which non-resident carriers may operate national road haulage services within a Member State	L279: 12.11.93 p12	
17a	(EC) 3315/94	22.12.94	Council regulation amending Regulation (EEC) No. 3118/93	L350: 31.12.94 p9	
18	93/89/EEC	27.10.93	Council Directive on the application by Member States of taxes on certain vehicles used for the carriage of goods by roads and tolls and charges for the use of certain infrastructures	L279: 12.11.93 p32	
19	94/55/EC	21.11.94	Council Directive on the approximation of the laws of the Member States with regard to the transport of dangerous goods by road	L319: 12.12.94 p7	

PART D: ROAD GOODS TRANSPORT: Proposed Measures

Item No.	Number	Date	Title and Description of Commission Proposal	OJ Reference and ESC/EP Opinions	Date of EM
20	COM(91)293 Final	26.07.91	Draft Council Regulation on access to the market for the carriage of goods by road Provides for the introduction of a system of Community licences to be issued on the basis of qualitative criteria.	ESC Opinion: 27.11.91	EM submitted to UK Parliament 18.11.91

PART D: ROAD GOODS TRANSPORT: Resolutions

Item No.	Number	Date	Title and Description of Commission Proposal	OJ Reference or ESC & EP Opinions	Date of Application in UK/UK implementing legislation
21	Unnumbered 485 Y 1231(01)	20.12.85	<p>Resolution of the Council and Representatives of the Member States, meeting with the Council to improve the implementation of the Social Regulations in road transport</p> <p>Resolution on enforcement of drivers' hours and tachograph regulations [Regulations (EEC) Nos 3802/85 and 3821/85] and cooperation between Member States</p>	C348: 31.12.85 p1	

PART E: MOTOR VEHICLE INSURANCE: Adopted Measures

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
1	72/166/EEC	24.04.72	<p>Council Directive on the approximation of the laws of Member States on insurance against civil liability in respect of the use of motor vehicles and to the enforcement of the obligation to insure against such liability</p> <p>i. provides that motor insurance policies issued in one Member State cover all risks compulsorily insurable in others;</p> <p>i. abolishes checks on motor insurance at borders between Member States</p>	L103: 02.05.72 p1 SE Vol 13 p245	01.01.74 (for i) 15.05.74 (for ii) Motor Vehicles (Compulsory Insurance) (No 2) Regulations 1973 (SI 2143/1973)
1a	72/430\EEC	19.12.72	Council Directive amending Directive 72/166/EEC	L291: 28.12.72 p162	As above
1b	74/165/EEC	06.02.74	Commission recommendation on the application of Directive 72/166/EEC	L087: 30.03.74 p12	15.05.74
1c	74/166/EEC	06.02.74	<p>Recommends that temporary insurance policies issued at frontiers should be valid for minimum period of 15 days</p> <p>First Commission Decision on the application of Directive 72/166/EEC</p> <p>Specifies date on which frontier insurance checks abolished by 72/166/EEC should cease</p>	L087: 30.03.74 p13	15.05.74 Same implementing legislation as item 1 above
1d	74/167/EEC	06.02.74	<p>Second Commission Decision on the Application of Directive 72/166/EEC</p> <p>Extends 72/166/EEC to certain non member states</p>	L087: 30.03.74 p14	15.05.74 Motor Vehicles (Third Party Risks) (Amendment) Regulations 1974 (SI 792/1974)
1e	75/23/EEC	13.12.74	<p>Third Commission Decision on the application of Directive 72/166/EEC</p> <p>Extends 72/166/EEC to additional non-member states</p>	L006: 10.01.75 p33	01.01.75 Motor Vehicles (Third Party Risks) (Amendment) (No 2) Regulations 1974 (SI 2187/1974)
1f	93/43/EEC	21.12.92	Commission relating to the application of Council Directive 72/166/EEC on the approximation of Member States' laws relating to insurance against civil liability concerning the use of motor vehicles	L016: 25.01.93 p51	

PART B MOTOR VEHICLE INSURANCE: Additional Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
2	81/76/EEC	08.01.81	Commission recommendation on accelerated settlement of claims under insurance against civil liability in respect of the use of motor vehicles Facilitates the exchange of documents relating to claims between Member States	L057: 04.03.81 p27	Not binding
3	84/5/EEC	30.12.83	Second Council Directive on approximation of the laws of Member States on insurance against civil liability in respect of the use of motor vehicles Achieves a degree of harmonisation of Member States' minimum compulsory insurance requirements	L008: 11.01.84 p17	31.12.88 Motor Vehicles (Compulsory Insurance) Regulations 1987 (SI 2171/1987)
4	90/232/EEC	14.05.90	Third Council Directive on approximation of the laws of Member States on insurance against civil liability in respect of the use of motor vehicles Provides some increase in the level and scope of insurance cover and further harmonises Member States' guarantee fund procedures	L129: 19.05.90 p33	To be implemented by 31.12.92 at the latest

PART F: ROAD VEHICLE STANDARDS

(1) Motor Vehicles and Trailers: Adopted Measures

Except where otherwise stated, these instruments provide for the approximation of Member States' laws on production standards

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
1	70/156/EEC	06.02.70	Council Directive on the approximation of the laws of Member States relating to the type-approval of motor vehicles and their trailers	L042: 23.02.70 p1 SE Vol 12 p35	01.01.73
1a	78/315/EEC	21.12.77	Introduces a type approval scheme Commission Directive amending Council Directive 70/156/EEC	L081: 28.03.78 p1	
1b	78/547/EEC	12.06.78	Commission Directive amending Council Directive 70/156/EEC	L168: 26.06.78 p39	
1c	80/1267/EEC	16.12.80	Council Directive amending Council Directive 70/156/EEC	L375: 31.12.80 p34	
1d	87/358/EEC	25.06.87	Council Directive amending Directive 70/156/EEC Introduces a definition of "off-road" vehicle.	L192: 11.07.87 p51	01.10.88
1e	87/403/EEC	25.06.87	Council Directive supplementing Annex 1 to Directive 70/156/EEC Streamlines type approval procedures	L220: 08.08.87 p44	01.10.88
1f	92/53 EEC	18.06.92	Council Directive amending Directive 70/156/EEC	L225: 10.08.92 p1	

PART F: ROAD VEHICLE STANDARDS (i) Motor Vehicles and Trailers: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
2	70/157/EEC	06.02.70	Council Directive on the permissible sound level and the exhaust system of motor vehicles	L042: 23.02.70 p16	01.08.76
2a	73/350/EEC	07.11.73	Commission Directive amending Directive 70/157/EEC	L321: 22.11.73 p33	01.08.76
2b	77/212/EEC	08.03.77	Introduces provisions for testing of silencers	L066: 12.03.77 p33	10.01.79
2c	81/334/EEC	13.04.81	Council Directive amending Directive 70/157/EEC to tighten noise limit values for the first time	L131: 18.05.81 p6	11.04.83
2d	84/372/EEC	03.07.84	Revision of test method and introduction of testing and approval of replacement exhaust systems	L196: 26.07.84 p47	01.10.84
2e	84/424/EEC	03.09.84	Council Directive amending Directive 70/157/EEC	L238: 06.09.84 p31	26.05.86 Mandatory from 01.10.88
2f	89/491/EEC	17.07.89	Revision of test method for certain types of vehicle	L238: 15.08.89 p43	31.12.89 Type Approval
2g	92/97/EEC	10.11.92	Council Directive adapting to technical progress	L371: 19.12.92 p1	01.07.93
3	70/220/EEC	20.03.70	Council Directive amending Directive 70/157 EEC	L076: 06.04.70 p1 SE Vol 12 p58	01.10.79
3a	74/290/EEC	28.05.74	Council Directive on the measures to be taken against air pollution by gases from positive ignition engines of motor vehicles	L159: 15.06.74 p61	01.10.79
3b	77/102/EEC	30.11.76	Council Directive adapting Directive 70/220/EEC to technical progress	L032: 03.02.77 p32	01.10.79
			Commission Directive extending scope of Council Directive 70/220/EEC		

PART F: ROAD VEHICLE STANDARDS (i) Motor Vehicles and Trailers: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
3c	78/665/EEC	14.07.78	Commission Directive adapting Council Directive 70/220/EEC to technical progress	L223: 14.08.78 p48	01.10.79
3d	83/351/EEC	16.06.83	Council Directive adapting Directive 70/220/EEC to technical progress	L197: 20.07.83 p1	
3e	88/76/EEC	03.12.87	Council Directive amending Directive 70/220/EEC on the emission of pollutant gases from the engines of motor vehicles	L036: 09.02.88 p1	26.06.90
3f	88/436/EEC	16.06.88	Council Directive amending Directive 70/220/EEC on air pollution by gases from the engines of motor vehicles (restrictions of particulate pollutants from diesel engines).	L214: 06.08.88 p1 and corrigendum L303: 08.11.88	26.06.90
3g	89/458/EEC	18.07.89	Council Directive amending Directive 70/220/EEC on measures against air pollution by emissions from motor vehicles	L226: 03.08.89	26.06.90
3h			Amends standards for cars <1.4 litres Commission Directive adapting to technical		31.12.89 Type Approval

PART F: ROAD VEHICLE STANDARDS (i) Motor Vehicles and Trailers: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK Implementing Legislation
4	70/221/EEC	20.03.70	Council Directive on liquid fuel tanks and rear protective devices for motor vehicles and their trailers	L076: 06.04.70 p23 SE Vol 12 p80	Revision awaiting MWG approval
4a	79/490/EEC	18.04.79	Commission Directive adapting to technical progress Council Directive 70/221/EEC	L128: 26.05.79 p22	Not Mandatory; protective devices only
4b	81/333/EEC	13.04.81	Commission Directive amending Commission Directive 79/490/EEC	L131: 18.05.81 p4	Not mandatory
5	70/222/EEC	20.03.70	Council Directive on the space for mounting and the fixing of rear registration plates on motor vehicles and their trailers	L076: 06.04.70 p25 SE Vol 12 p83	Not mandatory
6	70/311/EEC	08.06.70	Council Directive on the steering equipment for motor vehicles and their trailers	L133: 18.06.70 p10 SE Vol 12 p86	Not mandatory
7	70/387/EEC	27.07.70	Council Directive on the doors of motor vehicles and their trailers	L176: 10.08.70 p5 SE Vol 12 p90	27.01.72
8	70/388/EEC	27.07.70	Council Directive on audible warning devices for motor vehicles	L176: 10.08.70 p12 SE Vol 12 p97	Not mandatory
9	71/127/EEC	01.03.71	Council Directive on the rear-view mirrors of motor vehicles	L068: 22.03.71 p1 SE Vol 12 p104	01.09.72
9a	79/795/EEC	20.07.79	Commission Directive adapting to technical progress Directive 71/127/EEC	L239: 22.09.79 p1	Not mandatory
9b	85/205/EEC	18.02.85	Commission Directive amending Council Directive 71/127/EEC	L090: 29.03.85 p1	Installation requirements mandatory from 01.10.88 in respect of HGV's
9c	86/562/EEC	06.11.86	Commission Directive amending Council Directive 71/127/EEC	L327: 22.11.86 p49	Optional
9d	88/321/EEC	16.05.88	Commission Directive amending Council Directive 71/127/EEC	L147: 14.06.88 p77	Optional

PART F: ROAD VEHICLE STANDARDS (1) Motor Vehicles and Trailers: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
10	71/320/EEC	26.07.71	Council Directive on the braking devices of certain categories of motor vehicles and their trailers	L202: 06.09.71 p37 SE Vol 12 p172	01.04.83 - Mandatory (All vehicle categories)
10a	74/132/EEC	11.02.74	Commission Directive amending Council Directive 71/320/EEC	L074: 19.03.74 p7	01.04.83 - Mandatory (All vehicles categories)
10b	75/524/EEC	25.07.75	Commission Directive adapting Council Directive 71/320/EEC to technical progress	L236: 08.09.75 p3	01.04.83 - Mandatory (except buses)
10c	79/489/EEC	01.04.79	Commission Directive adapting Council Directive 71/320/EEC to technical progress	L128: 26.05.79 p12	01.04.83 - Mandatory (All vehicles categories)
10d	85/647/EEC	23.12.85	Commission Directive adapting Council Directive 71/320/EEC to technical progress	L380: 31.12.85 p1	01.04.89
10e	88/194/EEC	24.03.88	Commission Directive adapting Council Directive 71/320/EEC to technical progress	L092: 09.04.88 p47	01.04.92
10f	91/422/EEC	15.07.91	Commission Directive adapting Council Directive 71/320/EEC to technical progress	L233: 22.08.91 p21 and corrigendum L275: 02.10.91 p36	
11	72/245/EEC	20.06.72	Council Directive on the suppression of radio interference produced by spark-ignition engines fitted to motor vehicles	L152: 06.07.72 p15 SE Vol 12 p242	Optional
11a	89/491/EEC	17.07.89	Council Directive amending Council Directive 72/245/EEC	L238: 15.08.89 p43	
12	72/306/EEC	02.08.72	Council Directive on the measures to be taken against the emission of pollutants from diesel engines for use in vehicles	L190: 20.08.72 p1 SE Vol 12 p278	01.08.78
12a	89/491/EEC	17.07.89	Restricts smoke emissions Council Directive amending Council Directive 72/306/EEC	L238: 15.08.89 p43	

PART F: ROAD VEHICLE STANDARDS (1) Motor Vehicles and Trailers: Adopted Measures (continued)					
Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
13	88/77/EEC	03.12.87	Council Directive on the measures to be taken against the emission of pollutants from diesel engines for use in vehicles	L036: 09.02.88 p33	26.06.90
13a	91/542/EEC	01.10.91	Council Directive amending Directive 88/77/EEC	L295: 25.10.91 p1	
14	74/60/EEC	17.12.73	Council Directive on the interior fittings of motor vehicles (interior parts of passenger compartment other than the interior rear-view mirrors, layout of controls, the roof or sliding roof, the backrest and rear part of the seats)	L038: 11.02.74 p2	01.10.78
14a	78/632/EEC	19.05.78	Commission Directive amending Directive 74/60/EEC to technical progress	L206: 29.07.78 p26	01.10.79

PART F: ROAD VEHICLE STANDARDS (i) Motor Vehicles and Trailers: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing legislation
15	74/61/EEC	17.12.73	Council Directive on devices to prevent the unauthorised use of motor vehicles	L038: 11.02.74 p22	Optional 01.08.78
16	74/297/EEC	04.06.74	Council Directive on the interior fittings of motor vehicles (the behaviour of the steering mechanism in the event of an impact)	L165: 20.06.74 p16	01.08.78 Amendment awaiting MVWG approval
16a	91/662/EEC	06.12.91	Commission Directive adapting to technical progress Directive 74/297/EEC	L366: 31.12.91 p1	
17	74/408/EEC	22.07.74	Council Directive on the interior fittings of motor vehicles (strength of seats and their anchorages)	L221: 12.08.74 p1	01.10.75 Amendment awaiting MVWG approval
17a	81/577/EEC	20.07.81	Council Directive amending Council Directive 74/408/EEC	L209: 29.07.81 p34	
18	74/483/EEC	17.09.74	Council Directive on the external projections of motor vehicles	L266: 02.10.74 p4	01.10.78
18a	79/488/EEC	18.04.79	Commission Directive adapting to technical progress Council Directive 74/483/EEC	L128: 26.05.79 p1	
19	75/443/EEC	26.06.75	Council Directive on the reverse and speedometer equipment of motor vehicles	L196: 26.07.75 p1	01.10.78 (speedometer)
20	76/114/EEC	18.12.75	Council Directive and Corrigendum, on statutory plates and inscriptions for motor vehicles and their trailers, and their location and method of attachment	L024: 30.01.76 p1	01.04.80 (cars only)
20a	78/507/EEC	19.5.78	Commission Directive amending Council Directive 76/114/EEC	L155: 13.06.78 p31	01.04.87 (cars only)
21	76/115/EEC	18.12.75	Council Directive on anchorages for motor vehicle safety belts	L024: 30.01.76 p6	01.01.77 Amendments awaiting MVWG approval
21a	81/575/EEC	20.07.81	Council Directive amending Council Directive 76/115/EEC	L209: 29.07.81 p30	01.04.82
21b	82/318/EEC	02.04.82	Commission Directive adapting to technical progress Council Directive 76/115/EEC	L139: 19.05.82 p9	01.04.82
21c	90/629/EEC	30.10.90	Commission Directive adapting to technical progress Council Directive 76/115/EEC	L341: 06.12.90 p14	September 1991

PART F: ROAD VEHICLE STANDARDS (i) Motor Vehicles and Trailers: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
22	76/756/EEC	27.07.76	Council Directive on the installation of lighting and light-signalling devices on motor vehicles and their trailers	L262: 27.09.76 p1	Optional
22a	80/233/EEC	21.11.79	Commission Directive amending Council Directive 76/756/EEC	L051: 25.02.80 p8	Optional
22b	82/244/EEC	17.03.82	Commission Directive adapting Council Directive 76/756/EEC to technical progress	L109: 22.04.82 p31	Optional
22c	83/276/EEC	26.05.83	Council Directive amending Council Directive 76/756/EEC superseded by 91/663/EEC	L151: 09.06.83 p47	Optional
22d	89/278/EEC	23.03.89	Commission Directive adapting to technical progress Council Directive 76/756/EEC	L109: 20.04.89 p38 and corrigenda L114: 27.04.89	Optional
22e	91/663/EEC	10.12.91	Commission Directive adapting to technical progress Directive 76/756/EEC	L366: 31.12.91 p17	Optional
23	76/757/EEC	27.07.76	Council Directive on reflex reflectors for motor vehicles and their trailers	L262: 27.09.76 p32	Optional
24	76/758/EEC	27.07.76	Council Directive on end-outline marker lamps, front position (side) lamps, rear position (side) lamps and stop lamps for motor vehicles and their trailers	L262: 27.09.76 p54	Optional
24a	89/516/EEC	01.08.89	Commission Directive adapting to technical progress. Council Directive 76/758/EEC	L265: 12.09.89 p1	Optional
25	76/759/EEC	27.07.76	Council Directive on direction indicator lamps for motor vehicles and their trailers	L262: 27.09.76 p71	Optional
25a	89/277/EEC	28.03.89	Commission Directive adapting to technical progress, Council Directive 76/759/EEC	L109: 20.04.89 p25 and corrigenda L114: 27.04.89	Optional
26	76/760/EEC	27.07.76	Council Directive on the rear registration plate lamps for motor vehicles and their trailers	L262: 27.09.76 p85	Optional

PART F: ROAD VEHICLE STANDARDS (1) Motor Vehicles and Trailers: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
27	76/761/EEC	27.07.76	Council Directive on motor vehicle headlamps which function as main beam and/or dipped beam headlamps and on incandescent electric filament lamps for such headlamps	L262: 27.09.76 p96	Optional
27a	89/517/EEC	01.08.89	Commission Directive adapting to technical progress. Council Directive 76/761/EEC	L265: 12.09.89 p15	Optional
28	76/762/EEC	27.07.76	Council Directive on front fog-lamps for motor vehicles and filament lamps for such lamps	L262: 27.09.76 p122	Optional
29	77/95/EEC	21.12.76	Council Directive on taximeters	L026: 31.01.77 p59	Not mandatory
30	77/143/EEC	29.12.76	Council Directive on roadworthiness tests for motor vehicles and their trailers	L047: 18.02.77 p47	01.01.83
30a	88/449/EEC	26.07.88	Council Directive amending Council Directive 77/143/EEC	L222: 12.08.88 p10	
30b	91/225/EEC	27.03.91	Council Directive amending Council Directive 77/143/EEC	L103: 23.04.91 p3	
30c	91/328/EEC	21.06.91	Council Directive amending Council Directive 77/143/EEC	L178: 06.07.91 p29	
30d	92/54/EEC	22.06.92	Council Directive amending Directive 77/143/EEC	L225: 10.08.92 p63	
30e	92/55/EEC	22.06.92	Council Directive amending Directive 77/143/EEC in respect of exhaust emissions	L225: 10.08.92 p68	
31	77/389/EEC	17.05.77	Council Directive on motor vehicle towing devices	L145: 13.06.77 p41	Not mandatory
32	77/538/EEC	28.06.77	Council Directive on rear fog-lamps for motor vehicles and their trailers	L220: 29.08.77 p60	Optional
32a	89/518/EEC	01.08.89	Commission Directive adapting to technical progress. Council Directive 77/538/EEC	L265: 12.09.89 p24	Optional
33	77/539/EEC	28.06.77	Council Directive on reversing lamps for motor vehicles and their trailers	L220: 29.08.77 p72	Optional
34	77/540/EEC	28.06.77	Council Directive on parking lamps for motor vehicles	L220: 29.08.77 p83	Optional

PART F: ROAD VEHICLE STANDARDS (1) Motor Vehicles and Trailers: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
35	77/541/EEC	28.06.77	Council Directive on safety belts and restraint systems of motor vehicles	L220: 29.08.77 p95	29.12.79 Addendum 6 with MVWG awaiting agreement
35a	81/576/EEC	20.07.81	Council Directive amending Directive 77/541/EEC	L209: 29.07.81 p32	
35b	82/319/EEC	02.04.82	Commission Directive Adapting Directive 77/541/EEC to technical progress	L139: 19.05.82 p17	
35c	90/628/EEC	30.10.90	Commission Directive adapting to technical progress Council Directive 77/541/EEC	L341: 06.12.90 p1	September 1991

PART F: ROAD VEHICLE STANDARDS (1) Motor Vehicles and Trailers: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
36	77/649/EEC	27.09.77	Council Directive and Corrigendum, on the field of vision of motor vehicle drivers	L267: 19.10.77 p1	Optional
36a	81/643/EEC	29.07.81	Commission Directive adapting to technical progress Council Directive 77/649/EEC	L23: 15.08.81 p41	Optional
36b	88/366/EEC	17.05.88	Council Directive amending Directive 77/649/EEC	L181: 12.07.88 p40	Optional
36c	90/630/EEC	30.10.90	Commission Directive adapting to technical progress Council Directive 77/649/EEC	L341: 06.12.90 p20	September 1991
37	78/316/EEC	21.12.77	Council Directive on the interior fittings of motor vehicles (identification of controls, tell-tales and indicators)	L081: 28.03.78 p3	Optional
37a	93/91/EEC	29.10.93	Commission Directive adapting to technical progress Council Directive 78/316/EEC	L284: 19.11.93 p25	
38	78/317/EEC	21.12.77	Council Directive and Corrigendum, on the defrosting and demisting systems of glazed surfaces of motor vehicles	L081: 28.03.78 p27 and corrigendum L194: 19.07.78 p29	01.10.85
39	78/318/EEC	21.12.77	Council Directive on the wiper and washer systems of motor vehicles	L081: 28.03.78 p49	01.10.85
39a	94/68/EC	16.12.94	Commission Directive adapting to technical progress Council Directive 78/318/EEC	L354: 31.12.94 p1	
40	78/548/EEC	12.06.78	Council Directive on heating systems for the passenger compartment of motor vehicles	L168: 26.06.78 p40	Not mandatory
41	78/549/EEC	12.06.78	Council Directive on the wheel guards of motor vehicles	L168: 26.06.78 p45	Not mandatory
41a	94/78/EC	21.12.94	Commission Directive adapting to technical progress Council Directive 78/549/EEC	L354: 31.12.94 p10	
42	78/932/EEC	16.10.78	Council Directive on head restraints of seats of motor vehicles	L325: 20.11.78 p1	16.04.80 (where fitted) Amendment on height awaiting MVMG approval
43	80/1268/EEC	16.12.80	Council Directive on the fuel consumption of motor vehicles	L375: 31.12.80 p36	
43a	89/491/EEC	17.07.89	Council Directive amending Council Directive 80/1268/EEC	L238: 15.08.89 p43	

PART F: ROAD VEHICLE STANDARDS (1) Motor Vehicles and Trailers: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
44	80/1269/EEC	16.12.80	Council Directive on the engine power of motor vehicles	L375: 31.12.80 p46	
44a	86/195/EEC	24.03.88	Council Directive amending Council Directive 80/1269/EEC	L092: 09.04.88 p50	
44b	89/491/EEC	17.07.87	Council Directive amending Council Directive 80/1269/EEC	L238: 15.08.89 p43	

PART F: ROAD VEHICLE STANDARDS (i) Motor Vehicles and Trailers: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK implementing Legislation
45	85/3/EEC	19.12.84	Council Directive on the weights, dimensions and certain other technical characteristics of certain road vehicles Sets various circulation standards, in particular as regards overall weights and dimensions, for goods vehicles with a laden weight over 3.5 tonnes on international journeys within EC	L002: 03.01.85 p14	01.07.86 (but with a derogation from certain provisions for UK and Ireland)
45a	86/360/EEC	24.07.86	Council Directive amending Directive 85/3/EEC Sets circulation standard weights for the drive axle of 5 and 6 axled goods vehicles	L217: 05.08.86 p19	UK and Ireland have a derogation of unspecified length
45b	88/218/EEC	11.04.88	Council Directive amending Directive 85/3/EEC Increases agreed width for refrigerated vehicles from 2.5m to 2.6m.	L098: 15.04.88 p40	01.01.89
45c	89/338/EEC	27.04.89	Council Directive amending Directive 85/3/EEC. Weights and dimensions of 2, 3 and 4 axle vehicles	L142: 25.05.89 p3	
45d	89/460/EEC	18.07.89	Council Directive amending Directive 85/3/EEC. Fixes expiry date of derogations mentioned in items 45 and 45a	L226: 03.08.89 p5	Appl. 01.01.99
45e	89/461/EEC	20.06.89	Council Directive amending Directive 85/3/EEC Increases agreed length of articulated vehicles from 15.5m to 16.5m	L226: 03.08.89 p7	19.03.90
45f	91/60/EEC	04.02.91	Council Directive amending Directive 85/3/EEC	L037: 09.02.91 p37	17.10.91
45g	92/7/EEC	10.02.92	Council Directive amending Directive 85/3 EEC	L057: 02.03.92 p29	

PART F: ROAD VEHICLE STANDARDS (i) Motor Vehicles and Trailers: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK Implementing Legislation
46	86/364/EEC	24.07.86	<p>Council Directive relating to proof of compliance of vehicles with Directive 85/3/EEC on the weights, dimensions and certain other technical characteristics of certain road vehicles</p> <p>Requires member states to ensure that vehicles used for international transport which comply with Directive 85/3/EEC carry documents or plates setting out their weights and dimensions</p>	L221: 07.08.86 p48	01.08.87

PART F: ROAD VEHICLE STANDARDS (1) Motor Vehicles and Trailers: Adopted Measures (continued)

Item No.	Number	Date	Title and Description of Community Instrument	OJ Reference	Date of Application in UK/UK Implementing Legislation
47	89/459/EEC	18.07.89	Council Directive on the approximation of the laws of the Member States relating to the tread depths of tyres of certain categories of motor vehicles and their trailers.	L226: 03.08.89 p4	02.11.90
48	89/297/EEC	13.04.89	Council Directive on lateral protection devices (sideguards) of certain motor vehicles and their trailers	L124: 05.05.89 p1	30.10.89
49	91/226/EEC	27.03.91	Council Directive on the spray suppression systems of certain categories of motor vehicles and their trailers	L103: 23.04.91 p5	Optional
50	92/6/EEC	10.02.92	Council Directive on the installation and use of speed limitation devices for certain categories of motor vehicle	L057: 02.03.92 p27	01.10.93
51	92/22/EEC	31.03.92	Council Directive on safety glazing and glazing materials on motor vehicles and their trailers	L129: 14.05.92 p11	
52	92/24/EEC	31.03.92	Council Directive relating to speed limitation devices or similar speed limitation on-board systems of certain categories of motor vehicles	L129: 14.05.92 p154	
53	92/23/EEC	31.01.92	Council Directive relating to tyres for motor vehicles and their trailers and to their fitting	L129: 14.05.92 p95	
54	92/114/EEC	17.12.92	Council Directive relating to the external projections forward of the cab's rear panel of motor vehicles of category N.	L409: 31.12.92 p17 and corrigendum L67: 19.03.93 p32	
55	94/20/EC	30.05.94	Council Directive relating to the mechanical coupling devices of motor vehicles and their trailers and their attachments to those vehicles	L195: 29.07.94 p1	
56	95/01/EC	17.03.95	European Parliament and Council Directive on the maximum design speed, maximum torque and maximum net engine power of two- or three-wheel motor vehicles.		

PART F: ROAD VEHICLE STANDARDS (1) Motor Vehicles and Trailers: Proposed Measures

Item No.	Number	Date	Title and Description of Commission Proposal	OJ Reference and ESC/EP Opinions	Date of EM
56			Draft Directive on supply of current to trailers Original text now withdrawn, but further work is in hand to produce a new text	"C" Series: 5.8.86 ESC Opinion: 26.2.69 EP Opinion: 24.11.69	
57	TEC(72)21	Tabled 30.12.71	Draft Directive on reinforced plastic tanks for the carriage of dangerous goods by road	"C" Series: 15.3.72 ESC Opinion: 29.6.72 EP Opinion: 6.7.72	
58	III/4076/90	Tabled 22.1.90	Draft Directive on special provisions for public transport service vehicles Would cover the construction characteristics of motor buses; interurban motor coaches; long distance towing motor coaches		
59	COM(76)70	Tabled 31.12.76	Draft Council Directive on the weights and dimensions of certain motor vehicles Concerns cars and light vans	EP Opinion: 19.4.77	
60	COM(76)712 R/39/77	Tabled 31.12.76	Draft Directive on tyres of motor vehicles and their trailers	"C" Series: 14.2.77 ESC Opinion: 30.3.77 EP Opinion: 19.4.77	EM submitted to UK Parliament 14.3.77
61	COM(76)721 R/60/77	Tabled 5.1.77	Draft Directive on type approval of motor vehicles and their trailers	"C" Series: 2.2.77 ESC Opinion: 30.3.77 EP Opinion: 19.4.77	EM submitted to UK Parliament 14.3.77

PART F: ROAD VEHICLE STANDARDS (1) Motor Vehicles and Trailers: Proposed Measures (continued)

Item No.	Number	Date	Title and Description of Commission Proposal	OJ Reference and ESC/EP Opinions	Date of EM
62	Council No 8792/91	27.03.91	Draft Council Directive on approximation of the laws of the Member States relating to pneumatic tyres for certain categories of motor vehicles (M1) and their trailers	EP Opinion: 13.11.91	EM submitted to UK Parliament March 1990 and March 1991
63	COM(91)51		Draft Council Directive on Vehicle Noise		
64	COM(90) 486 COM(91) 417	21.12.90 20.11.91	Draft Council Directive on road friendly suspensions on HGVs	C292: 22.11.90 C311: 04.12.91	EM submitted to UK Parliament 21.12.90 and 14.01.91

PART F: ROAD VEHICLE STANDARDS (1) Motor Vehicles and Trailers: Proposed Measures (continued)

Item No.	Number	Date	Title and Description of Commission Proposal	OJ Reference and ESC/EP Opinions	Date of EM
65	Unnumbered		Draft Council Directive on burning behaviour of materials used in interior construction of certain categories of motor vehicle (ie. vehicles of category M3 having more than 16 passenger seats and zero standing capacity and not intended for urban use)		
66	III/4071-90EN Rev.1	21.11.90	Draft commission Directive adapting Council Directive 71/320/EEC to technical progress		
67	COM(91)279 Final - SYN 360	02.08.91	Draft Council Directive amending Directive 70/156/EEC on type approval of motor vehicles and their trailers	C301: 21.11.91	EM submitted to UK Parliament 05.11.91
68	COM(91)291 Final		Draft Council Directive on fitment of speed limiters to coaches and HGVs	ESC Opinion: 27.11.91 EP Opinion: 13.12.91	EM submitted to UK Parliament 28.10.91
69	COM(91)240F Final SYN 349		Draft Council Directive on technical standards for speed limiters based on BSI and ECE standards		EM submitted 24.09.91
70	COM(93)679 Final SYN 486	15.01.94	Proposal for a Council Directive laying down maximum authorised weights and dimensions for road vehicles over 3.5 tonnes circulating within the Community	C38: 08.02.94 p3	

PART F: ROAD VEHICLE STANDARDS (1) Motor Vehicles and Trailers: Resolutions

Item No.	Number	Date	Title and Description of Resolution	OJ Reference	Date of Application in UK/UK implementing Legislation
71	Unnumbered 377 Y 0726(01)	29.06.77	Council Resolution on EEC whole vehicle type approval for Passenger cars	C177: 26.07.77 p1	

G. CV OF MR P. GROVE

CURRICULUM VITAE

Company	Sir Alexander Gibb & Partners Ltd
Name	Peter Edward GROVE
Nationality	British
Date of birth	01.11.1966
Profession	Management Accountant
Position	Business Services Manager
Specialisation	Management accounting consultant
Start date with GIBB	1996 - Permanent full-time staff member

Key experience

Management accounting experience within the food industry, ranging from primary processing of poultry and red meats through to production of ready to eat food. Four years experience in poultry and red meats processing followed by two years in dairy packaging.

Qualifications

Bachelor of Engineering (Mechanical), Newcastle Polytechnic, 1990.
Chartered Institute of Management Accountants, Passed Finalist, 1993.

P E GROVE CV SHEET 2

Career summary

- 1996 to date Sir Alexander Gibb & Partners.
Member of Business consulting team, responsible for development of projects and project management.
- 1994-1996 Anchor Foods Ltd.
Management accountant with 3 reporting staff.
Responsibility and involvement in monthly management accounts, annual budgets, forecasting (weekly, to year end and 12 month rolling), monthly accounts to head office, general ledger (responsible for a large part of ledger upkeep), project team looking at cost saving projects, project to reorganise company into process orientated organisation.
- 1993-1994 Avonmore Meats, Avonmore Foods Group plc.
Management accountant, abattoir. Responsible for accounting and administration function, reconciliation of sales, purchases and stocks, authorization of weekly accounts, weekly profit forecasts, credit control, liaison with external customers, cost margin and yield information for salesmen and management budgets and foreign currency cash flow.
- 1990-1993 Sun Valley Poultry Ltd.
Started as Financial Management Trainee then Management Accountant.
Initially in the financial accounting office gaining experience in most areas of financial accounts including project work on a fixed asset register for new factory total spend £6 m and contractual commitments data base.
- The following 18 months were in production division management accounts. This covered all areas of management and financial accounting required within such departments.
- 1989-1989 Sun Valley Poultry Ltd.
Industrial placement, student project engineer.
- 1988-1988 NEI Mining Equipment Ltd.
Industrial placement, student engineer.

Language capability

	Speaking	Reading	Writing
English	Excellent	Excellent	Excellent

Signature

Date

H. PROPOSED STRUCTURE OF FINAL REPORT

EXECUTIVE SUMMARY

INTRODUCTION

A. ANALYSIS OF ROAD TRANSPORT SECTOR

1. Economic overview
2. Traffic volumes and Trade patterns
3. Organisations and structure of road transport sector
4. Freight forwarding and support services
5. Vehicle supply and support services
6. Comments and conclusions
7. Recommendations for development of the sector

B. LICENSING AND REGULATION

1. Existing legal and regulatory framework
2. Key issues
3. Recommend
4. Recommend Technical standards

C. BUSINESS PLANNING

1. Selection of pilot projects
2. Review of existing operations and management
3. Development of business plans
4. Comments and conclusions

D. THE WAY FORWARD

1. Lessons from the project implementation
2. Monitoring
3. Recommendations for Business Development and support services
4. Areas for further investigation and support

