

TRACECA: International Road
Transport Transit Facilitation
Progress Report 2
August 2000

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PROJECT SYNOPSIS

Wider Objectives:

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

Specific Project Objectives:

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

Target Group:

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

Outputs:

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

Inputs:

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

Project Start Date: 06th October 1999

Project Duration: 18 months

1 SUMMARY OF PROJECT PROGRESS SINCE START

The project started in October 1999 with the Consultant's teams being active in the region with regular visits to all countries, except Tadjikistan. The Inception Report was published in December 1999, followed in April 2000 by Progress Report 1 and three months later in July 2000 by this Interim Progress Report. In addition, a Legal Report was completed in May 2000.

Form 2.4 Output Performance Plan shows the results to date for each of the project elements. The project has maintained its momentum and there have been no changes in the timetable since Progress Report Number 1. The Business Planning process remains advanced by 3 months, whilst the Procurement Processes remain delayed by 4 months. No significant changes to the original plan are anticipated in the next work period.

The progress achieved in each of the Project Modules to date is as follows:

1.1 Module A

- The Training Centres in all countries have been inspected and assessed (except Tadjikistan)
- The Training Centres to be the recipients of the Project Module A have been agreed with the Ministry of Transport (or its equivalent) in all 11 countries
- The management teams of the Training Centres for 10 countries have completed a one-week Training Centre Management Course in the United Kingdom. Representatives from Turkmenistan were unable to attend the training course. The participants generated their own five point Agreement on Future Co-operation between each other to assist in the future sustainability of the centres
- The TRACECA trainers have been agreed in 2 countries and are in the final selection process in the remaining 9
- The full training programme has been completed in Moldova with training in Certificate of Professional Competence (CPC) in both freight and passenger transport, Customs and International Trade, ADR Driver Training and Dangerous Goods Safety Advisors. All courses except the CPC have also been completed in Ukraine. The training schedule identified in Appendix 4 of Progress Report 1 is being maintained
- All the training materials, courses and examination papers, have been translated into Russian, together with up-dates arising from the training programme and new requirements
- Tenders for the procurement of training equipment and ADR training materials have been prepared and issued with responses due by 31st July 2000
- Legal questionnaires have been completed in all 11 countries and relevant Transport Legislation obtained, translated and analysed. The Legal Specialists visited all countries, except Tadjikistan, for these detailed assessments. The required information for Tadjikistan was obtained and added to the earlier analysis undertaken as part of the TRACECA Legal Framework Project
- The Legal Report was published in May 2000 and provides a situation report on the present legal position in respect of all aspects of road transport licensing in each country

- Draft model legislation and recommendations are in the process of completion on operator licensing based on the findings from the Legal Report

Draft business plans for the Training Centres have been completed in all countries and are in the process of further development by the Centre's management with assistance from the Consultant.

1.2 Module B

- Information on the implementation status of TIR and SafeTIR has been provided, constraints identified and progress on implementation is being monitored
- Practical, legal and technical assistance has been given as necessary in several countries on both TIR and ADR
- Documentation has been provided to Ministries and Transport Associations in countries that have not ratified either TIR or ADR to explain the Conventions/Agreements
- Detailed technical evaluations of the internal IT systems supporting SafeTIR have been completed in 2 countries.

1.3 Module C

- A Standard Office of Destination (O/D) specification of equipment has been agreed with the IRU
- Detailed procurement requirements for each country have been included into the international tender process. These contain both standard and non-standard packages in respect of the differing requirements identified by the Consultant as a result of visits to all the countries subject to the provision of equipment under this tender
- The international tender documentation has been prepared, agreed and issued with responses due 31st July 2000.

2 SUMMARY OF PROJECT PLANNING UNTIL COMPLETION

The project is scheduled for completion on the 6th March 2001. The following tasks will be undertaken between August 2000 and that date:

2.1 Module A

- The final arrangements for the delivery of the courses at the remaining 9 Training Centres will be completed in each country prior to the arrival of the international trainers
- TRACECA trainers will continue to be selected and approved in each country at least one month in advance of the in-country training programme that ends in January 2001, as per the schedule published in Progress Report 1
- The TRACECA Trainers training courses will be provided in Certificate of Professional Competence (International CPC), the Carriage of Dangerous Goods by Road (ADR), TIR and International Customs documentation and procedures, as well as training for managers as Dangerous Goods Safety Advisers (DGSA) in the remaining countries
- The training will enable National CPC courses to be established, based on the course framework being given and the Legal Report. Trainers will also be taught modern training techniques and the use of modern training equipment
- Core course materials and examination papers will be provided to each Centre in Russian
- An independent examination system will be discussed in each country to establish, wherever possible, that the in-country testing procedure for CPC and ADR will conform to international requirements
- A library of relevant transport documentation, as hard copy or CD ROM and disk, will be established at each Centre
- Courses delivered by local trainers will be monitored to ensure quality standards are achieved and maintained
- Equipment will be provided to each Centre through the international tendering and procurement procedure and is based on a standard equipment list
- The published Legal Report will be used to generate new ideas for transport operator licensing, with recommendations for change and model legislation provided in a supplementary report.

2.2 Module B

- Assistance will be provided to those countries not yet started on the TIR implementation process, in co-ordination with the IRU
- Facilitation will be given to assist in the completion of the accession process to implement TIR and SafeTIR in those countries already in the relevant implementation stages, in co-operation with the IRU

- Technical Assistance will be given to support equipment and procedures used to collect data for entry into the SafeTIR system, in association with the IRU
- A supplementary Legal Report will be issued providing recommendations for change and model legislation where appropriate.

2.3 Module C

- Equipment will be provided through Tacis tendering and procurement procedures to support the performance of SafeTIR in those countries where SafeTIR is operating. The equipment specifications and locations will be finalised with Customs in each recipient country
- The installation of purchased equipment within individual Customs premises will be monitored.

3 PROJECT PROGRESS IN REPORTING PERIOD

The format of this Interim Progress Report maintains the structure used in Progress Report 1 that was found to be acceptable to all recipients as it identified both common issues and the situation in respect of each TRACECA country.

The key common issues during this reporting period were as follows:

- Training of Training Centre Managers
- Commencement of the TRACECA Trainers Training Programme
- Legal Report
- Tendering for equipment for the Training Centres and for Customs in support of SafeTIR.

Due to the commencement of the training programme in this reporting period, the Consultant has had to concentrate resources in the Caucasus, Ukraine and Moldova, with less input in Central Asia. This strategy, as indicated in Progress Report 1, was necessary to ensure effective initiation and implementation of the training programme and to address specific issues in relation to TIR/SafeTIR. In the next reporting period, the main input will be in Central Asia as the training programmes move across to that region.

3.1 Training of Training Centre Managers

Two representatives from each of the 11 countries were selected to attend a specialist course in managing training centres at the Freight Transport Association training facility at Wadhurst in the UK. All but two participants attended the course that was delivered between the 12th and 16th June 2000. The representatives from Turkmenistan were unable to attend and it is now proposed to provide a summary of this training in country.

The attendees participated in all of the training sessions and contributed to the debates on key subjects. The FTA trainers found all participants to be enthusiastic and knowledgeable about training needs in their country and demonstrated an ability to learn new training techniques. The FTA indicated that they had been one of the best groups that had been trained at the Centre. Each participant was given an appraisal form to complete at the end of the course and the results are detailed in Appendix 1. The overall scores showed 75% of participants were very satisfied and 23% were satisfied.

The close links established between each training centre resulted in their initiative to produce a joint declaration (written on 17th June 2000), on their continued co-operation in the future. The key points of this declaration were:

- The desire to co-operate to assist in increasing the professional competence of those involved in international freight and passenger transportation
- To contribute to setting common requirements in the legislation that concerns increasing professional competence in transporting goods, which will involve
 - (a) the systematic exchange of information and experience in this area, and
 - (b) arranging international conferences and seminars to discuss legislative, methodological and organisational issues

- To work out a system of realisation of legislative requirements to increase the efficiency of the training centres by the exchange of training programmes, training materials and trainers
- To establish a regular programme of meetings in each country on a rotational basis to discuss progress and development in the field of transport training
- To form a representative body within the membership to represent transport training interests in all 11 countries of the project and to influence policy at national and international level.

The co-ordinator of the agreement is to be Mr Zorin from Ukraine. This initiative is fully supported by the Consultant as it will improve the sustainability of the Centres established under this project and facilitate the exchange and dissemination of training information that is expected to be generated by the IRU Training Academy.

3.2 TRACECA Trainers Training Programme

The training programme has been completed in Moldova and has started in Ukraine. The CPC, ADR, DGSA and Customs core material (required to meet the EU Directive on course material) has been delivered to the detail provided in Progress 1 Report.

Due to the time between commencing translation and the start of the training programme, it has been necessary up-date some of the training materials. In addition modifications are being made as a result of identified misunderstandings identified in the course delivery, so as to ensure that the trainees can use the course material in their own environment with minimal further adaptation. This has required the resources of the original translation team due to the specialist nature of the course material. As a result there have been delays to other translation work in order to prioritise the training materials. All this material is available in Russian and English.

The multi-choice examination papers are being marked in country, with the other exams and case studies being sent to the UK for later translation and marking. Results will be sent back to the Training Centre. The results are being analysed in order to identify whether specific issues/questions are causing unnecessary difficulties for the trainers and how these can be resolved. Options for re-examination are being assessed as necessary.

Some preliminary results are shown in Appendix 2. Current indications are that:

- Participants are finding that the quality of the training was above their expectations
- The courses are more demanding than expected, as the materials and pass requirements are identical to those used in the UK
- The indicative pass rate so far is acceptable
- The additional training in training and delivery techniques are considered particularly beneficial by participants.

3.3 Legal Report

The Legal Report was completed in May 2000, one month later than indicated in Progress Report 1. This delay was due to:

- Delays in obtaining some national legislation
- An additional visit to Mongolia was required to collect outstanding material.

It was considered more important to ensure a comprehensive report covering all countries in a single volume, than by having to issue supplementary information on existing legislation in an addendum.

Unfortunately, delays have been encountered in translation due to the prioritised needs of the training materials. This has delayed the production of the Russian version of this complex report. The English versions have been issued to relevant parties, including the Task Manager, Tacis Monitors, the IRU and all the Training Centre Managers. The Russian version will be issued late July to the Tacis CUs and the Training Centres. This delay will not affect the overall programme.

The Report provided information on:

- EU Rules on Access to the Profession
- Situation reports on all 11 TRACECA countries in relation to transport licensing, ADR and TIR.

The initial conclusions of the comprehensive evaluation were as follows:

- Much of the current legislation is based on old Soviet legislation, and thus there is a commonality of approach
- Some harmonisation of standards is taking place, but further co-operation is required
- Model legislation has already been provided under the previous TRACECA Legal Framework project (except to Moldova, Mongolia and Ukraine) but little has been implemented for various reasons
- Many countries are developing national/domestic ADR legislation using out-of-date ADR manuals

Additional results of the evaluation will be provided in the supplementary report that will give up-dated model legislation on Access to the Profession/Operator Licensing.

3.4 Tendering

The Consultant has launched the procurement tender package for the Training Centre Equipment consisting of 22 packages – one standard training equipment package and one ADR materials package for each country. An additional 11 packages for SafeTIR support equipment has also been issued, although recipients will not be able to receive such equipment until SafeTIR has been authorised by the IRU and the main computer server (provided by the IRU) has been installed in their country. The Customs equipment tender is not as per the TOR, as the standard package proposed did not meet the needs of the

Recipients. As a result, it is a mix of standard and non-standard equipment, including communications equipment as well as computers, within an agreed budget value.

The strategy of 33 packages was developed recognising the lack of synergy between some of the equipment requirements and to ensure that national companies within the TRACECA region could tender in respect of their own country without having to tender for the entire set of packages. The tender was agreed with the Task Manager and the Procurement Department and issued on 9th June. The tender was advertised in the Official Journal of the EC and newspapers in each country. The tenders will be opened in August in Basingstoke, UK for evaluation.

The individual country reports by Module are as follows:

3.5 Armenia

3.5.1 Module A

The project was described to the new Minister of Transport who confirmed that the Training Centre would be operated and managed by AIRCA. The potential location of the offices of AIRCA has been chosen and it will include the required Training Centre. The Director of Training and the Training Manager attended the training course in UK. A number of potential trainers were interviewed in order to generate an early interest in the project.

3.5.2 Module B

AIRCA are at Stage 3 of the TIR Accession Programme. Following the formation of a new Government, there is a new Head of Customs. This has delayed the completion of the necessary documentation required for accession. The Consultant has stressed the need for completion of the remaining SafeTIR documentation in order to move to Stage 4 implementation. Customs personnel have been sent to Geneva for training in May-July. Currently approximately 1,000 TIR movements per year are processed by Customs.

Customs and the Association signed the SafeTIR agreement at the end of July 2000. The agreement is pending final approval and signature of the IRU Secretary General.

Existing legislation on the Carriage of Dangerous Goods by Road has been obtained and the Consultant's specialists are assessing compliance with the ADR requirements.

3.5.3 Module C

A planned visit to evaluate the existing IT systems within Customs and how it could be developed to extract data to in-feed into the SafeTIR system has had to be delayed to the next period. This IT systems information is necessary to confirm the equipment requirements when SafeTIR becomes operational in November. The Consultant is in contact with UNCTAD to determine the potential for a systems interface between SafeTIR and the ASYCUDA system in use in Armenia.

3.6 Azerbaijan

3.6.1 Module A

The National Carriers Association (ABADA) comes under the overall control of Azerautonagliyyat who are the equivalent of the Ministry of Transport, but acts as an NGO for most operational matters. ABADA is the recognised IRU member. In the longer term the Tacis TRACECA programme to create a Ministry of Transport in Azerbaijan is expected to result in ABADA becoming even more independent and possibly moving to another location. This is a situation likely to change in the next six months, but it has no adverse affect on the project. In the meantime, ABADA will manage the training programme and have allocated a room for the Training Centre within their rented offices. The Training Centre Director and Manager attended the training course in the UK. Trainers have been identified and interviewed, but final selection will be left until closer to the training course delivery in October 2000.

3.6.2 Module B

The TIR and SafeTIR are fully operational with 29,600 discharges in 1999 and 3,000 transits. Approximately 1,000 carnets were issued last year and this is expected to rise to 2,500 in 2000.

It has now been agreed that the ADR Convention will be passed through parliament, into law, without derogation, in the Russian language and should be approved by the end of 2000.

3.6.3 Module C

SafeTIR transmissions between ABADA and IRU are confirmed by the IRU to be of excellent quality. The Customs have 172 computers and their statistically-based system consists of 25 PCs connected to a server and 20 Local Area Networks (LAN), but the main Offices of Destination use 12 fax machines to transfer data that is processed and sent to ABADA for transmission to Geneva. A more detailed evaluation of their internal system and how it can be improved to give higher levels of automated data transfer is now programmed for August 2000.

3.7 Georgia

3.7.1 Module A

The Georgian International Road Carriers Association (GIRCA), who is the IRU member, has agreed to assume full responsibility for the Training Centre. It will be located at the Technical University and a room has been chosen. GIRCA have confirmed that they will be involved in providing trainers for the training programme and in ensuring its success. The Training Manager and a representative of Customs (at the request of the MOT) attended the training course in UK. Local trainers have been interviewed with the final selection to be made by September 2000.

The National Freight Forwarding Association has also indicated that they will be willing to participate in the Centre and provide trainers in order to improve sustainability.

3.7.2 Module B

As indicated in Progress Report 1, Georgia has signed the TIR Convention and GIRCA are issuing carnets (approximately 1,000 a year) but Customs have not implemented TIR or SafeTIR. The appropriate Memorandums have not been completed and the Consultant had detailed meetings to resolve the situation. They indicated that the remaining Memorandum of Understanding would be completed and sent to IRU in July 2000.

Legislation on the Carriage of Dangerous Goods by Road has been obtained and the compliance with ADR requirements is still being examined.

3.7.3 Module C

A technical visit to determine what equipment would be needed to support SafeTIR in Customs is planned to take place in August 2000. This visit will examine the existing Customs use of computers, the potential to interface with the ASYCUDA system, which is yet to be developed beyond initial trials, and identify future requirements. In the meantime, they have been included in the standard equipment list from the ToR for the purposes of the tender process. GIRCA are currently transmitting information through SafeTIR to IRU only in relation to outward carnets issued by them.

3.8 Kazakhstan

3.8.1 Module A

The Training Centre will be operated and managed by KazATO, who are members of the IRU. Their new training facility was found to be suitable. It was agreed that the training programme in the UK and in-country would be shared with NIIAT, who intend to establish a freight forwarding training centre under a proposed new Tacis project. It will be important to ensure that there will be no duplication with this project when it starts later this year. One manager from each centre attended the training course in the UK in June 2000. It has been decided that there will be an equal number of nominated (freelance) trainers from KazATO and from NIIAT. A final selection list of trainers is being drawn up for the training that starts in September 2000. A draft Business Plan has been prepared and is being up-dated.

3.8.2 Module B

Implementation of SafeTIR has been delayed with the requirement for a signature of the new SafeTIR Memorandum of Agreement (MoU).

The IRU has informed the Consultant that the new SafeTIR agreement has now been signed.

Legislation on the Carriage of Dangerous Goods by Road has been obtained and the compliance with ADR requirements is being assessed.

3.8.3 Module C

Now that the MoU has been signed, the Consultant believes that the IRU server has been despatched. Once this has been installed and tested, the process of establishing SafeTIR will now continue as per the ToR.

The tender include 6 standard equipment sets pending the final decision of Customs and the joint meeting between Customs, the IRU and the Contractor, to be held in Kazakhstan during the next period.

3.9 Kyrgyzstan

3.9.1 Module A

The Training Centre will be operated and managed by Kyrgyz AIA, who are members of the IRU. The exact location of the facility has yet to be finalised, as the proposed location visited by the Consultant was not considered suitable due to its accessibility and condition. Alternative sites are being assessed. The in-country training is scheduled in September 2000 and will be organised in suitable accommodation. The Training Manager and his Assistant Manager have been chosen and they attended the training course in UK. A list of trainers is being compiled and selection is being made of suitable candidates for interview.

3.9.2 Module B

Kyrgyzstan is now at Stage 4 of the TIR Accession Programme, following confirmation that the documentation was completed on 17th July 2000. Representatives from Kyrgyz AIA went to Geneva for training in both TIR and SafeTIR in June and July 2000.

There are no firm plans to implement ADR but local legislation on the transportation of dangerous goods by road has been obtained and is being examined.

3.9.3 Module C

The specific requirements of the Customs were included in the international tender.

3.10 Moldova

3.10.1 Module A

Since the last Progress Report there has been a change of Government. Proposed changes are unlikely to affect the sustainability of this project and proposals on Operator Licensing with strengthen the need for training. The Training Centre will be operated and managed by AITA, who are members of the IRU. It is already in operation providing courses for drivers. The Training Managers attended the training course in the UK and all the trainers have now completed their CPC, ADR DGSA and Customs training courses. There was general satisfaction with the courses with good responses from the students, as shown in the evaluation reports contained in Appendix 2. The results of the multi-choice questions were good and demonstrated a high comprehension level of the subject, with the case studies to be marked later. Based on current assessments by the trainers, the Consultant is satisfied that these trainers will be able to train operators to the required international standard.

3.10.2 Module B

National legislation is currently undergoing the consultation process within Government Departments to enable the ADR Agreement to be implemented. This is now well

advanced and most departments have sent back their comments and the Consultant is currently evaluating the latest drafts to assess ADR compliance.

3.10.3 Module C

Customs made requests for specific equipment to be provided under the programme. Some of this is already contained within the international tender for other countries and will therefore be included in the tender. However, as the equipment now required for Moldova is different from that contained within the tender for Moldova due to delays in incorporating the required information in the tender dossier.

A detailed assessment was made of the internal Customs control system and its interface with SafeTIR. The main purpose was to identify the potential to utilise such systems in other countries if required. Their system operates on similar principles and data to SafeTIR covering only the internal movement within the country. Only the border post data input is on-line, thus data checking is performed later. The system is considered to be an effective control system.

3.11 Mongolia

3.11.1 Module A

It has been agreed with the Ministry of Infrastructure Development (MID) that the Training Centre will be operated at the Training Institute of Infrastructure (ITI), but that it will come under the overall control of The National Road Transport Association of Mongolia (NARTAM). The Consultant is facilitating NARTAM's application for IRU membership at the request of MID and NARTAM. The Training Manager and his assistant attended the management training course in the UK. In addition, potential trainers have been interviewed by the project ahead of final selection for the courses starting in August 2000.

3.11.2 Module B

Translated copies of The United Nations TIR Handbook including the 1975 Convention have been circulated to the relevant Government Departments and discussions were held in various Ministries to facilitate its passage to Parliament. However, there has been a change of Government and therefore there are concerns that this process may be delayed.

Whilst there are no firm proposals to sign ADR, the Ministry is interested in considering this and existing legislation is being examined to identify compatibility.

3.11.3 Module C

Actions within this module are not applicable until the application for TIR Convention, has been accepted.

3.12 Tadjikistan

The security situation in Tadjikistan remains uncertain and no visits were made in this period in line with current Tacis recommendations. Despite this constraint, it has been agreed that the Training Centre will be operated and managed by the Tadjik Association of International Carriers Transport (ABBAT), who have a Transport Academy. The

Director and the Manager attended the management training course in the UK and time was also taken to discuss many outstanding issues, including plans for a country visit by the Consultant in the next period.

It is clear that the prospect for implementation of TIR under the current conditions within the project period is unlikely. It is understood that there are particular concerns in relation to obtaining appropriate insurance, given the civil disturbances. Similar constraints may also apply to ADR.

3.13 Turkmenistan

3.13.1 Module A

The Turkmenistan International Road Carriers Association (THADA) is the representative of the road transport industry under the direct control of the Ministry and is the IRU member. It has been agreed that they will manage the Training Centre and initial Business Planning has taken place. However, although nominations were seen for the Manager and his assistant and approval was given for them to attend the training course in the UK, permission to travel was not authorised in Turkmenistan. A visit by the Consultant to Turkmenistan in July 2000 has now confirmed their continuing enthusiasm and the prospective trainers have been interviewed for the CPC course starting 7th August 2000.

3.13.2 Module B

It is understood that THADA have now completed the TIR Basic File and await a response from the IRU. It is clear that there are potential difficulties that suggest that it may be difficult to complete the implementation of either TIR or SafeTIR within the project timeframe due to factors beyond the control of the Consultant. All these issues are under regular discussion between the government of Turkmenistan and the IRU and mostly concern international financial guarantees.

Legislation on the Carriage of Dangerous Goods by Road has been obtained and the compliance with ADR requirements is being examined.

3.13.3 Module C

Actions within this module are not applicable until TIR is introduced.

3.14 Ukraine

3.14.1 Module A

The Training Centre will be operated and managed by AsMAP, who are members of IRU. AsMAP are currently refurbishing their old offices to provide training facilities. As the Ministry of Transport wished to involve the State Motor Transport and Design Institute (DNDI), a Manager from each organisation attended the management training course in the UK. Trainers were selected and courses in ADR, DGSA and Customs were completed in July 2000. The evaluation of these courses is contained in Appendix 2. These show high satisfaction in relation to ADR and Customs, but some signs of difficulty were apparent on the DGSA course. This is technically the most complex subject to teach and to achieve EU acceptable standards but the trainers are achieving

good results, under the circumstances. Work has also begun on the AsMAP Business Plan for the Training Centre.

3.14.2 Module B

TIR and SafeTIR are fully operational. However, delays are being experienced in applying to join ADR because of the need to translate all materials into Ukrainian prior to submission to the Government departments. This translation is a particular problem in many countries due to the complexity of the ADR text.

3.14.3 Module C

Customs already have a comprehensive national computer network with over 7,000 PCs. The TOR proposals were therefore inappropriate and equipment to up-grade their existing system was included in the international tender.

A detailed assessment was made of the internal Customs control system and its interface with SafeTIR. The main purpose was to identify the potential to utilise such systems in other countries if required. Their system operates on similar principles and data to SafeTIR covering only the internal movement within the country. Unlike Moldova, this system is on-line to the central database and is therefore a live system. This is possible because of the higher quality and reliability of the telecommunications system. The system appears to be an effective internal control mechanism.

3.15 Uzbekistan

3.15.1 Module A

The Training Centre will be operated and managed by AIRCUZ, the IRU member. A Training Centre is being established on the ground floor of their offices. A draft Business Plan has been prepared, discussed and amended. Two Training Centre Managers were selected and attended the training course in the UK. One Manager was from AIRCUZ and one from TADI, who have been providing an earlier version of CPC from a previous Taxis project for the last two years. TADI will be closely involved in the development of the new Training Centre. Potential trainers have been nominated and evaluated but final selection will not be made until closer to the training course delivery in September 2000.

3.15.2 Module B

Whilst TIR remains in full operation, it has not been possible to resolve the SafeTIR problems due to the prior commitments of the IRU technical personnel. A joint visit in the next period is expected to resolve this situation.

Legislation on the Carriage of Dangerous Goods by Road has been obtained and the compliance with ADR requirements is being examined.

3.15.3 Module C

Customs made specific requests for equipment and these were included within the international tender. This will only be supplied when SafeTIR is fully operational.

3.16 Liaison with Other Projects

The Consultant's project team has liaised with and had meetings with other projects that have an interface with this projects including:

- TRACECA - Joint Commission Project
- TRACECA - Establishment of the Azerbaijan Ministry of Transport
- Tacis - Improvement of Traffic Flows on Corridors II and IX
- Tacis Cross-Border Programme.
- TRACECA – Traffic Forecasting programme

3.17 Changes from the Inception Programme

There have been no changes to the overall progress planned in the Inception Report, with the following exceptions:

3.17.1 Module A

The tenders for both the training and ADR equipment were delayed mainly due to the necessary Tacis internal approval process and the need to divide the tender into 22 separate packages to ensure local tender possibilities. This four month delay, whilst unfortunate, should not affect the project as the supply of this equipment was not at a critical stage. The Consultant has been able to provide training in both Ukraine and Moldova with the use of rented equipment. The project equipment should be available by the time the majority of Training Centres are in a position to deliver their new training material.

3.17.2 Module B

There have been no changes. The division of the countries into the 4 categories as identified in Progress Report 1 has been used, with Azerbaijan progressing from Category 3 to Category 4.

3.17.3 Module C

- The tender for the Customs equipment was also delayed by four months due the need to visit countries with SafeTIR or in the process of implementing SafeTIR. This resulted in the need to develop individual packages for certain countries, as opposed to the standard package proposed in the ToR

The delay is not expected to affect the project, as many of the potential recipients have not fully implemented SafeTIR and thus would not have received the equipment until later in the project.

3.18 Progress Overview

Form 2.2 Project Progress Report provides details of the programme and resources used during the reporting period. When compared to the Work Programme in Progress Report 1 Form 1.6, it indicates only minor scheduling changes made to visit programmes with a

small reduction in forecast EC Consultants time but a significant increase in local personnel. The reasons for this were as follows:

- Increased translation resources required for up-dating the training materials and for the Legal Report
- Increased use of local specialists in assisting in preparing the draft business plans and obtaining CVs of prospective trainers
- Additional meetings with Customs to finalise equipment requirements
- Extra arrangements for publishing and responding to the tenderers at a national level.

Given the lower local personnel man-days indicated in Progress Report 1, the overall use of local personnel is now as per the original forecasts.

Form 2.3 Resource Utilisation Report indicates that the Consultant has used approximately 45% of personnel resources in the first 10 months (55% of the time). This is as expected because of the greater requirement for personnel resources in the later part of the project when most of the training programme is undertaken and all the equipment is purchased and installed.

Form 2.4 Output Performance Plan provides details of the Consultant's progress according to the Inception Workplan and TOR. The Project is currently progressing well with only minor delays in relation to the Russian version of the Legal Report as described in Section 3.3 and the increased delay on the tendering for equipment described in Section 3.4. Neither of these delays is expected to affect the overall completion of the programme as indicated in the relevant sections.

The Business Planning process remains 3 months ahead of schedule, with the second stage of the planning process now underway. The Consultant will be working closely with the Training Centre Managers in the further development of their plans throughout the next work period.

**Form 2.4 : OUTPUT PERFORMANCE PLAN**

Project title : TRACECA International Road Transport Transit Facilitation	Project number : TNREG 9802	Countries : Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Mongolia, Tadjikistan, Turkmenistan, Ukraine, Uzbekistan	Page : 1 of 1
Planning period : April - July 2000	Prepared on : July 2000	EC Consultant : Scott Wilson	
Output Results	Deviation original plan + or -	Reason for deviation	
Legal Assessment Report	-2 months	English version delayed by 1 month due to difficulties in assessing and translating legal documents and inclusion of all countries into single volume. Russian version delayed 3 months due prioritisation on training materials	
Commissioned Training Centres	0	Draft plans being prepared in region in advance of training	
Business Plan for each Centre	+3 months		
Completion of Training Course in EU	0		
Completion of Training Courses in region	0		
Equipment installed at each Centre	- 4 months		
Courses completed, approved and monitored	0	Delays in agreeing tender procedures and approval of tender documentation	
All countries signed and implemented TIR Convention	0	Delays in agreeing tender procedures and approval of tender documentation	
All countries signed and implemented ADR	0		
All countries with TIR implement SAFETIR	0		
Internal network extended by communications equipment	- 4 months	Delays in agreeing tender procedures and approval of tender documentation	



Form 2.3: RESOURCE UTILISATION REPORT

Project Title : TRACECA: International Road Transport Transit Facilitation		Project number : TNREG 9802		Countries : Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Mongolia, Tadjikistan, Turkmenistan, Ukraine, Uzbekistan		Page : 1 of 1	
Planning period : April - July 2000		Prepared on : July 2000		EC Consultant : Scott Wilson			
Project objectives: To assist the eleven countries of the region to create the most favourable conditions for road transport in terms of economic operations in line with the current UN/ECE and EU standards.							
RESOURCES/INPUTS		TOTAL PLANNED	PERIOD PLANNED	PERIOD REALISED	REALISED PREVIOUSLY	TOTAL REALISED	AVAILABLE FOR REMAINDER
PERSONNEL							Balance
A1	Category 1 in EU	138	85	41	55	96	42
A2	Category 1 in CIS/CEC	939	95	118	237	355	584
A3	Category 2 in EU	71	30	8	15	23	48
A4	Category 2 in CIS/CEC	388	70	45	9	54	334
A5	Category 3 in EU	254	30	48	99	147	107
A6	Category 3 in CIS/CEC	25	20	53	21	74	-49
A7	Local Experts (Subs of W Company)	90	60	33	37	70	20
A8	Local Experts and Researchers	590	200	352	268	620	-30
A9	Interpreters	460	50	50	67	117	343
A10	Translators	400	150	184	16	200	200
A11	Drivers	720	25	27	56	83	637
TOTAL		4075	815	959	880	1839	2236



Form 2.2: PROJECT PROGRESS REPORT

Project Title : TRACECA: International Road Transport Transit Facilitation						Project number : TNREG 9802						Countries : Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Mongolia, Tadjikistan, Turkmenistan, Ukraine, Uzbekistan						Page : 1 of 1			
Planning period : April - July 2000						Prepared on : July 2000						EC Consultant : Scott Wilson									
Project objectives: To assist the eleven countries of the region to create the most favourable conditions for road transport in terms of economic operations in line with the current UNECE and EU standards.																					
			TIME FRAME											INPUTS							
			2000											PERSONNEL Man days				EQUIPMENT AND MATERIAL		OTHER	
			April			May			June			July									
No	ACTIVITIES	Project month	7			8			9			10		EC Consultant		Local Personnel		Planned	Utilised	Planned	Utilised
														Planned	Utilised	Planned	Utilised				
1	Module A																				
1.2	Procurement plan		X	X			X		X	X					20	20		35			
1.3	Assessment of legal base	X	X			X	X		X	X	X		X	X	25	23	60	80			
1.4	Assessment of training institutes					X	X		X		X	X	X		30	20	50	50			
1.5	Training of managers in EU														30	40	50	50			
1.6	Selection of trainers					X	X		X	X	X	X	X	X	30	20	50	70			
1.7	Development of business plans					X	X	X	X		X	X	X	X	30	25	50	70			
1.8	Equipping of centres																				
1.9	Delivery of training courses											X	X	X	70	70	100	106			
1.10	Monitoring and evaluation																				
2	Module B																				
2.1	Confirmation of ADR / TIR status						X			X	X			X			60	20			
2.2	Assessment of legal base	X	X			X	X			X	X		X	X	15	10	30	50			
2.3	Assistance in extending TIR			X		X				X	X			X	10	10	30	30			
2.4	Assistance in extending SafeTIR				X		X			X	X				10	10	30	30			
2.5	Assistance in implementing ADR										X		X	X		5		10			
3	Module C																				
3.1	Procurement plan		X				X		X	X					10	10		35			
3.2	Prioritisation of Customs O/D																	10			
3.3	Purchase & installation of equipment																				
	Project co-ordination	X	X	X	X	X	X	X	X	X	X	X	X	X	50	50					
TOTAL														330	313	510	646				

4 PROJECT PLANNING FOR THE NEXT REPORTING PERIOD

The Consultant's project team will again be active throughout the next reporting period in the TRACECA Region. Module A is the dominant Module and therefore the main emphasis within the next reporting period will be Central Asia and the Caucasus, with a lower input in Moldova and Ukraine where the training programmes will be completed by mid-August 2000. Modules B & C relate to specific situations, but again are expected to be mainly Central Asia and the Caucasus as both Moldova and Ukraine have fully implemented TIR and SafeTIR. However, visits will still be made to those countries, particularly for monitoring the training and installation of equipment.

The key common issues during the next reporting period will be as follows:

- TRACECA Trainers Training Programme
- Business Plans
- Legal Report
- Tender Strategy
- TIR and SafeTIR.

4.1 TRACECA Trainers Training Programme

The programme for the delivery of the courses during the next Reporting Period is as per Appendix 4 in Progress Report 1 and the current position is summarised here:

Country	CPC	ADR/DGSA/Customs
Armenia	January 2001	November/December
Azerbaijan	December	October
Georgia	October	December
Kazakhstan	November	September
Kyrgyzstan	October	September
Moldova	Completed	Completed
Mongolia	September	August
Tadjikistan	December	January 2001
Turkmenistan	August	October
Ukraine	August	Completed
Uzbekistan	September	January 2001

The Project Manager will visit each country approximately one month in advance of the delivery of the first course in order to:

- Interview and confirm the selected trainers with each Training Centre Manager
- Check the facilities
- Provide the briefing materials
- Develop the Business Plans.

Each training team will consist of trainers and one administrator who will be responsible for the organisation of the programme and supply of the materials. This approach has been successfully used in Moldova and Ukraine.

The examination procedure will be discussed and a start will be made to agree a procedure that will ensure that it is compatible with international standards. This is important in ensuring that the certification resulting from attendance at the national courses is able to receive international accreditation. This will be done in co-operation with the IRU Academy.

A CD ROM will be provided to all training centres by November 2000 and it will contain all the training material provided at the Management Course in the UK, as well as all the core material provided during the in-country training courses. This will provide a single source of all information and will be additional to hard copies of the training materials and appropriate materials relating to international road transport, such as copies of Conventions. Thus, each Centre will have a Library based on CDs, disks and books.

During the next period, the Consultants will develop a programme for re-sitting failed exams. Whilst it is not anticipated that failure rate will be high, the Consultant will retain the international standard and some retraining and re-examination should be expected as with any examination system. Any re-sits will have to be monitored by the project team and will be aligned with visits.

The Consultant will monitor both the delivery and results of the first courses in each country. It is recognised that this will be difficult to undertake within the existing timeframe, especially in relation to the countries that are later in the training programme.

4.2 Business Plans

Draft Business Plans have been prepared for each Training Centre, as indicated in Progress Report 1. The objective of these plans is to ensure sustainability of the Centres by being able to demonstrate their capability to be self-financing, either initially or within 2 years of opening. This planning process is on going following additional training provided during the Management Course in the UK. The Consultant will work with the Training Centre Management to further develop these plans to an international standard.

The Tacis Monitors in particular have expressed concern with regard to project sustainability. The Consultant considers that the chances of sustainability are good in those countries with a major road transport industry where fulltime training centres should be viable - Kazakhstan, Moldova, Ukraine and Uzbekistan. This is demonstrated by the continued delivery of CPC courses in Uzbekistan two years after a previous Tacis project was completed.

It is recognised that in many other countries the demand is likely to be insufficient to be able to sustain a full-time training centre delivering only these courses. The options are to have a part-time training regime, as some currently undertake in respect of driver training, or link the training in with another type of training, such as freight forwarding so as to

increase the utilisation of the facilities. Business English language courses are also under discussion.

These issues will be addressed within the Business Planning process and Training Centre Management have been keen to discuss a number of options available to them.

4.3 Legal Report

The Legal Report Part 2 is being finalised and will indicate model legislation in respect of operator licensing and carriage of dangerous goods by road. Recommendations on changes or adjustments to existing legislation in each country will be provided with the objectives of:

- Enforcement of the need for professional competency to operate a road transport operation (in support of the training programme)
- Compliance with the ADR Agreement allowing international transporters to transport goods to existing ADR member states, as well as enabling the country to apply for membership of the Agreement.

4.4 Tender Strategy

The responses to the international tender will be recorded in the Consultant's office in Basingstoke and no further bids will be accepted after the published closing date of 31st July. The bids are planned to be opened and documented in August and an evaluation process will be undertaken as per Tacis procurement rules.

A Report will be submitted to the Task Manager and the Procurement Department giving the results of the evaluation and making appropriate recommendations. Whilst it is important not to prejudge the results of the tender, the Consultant is of the opinion that certain packages may not meet the full requirements of the standard Tacis Procurement System. This assessment is based on the complexity of the tender covering 11 countries, some of whom are not familiar with Tacis tendering procedures, and recent experience of other Tacis international tenders.

It is considered that the Consultant and the Task Manager, in association with the Procurement Department, will probably need to develop a strategy in the event of any one of the bids for the 33 tender packages failing to comply. Consideration will also need to be given to the phased delivery requirement of the Customs equipment in relation to it being a rolling programme as countries implement SafeTIR.

It is anticipated that some national Customs Authorities will only have finalised their specific requirements at a late stage and these may not be compatible with the tender specifications that had to be included within the international tender. Clearly direct tendering is one of the options but the Consultant will be seeking guidance from Tacis as the situation arises.

4.5 TIR and SafeTIR

The programme for the implementation of TIR and SafeTIR will continue to be undertaken in co-operation with IRU and they will be fully advised of the on-going programme. The Consultant's SafeTIR specialist is programmed to visit the Caucasus in August to assess the use of existing IT equipment within the Customs environment and its potential interface with SafeTIR. This will be followed by a joint Consultant-IRU visit to Central Asia in October with the objective of resolving the outstanding technical issues.

4.6 Country Action Plans

The scheduled dates are indicative and may be subject to change due to unforeseen circumstances.

4.6.1 Armenia

The Project Team will concentrate in Module A on the selection of the training facilities in Yerevan, the appointment of the trainers and the completion of a draft Business Plan by late October. The training courses will be delivered from November to January. In Module B, the emphasis will be on providing assistance to the IRU and the Customs with the objective of commencing both TIR and SafeTIR in November. Delivery of the support equipment in Module C is scheduled for January 2001, in co-ordination with the IRU.

4.6.2 Azerbaijan

The Project Team will finalise the arrangements for the Training Centre, appoint the trainers and continue to prepare the draft Business Plan in late September/early October. The main training will be delivered in October and December. The only action under Module B will be to monitor the progress of ADR and assist as required. Module C will require confirmation of the equipment and delivery within the Reporting Period.

4.6.3 Georgia

The Project Team will finalise the arrangements for the Training Centre, prepare a draft Business Plan and identify potential trainers by mid October. The main training will be delivered in late October and December. The priority under Module B will be to concentrate on attempting to resolve the outstanding issues relating to Customs acceptance of the TIR system. This would then enable implementation of the SafeTIR test programme. Module C is not applicable until Module B is completed.

4.6.4 Kazakhstan

The Project Team in Module A will prepare a draft Business Plan for the KazATO Training Centre and interview and confirm the trainers by September. The main training is scheduled for September and November. It will be important to liaise with the new Tacis project to avoid duplication. The main task under Module B is to resolve the existing SafeTIR problems during the joint visit with IRU scheduled for October.

4.6.5 Kyrgyzstan

The Project Team in Module A will initially concentrate on the selection of suitable facilities for the Training Centre. In addition a draft Business Plan for the Kyrgyz AIA Training Centre will be produced and the trainers will be interviewed and confirmed by

late August. The courses will be delivered in September and October. In Module B the concentration will be on the on-going TIR application process with the objective of obtaining IRU final approval to issue carnets by November. It is anticipated that the IRU approval team will visit within the reporting period, as will the joint IRU/Consultant team. Module C is expected in January 2001.

4.6.6 Moldova

The Training Centre is expected to be offering CPC courses based on this project by September 2000. The Consultant will monitor the delivery of the initial courses to ensure EU-type standards are being maintained. Under Module B the Consultant will provide further assistance in relation to national legislation in support of ADR. Equipment will be provided under Module C within the reporting period.

4.6.7 Mongolia

The Project Team will visit in August 2000 to finalise the arrangements for the Training Centre and confirm the trainers. The delivery of the courses will be in August and September. During the visits the draft Business Plan will be further developed. Under Module B further assistance on application for TIR will be given. Module C is not applicable at this stage.

4.6.8 Tadjikistan

The Consultant expects to make a visit to confirm the facilities, interview trainers and prepare a draft Business Plan. It is anticipated that the training will take place in December and January, depending on the security situation. It is unlikely that significant progress can be achieved on Modules B & C in the current circumstances but the Consultant will help as much as possible.

4.6.9 Turkmenistan

The Project Team will visit to introduce the main elements of the Management Training Programme that was delivered to the other countries in the UK. This will be combined with the selection of trainers and preparation for the training that will take place in August and October. The draft Business Plan will also be developed. In Module B the Consultant will liaise with IRU on the application process. Module C is not applicable at this stage.

4.6.10 Ukraine

The Training of Trainers programme will be completed in August. The consultant will be revisiting to monitor the initial courses and to further develop the draft Business Plan. Advice will be given in Module B on ADR in relation to national legislation. Equipment will be supplied under Module C within the reporting period.

4.6.11 Uzbekistan

The Project Team will visit in late August to complete the selection process of trainers and to progress the draft Business Plan. The main training will take place in September and January. The main activity under Modules B & C will be the joint visit with IRU in October to resolve the technical problems associated with implementation of SafeTIR. Assuming these are resolved the equipment will be provided within the reporting period.

4.7 Changes from Inception Programme

The changes that are indicated to the programme from the Inception Report are minor, and are not anticipated to have any effect upon overall completion of the project. The procurement programme may be subject to change in respect of the results of the international tender procedure. In this event, a remedial Action Plan will be agreed with the Task Manager.

The programme shown in Forms 2.3, 2.4 and 1.6 Plan of Operations for the Next Period indicate that the project will be completed on schedule and that it will achieve all the project objectives contained in the Project Synopsis Section 1.

4.8 Glossary

Following requests a Glossary of Terms has been provided in Appendix 3 as per Progress Report 1.



Form 1.6. PLAN OF OPERATIONS FOR THE NEXT PERIOD (Work programme)

Project Title : TRACECA: International Road Transport Transit Facilitation	Project number : TNREG 9802	Countries : Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Mongolia, Tadjikistan, Turkmenistan, Ukraine, Uzbekistan	Page : 1 of 1
Planning period : August 2000 - January 2001	Prepared on: July 2000	EC Consultant : Scott Wilson	

Project objectives : To assist the eleven countries of the region to create the most favourable conditions for road transport in terms of economic operations in line with the current UN/ECE and EU standards.

			TIME FRAME																INPUTS											
			2000																PERSONNEL man days		EQUIPMENT AND MATERIAL	OTHER								
			August				September				October				November								December				January			
No	ACTIVITIES	Project month	11				12				13				14				15				16				EC Consultant	Local Personnel		
1	<u>Module A</u>																													
1.2	Procurement plan																													
1.3	Assessment of legal base		X	X	X	X																		20	25					
1.4	Assessment of training institutes					X						X	X											20	25					
1.5	Training of managers in EU																													
1.6	Selection of trainers				X	X		X	X			X	X											40	70					
1.7	Development of business plans				X	X		X	X	X	X	X	X	X	X	X								50	70					
1.8	Equipping of centres		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X						90	100					
1.9	Delivery of training courses			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						380	400					
1.10	Monitoring and evaluation								X	X			X	X			X	X			X	X	X	40	50					
2	<u>Module B</u>																													
2.1	Confirmation of ADR / TIR status																													
2.2	Assessment of legal base		X	X																				5	5					
2.3	Assistance in extending TIR				X					X				X					X	X				20	25					
2.4	Assistance in extending SafeTIR			X	X				X	X	X				X	X				X	X			60	70					
2.5	Assistance in implementing ADR				X			X				X			X					X	X			20	40					
3	<u>Module C</u>																													
3.1	Procurement plan																													
3.2	Prioritisation of Customs O/D				X				X	X				X				X			X			50	70					
3.3	Purchase & installation of equipment		X	X	X	X			X	X	X	X	X	X	X	X	X			X	X			130	150					
	Project co-ordination		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		65						
			TOTAL																990	1100										

Appendix 1 Evaluation of the Training Management Course held in FTA Training Centre in UK June 2000

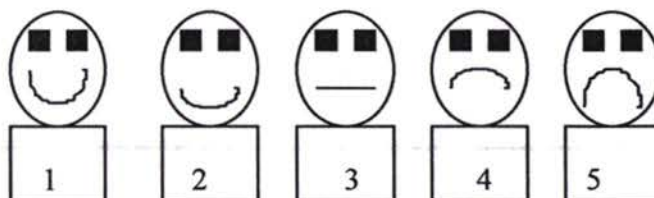
FTA Training course in Wadhurst 10 to 18 June 2000					
Overall Course Assessment					
Response for each question out of 18 (Scores indicate 5 as a high level of satisfaction and 1 as a low level of satisfaction)	5	4	3	2	1
The course was relevant to my work needs	5	11	2		
The speakers showed a good knowledge of their subjects	10	7	1		
The course was enjoyable as well as informative	17	1			
The speakers presented their subjects well	10	7	1		
The visual aids used were high quality	15	2	1		
The visual aids were relevant and helpful	13	5			
The course notes were relevant and helpful	17	1			
The course notes were well laid out	10	8			
The course notes were easy to understand	11	7			
My objectives for attending this course were met.	13	5			
Totals	121	54	5		
Percentages %	67	30	3		
About the Venue					
The bedroom accommodation was good	17	1			
The catering was good	17	1			
The other facilities were good	17	1			
The service was good	16	2			
Totals	67	5			
Percentage %	93	7			
Overall Percentage	75%	23%	2%		

Appendix 2 Evaluation of the Training Courses held in Moldova and Ukraine July 2000

Training Event Evaluation:

Please respond below (left to right):

1. Agree Strongly
2. Agree
3. Uncertain
4. Disagree
5. Disagree Strongly



ADR Training in Ukraine		Date of Course: 10 th – 14 th July 00	
Mark Maunsell-Thomas Project Administrator.			
ADR course 1 week course 10 th to 14 th July		Name of Trainers: John Scrimgeour	
What might we add to or delete from the course to increase its usefulness?			
How do you feel about:			
1. The course content has provided useful relevant information:	5		
Comment: Very useful			
2. The trainer demonstrated strong technical knowledge of the subject:	5		
Comment: Concrete examples, good examples used,			
3. The course components were sequenced logically:	5		
Comment: Aware that course items were not as programmed but this was not a problem			
4. The course's objectives were clearly explained:	5		
Comment:			
5. The trainer's presentation was well delivered and clearly comprehensible:	5		
Comments: Demonstrative presentations are liked			
6. The visual instruction aids complimented the learning process:	5		
Comment:			
7. The course literature and technical specifications are useful reference material:	5		
Comment:			

8. The workshop elements provided valuable learning experiences:	5				
Comment:					
9. The time allocation of the course was adequate for the depth of technical information delivered:	4	1			
Comment:					
10. The trainer answered my questions thoroughly:	5				
Comment:					
11. The trainer gave me adequate individual help with my problems:	5				
Comment:					
12. The training facilities were adequate and comfortable:	5				
Comment:					
Totals	59	1			
Percentages	98.3%	1.7%			

Training Event Evaluation:

Please respond below (left to right):

1. Agree Strongly
2. Agree
3. Uncertain
4. Disagree
5. Disagree Strongly



1



2



3



4



5

Customs Training in Ukraine		Date of Course: 10 th – 14 th July	
Mark Maunsell-Thomas Project Administrator			
Course Name: Customs		Name of Trainer: Frank Biljsma	
What might we add to or delete from the course to increase its usefulness?			
How do you feel about:			
1. The course content has provided useful relevant information:	4		
Comment:			
2. The trainer demonstrated strong technical knowledge of the subject:	4		
Comment:			
3. The course components were sequenced logically:	4		
Comment:			
4. The course's objectives were clearly explained:	4		
Comment:			
5. The trainer's presentation was well delivered and clearly comprehensible:	4		
Comments:			
6. The visual instruction aids complimented the learning process:	4		
Comment:			
7. The course literature and technical specifications are useful reference material:	4		
Comment:			

8. The workshop elements provided valuable learning experiences:	4				
Comment:					
9. The time allocation of the course was adequate for the depth of technical information delivered:	2	1		1	
Comment:					
10. The trainer answered my questions thoroughly:	4				
Comment:					
11. The trainer gave me adequate individual help with my problems:	4				
Comment:					
12. The training facilities were adequate and comfortable:	4				
Comment:					
Totals	46	1		1	
Percentages	95.8%	2.1%		2.1%	

Training Event Evaluation:

Please respond below (left to right):

1. Agree Strongly

2. Agree

3. Uncertain

4. Disagree

5. Disagree Strongly



1



2



3



4



5

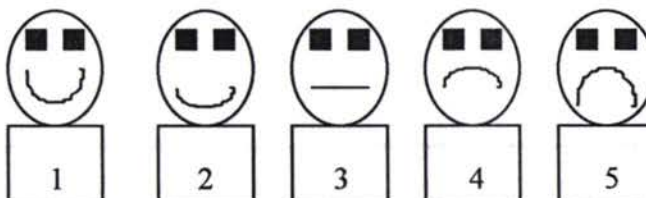
DGSA Training in Ukraine		Date of Course: 10 th – 14 th July 00			
Mark Maunsell-Thomas Project Administrator.					
DGSA course 1 week course 10 th to 14 th July		Name of Trainer: Gary Taylor			
What might we add to or delete from the course to increase its usefulness?					
How do you feel about:					
1. The course content has provided useful relevant information:	4				
Comment:					
2. The trainer demonstrated strong technical knowledge of the subject:	3	1			
Comment:					
3. The course components were sequenced logically:	2	2			
Comment:					
4. The course's objectives were clearly explained:	2	2			
Comment:					
5. The trainer's presentation was well delivered and clearly comprehensible:	2	2			
Comments:					
6. The visual instruction aids complimented the learning process:	1	3			
Comment:					
7. The course literature and technical specifications are useful reference material:	1	1	2		
Comment:					

8. The workshop elements provided valuable learning experiences:	2	2			
Comment:					
9. The time allocation of the course was adequate for the depth of technical information delivered:		2	1	1	
Comment:					
10. The trainer answered my questions thoroughly:	1	3			
Comment:					
11. The trainer gave me adequate individual help with my problems:	1	2	1		
Comment:					
12. The training facilities were adequate and comfortable:	2	2			
Comment:					
Totals	21	22	4	1	
Percentages	43.75 %	45.8%	8%	2.45%	

Training Event Evaluation:

Please respond below (left to right):

1. Agree Strongly
2. Agree
3. Uncertain
4. Disagree
5. Disagree Strongly



CPC Training in Moldova		Date of Course: 3 to 13 July 00			
Les Cheesman Project Manager and Debra Power Project co-ordinator, Mark Maunsell-Thomas project administrator.					
CPC Passenger and Freight course 2 week course 3 rd to 13 th July, including Saturday 8 th July		Name of Trainers: Peter Sewell and Bill Evans			
What might we add to or delete from the course to increase its usefulness? More visual aids, more document samples to be given out, route calculation by computer would be useful,					
How do you feel about:					
1. The course content has provided useful relevant information:	11	1			
Comment: Very useful					
2. The trainer demonstrated strong technical knowledge of the subject:	10	2			
Comment: Concrete examples, good examples used,					
3. The course components were sequenced logically:	8	3	1		
Comment: Aware that course items were not as programmed but this was not a problem					
4. The course's objectives were clearly explained:	10	2			
Comment:					
5. The trainer's presentation was well delivered and clearly comprehensible:	10	1	1		
Comments: Demonstrative presentations are liked					
6. The visual instruction aids complimented the learning process:	10	1	1		
Comment:					
7. The course literature and technical specifications are useful reference material:	9	3			

Comment:

8. The workshop elements provided valuable learning experiences:	9	2	1		
Comment:					
9. The time allocation of the course was adequate for the depth of technical information delivered:	8	3			1
Comment:					
10. The trainer answered my questions thoroughly:	11	1			
Comment:					
11. The trainer gave me adequate individual help with my problems:	9	2	1		
Comment:					
12. The training facilities were adequate and comfortable:	10	1	1		
Comment:					
Totals	115	22	6		
1					
Percentages	80%	15%	5%		

Appendix 3 Glossary of Terms

CPC (Certificate of Professional Competence) - A given number of CPCs are required by staff employed in European transport companies at National or National and International level to enable the company to obtain an operating licence. It is a legal requirement as well as being used to ensure operating staff are aware of their responsibilities.

TIR (Transport International Routier.Fr) - An international Convention introduced by the Economic Commission for Europe under the auspices of the United Nations. It is a paper/carnet transit control system that provides duty guarantees in transit thereby avoiding the need to open the vehicles at each border crossing.

TIR Carnet. A document containing pairs of vouchers (carnets/volets) with corresponding counterfoils bound in a cover with one voucher being given up on entry to each country and another on exit, if a transit country. It is the paper tracking system that confirms the guarantee process.

SafeTIR - A computer based system that captures dispatch details from the country of origin and destination to confirm delivery and thus provide fast clearance of the liability inherent in a movement of goods by indicating that they have been safely delivered. It is not a tracking system for the journey as it does not contain entries from the transit countries but can give early warning of problems and delays, as the transit time is set within limits.

TIR O/D - The Customs Office of Discharge (of the financial liability "bond" on the TIR load) is the point of final Customs clearance, although it may or may not be the point of cargo unloading. If it is not the actual point of unloading it is likely to be close by the point of unloading as the movement between the TIR O/D is not covered by the TIR duty guarantees.

ADR (Agreement Dangerous Routier.Fr) - The European Agreement governing the International Carriage of Dangerous Goods by Road.

DGSA (Dangerous Goods Safety Advisor) - This is the management training on ADR, as distinct from the driver training on ADR, and is for managers and supervisors involved in transport and the handling of dangerous goods. It therefore has a wider application than transport alone, such as packaging, storage etc.

ATP - The Agreement on the International Carriage of Perishable Foodstuffs and on the special equipment to be used for such carriage (ATP).

ATA Carnets - Part of the Carnet de Passage (Chambers of Commerce sponsored) system for the temporary import of goods that will be exported later, such as an exhibition stands for exhibitions that then are re-exported to another country.