

**The European Union's TRACECA Programme  
for Central Asia**

# **Development of Equipment Certification Centres for the Transportation of Perishable Goods in Kazakhstan, Kyrgyz Republic, Tajikistan, Uzbekistan and Turkmenistan in the frame of ATP Agreement**

**EuropeAid/123761/C/SER/Multi**

*Final Report*



This project is funded by  
the European Union



RINA INDUSTRY



A project implemented by the Consortium  
SAFEGE, RINA Industry and IRD Engineering





**Project Title: DEVELOPMENT OF EQUIPMENT CERTIFICATION CENTRES FOR THE TRANSPORTATION OF PERISHABLE GOODS IN KAZAKHSTAN, KYRGYZ REPUBLIC, TAJIKISTAN, REPUBLIC OF UZBEKISTAN AND REPUBLIC OF TURKMENISTAN IN THE FRAME OF ATP AGREEMENT. :**

Project Number : EUROPEAID/123761/C/SER/Multi Service Contract n. 123

Country : Kazakhstan, Uzbekistan, Kyrgyzstan, Tajikistan

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Signatures : \_\_\_\_\_

Start Date of the Project: 9<sup>th</sup> July 2007  
 Project Duration July 2007 to November 2009  
 Date of report: 9<sup>th</sup> November 2009  
 Reporting period: 9<sup>th</sup> July 2007–9<sup>th</sup> November 2009  
 Author of report: SAFEGE Consulting Engineers

Name	Signature	Date
EC Project Manager EC Delegation Almaty..... Kazakhstan	.....	.....



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## LIST OF ABBREVIATIONS

ATP	UNECE Agreement on Transportation of Perishable Goods
CA	Central Asia
CBP	Cross Border Point
EBRD	European Bank of Reconstruction and Development
EU	European Union
GOST	State Standardization Committee
IT	Information Technology
HACCP	Hazard Analysis and Critical Control Points food safety system
MoH	Ministry of Health
MoT	Ministry of Transport
TIR	Customs Transit Guarantee System
ToR	Terms of Reference
TRACECA	Transport Corridor Europe-Caucasus-Asia
USAID	United States Agency for International Development
WG	Working Group
MPM	The ATP Expert' Company, Giorgio Mainini, Reggio E., Italy



## 1 PROJECT SYNOPSIS

Project Title : **DEVELOPMENT OF EQUIPMENT CERTIFICATION CENTRES FOR THE TRANSPORTATION OF PERISHABLE GOODS IN KAZAKHSTAN, KYRGYZ REPUBLIC, TAJIKISTAN, REPUBLIC OF UZBEKISTAN AND REPUBLIC OF TURKMENISTAN IN THE FRAME OF ATP AGREEMENT**

Project Number : EUROPEAID/123761/C/SER/Multi

Country : All Project Designated Countries

**Project objectives:** The overall objective of the project is to facilitate trade and transport in perishable goods in the CA region through improving and harmonising the legal basis, technical standards, licensing and certification systems in the field of perishable goods road transport at both regional and national level. The Specific Project Objectives are: (i) the development and/or strengthening of centres for the testing and certification of transport units and special equipment for transportation of perishable goods in the CA countries in the frame of the ATP Agreement and to improve the performance of road transport of perishable goods at both regional and national level, and (ii) the development of licensing systems of transport operators for transportation of perishable goods in the frame of the ATP Agreement.

**Planned outputs:** As a result of market research a greater knowledge of international and national transportation of perishable goods in all countries within the CA region is achieved; Recommendations are given and assistance is provided for the improved application, implementation and enforcement of the ATP Agreement. Capability of major stakeholders involved in transportation of perishable goods is strengthened. Testing/Certification Centres are developed/strengthened throughout the CA region. Licensing systems for transport operators organised throughout the CA region. Case study of ATP testing on refrigerated truck upon completion of a test laboratory

**Project activities:** Project coordination, National Working Groups, Regional Working groups, Training in ATP laboratory procedures within the Working Groups. Market assessment for carriers of perishable products and forecasts, comparative analysis of Central Asian countries legislation for transport of perishable products, identification of non-physical barriers to transport of perishable products, preparation of an ATP Manual for ATP testing centres, preparation of feasibility studies for ATP test laboratories, identification of technical specification of equipment for ATP test laboratories, training of ATP experts, assessment of ATP laboratory equipment calibration procedures and of vehicle testing protocols.

**Project starting date** : 9<sup>th</sup> July 2007

**Project duration** : 28 months (9<sup>th</sup> July 2007 to 9<sup>th</sup> November 2009)



## 2 Summary of project progress since the start of the project

After the project start in July 2007, activities were performed regularly in accordance with the planning, despite initial difficulties to set up the team. The Kick Off meeting was held in Almaty in November 2007 and during the following months (March 2008) it became clear that the equipment necessary to fit out the laboratories would not be available. During the Inception phase, project offices were opened in each country and the first project report was finalized in accordance with the agreed planning. The first "Market Assessment" and the first "Legal Review", describing the existing legal framework were prepared during this period. End of July 2008 the Study Tour took place in Italy. During the ten days visits to several ATP laboratories were carried out and were also found three sets of equipment that were lately delivered to Kazakhstan, Uzbekistan and Tajikistan. At that time the first two countries were members of the ATP and Tajikistan had already started the procedures to ratify the agreement. Kyrgyzstan decided only at the end of the year 2008 to become member of ATP and started the ratification procedures early the following year.

The laboratory locations in Kazakhstan, Uzbekistan and Tajikistan were identified by mid 2008 and by October 2008 the consultant agreed in supplying laboratory equipment to all beneficiaries.

The Feasibility Studies (see Annex 1) for the construction of the laboratories were prepared in the second half of the year 2008 with the exemption of Kyrgyzstan that was delivered early 2009.

The equipment acquisition and delivery for the construction of the laboratories started at the end of 2008 and between March and September 2009 four laboratories were opened, one in each country even though the ratification procedures for the adoption of the ATP agreement in Tajikistan and Kyrgyzstan had not been finalized.

The training courses for ATP experts started in July 2008 during the Study Tour in Italy and went on until the end of the project in each country.

The Market Assessment was finalized during the second half of the year 2008 and it was updated at the end of the project (see Annex 2).

The Project provided continuous assistance to implement legal harmonization of the existing laws in Kazakhstan and Uzbekistan and delivered three specific legal reports in July-August 2009, one for Uzbekistan, one for Kazakhstan and one for Kyrgyzstan. This last one was updated in October 2009 (see Annex 3). Translation of the Italian ATP laws with recommendations and remarks were supplied to the Ministries of Transport of the other countries in order to allow them to prepare legal documents in line with the European standards.

The ATP expert laboratories are fully operational even though the ratification of the agreement has not been completed yet in Tajikistan and Kyrgyzstan. Several case Studies have been carried out at the Almaty ATP laboratories and the testing procedures checked regularly by the Project Team. The instruction manual for the operation of the laboratory equipment was completed (annex 4), a draft of the ATP manual was produced and distributed to the Beneficiaries (annex 5), copy of the Italian international and national laws in Russian language were distributed (annex 6) as contribution to the development of the national legislations. The laboratory hardware and software was updated in August 2009 in Kazakhstan, Tajikistan and Uzbekistan. In Kyrgyzstan new equipment was supplied right from the beginning. The new hardware and software configurations are described in the equipment instruction handbook. In several occasions the Project legal recommendations were discussed with the beneficiaries. During the same period National Working Groups were carried out in Tajikistan, Kyrgyzstan and Kazakhstan, one Steering Committee in Bishkek on the 13th of October. At the end of October 2009 (27 to 30) a restricted delegation of the four CA countries supported by the Project Team leader and Technical Coordinator, has participated to the WG 11 in Geneva (annex 7). The closing conference was held in Almaty on the 6th of November at the presence of all beneficiaries, Project partners, Traceca Secretary General and EC Delegation (annex 8).



Development of Equipment Certification Centres for the Transportation of Perishable Goods in Kazakhstan, Kyrgyz Republic, Tajikistan, Uzbekistan and Turkmenistan in the frame of ATP Agreement. EuropeAid/123761/C/Ser/Multi

*An EU funded Project*

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### **3 Project progress in final project period**



## 1. FORM 2.2 PROJECT PROGRESS REPORT

Project title: Development of Equipment Certification Centres for the Transportation of Perishable Goods in Kazakhstan, Kyrgyz Republic, Tajikistan, Uzbekistan and Turkmenistan in the frame of ATP Agreement		Project number : EuropeAid/123761/C/SER/Multi				Countries : Kazakhstan, Kyrgyz Republic, Tajikistan, Uzbekistan and Turkmenistan				Page : 1/1					
Planning period : 09-07-2009 to 09-11-2009		Prepared on : 09-11-2009				EC Consultant : SAFEGE Consulting Engineers, RINA Industries, IRD Engineering									
Project objectives: The development and/or strengthening of centres for the testing and certification of transport units and special equipment for transportation of perishable goods in the CA countries in the frame of the ATP Agreement. To improve the performance of road transport of perishable goods at both regional and national level. The development of licensing systems of transport operators for transportation of perishable goods in the frame of the ATP Agreement.															
No	ACTIVITIES IMPLEMENTED	TIME FRAME JUL 2009-NOV 2009						INPUTS							
		Four Months						PERSONNEL EC CONSULTANT		COUNTERPART		EQUIPMENT AND MATERIAL		OTHER	
		7 JUL	8 AUG	9 SEP	10 OCT	11 NOV		Planned	Utilised	Planned	Utilised	Planned	Utilised	Planned	Utilised
1.	Office mobilisation.														
2.	Market assessment.				x			0	3						
3.	Assistance to application, implementation, enforcement of ATP agreement.	xxxx	xxxx	xxxx	xxxx	x		123	133						
4.	Implementation of capability of major stakeholders.	xxxx	xxxx	xxxx	xxxx	x		86	89						
5.	Preparation of a study for the creation of Testing or Training Centres.														
6.	Development/Strengthening of licensing systems of operators.	xxxx	xxxx	xxxx	xxxx	x		70	71						
7.	Regional Events and Technical Study Tour.			x	xx	x		10	13						
<b>TOTAL</b>								289	309						

## 2. FORM 2.3 RESOURCE UTILISATION REPORT

Project title: Development of Equipment Certification Centres for the Transportation of Perishable Goods in Kazakhstan, Kyrgyz Republic, Tajikistan, Uzbekistan and Turkmenistan in the frame of ATP Agreement		Project number : EuropeAid/123761/C/SER/Multi		Countries : Kazakhstan, Kyrgyz Republic, Tajikistan, Uzbekistan and Turkmenistan		Page : 1/1	
Planning period : 07/2009-11/2009		Prepared on : 09-11-2009		EC Consultant : SAFEGE Consulting Engineers, RINA Industries, IRD Engineering			
Project objectives: The development and/or strengthening of centres for the testing and certification of transport units and special equipment for transportation of perishable goods in the CA countries in the frame of the ATP Agreement. To improve the performance of road transport of perishable goods at both regional and national level. The development of licensing systems of transport operators for transportation of perishable goods in the frame of the ATP Agreement.							
RESOURCES/INPUTS	TOTAL PLANNED	PERIOD PLANNED	PERIOD REALISED	TOTAL REALISED	AVAILABLE FOR REMAINDER		
	Work/days	Work/days	Work/days	Work/days	Work/days		
PERSONNEL							
Team Leader	440	78	80	440	0		
Technical Coordinator	440	89	87	440	0		
Long term experts	1760	51	66	1760	0		
Senior Short term experts	88	5	5	88	0		
Junior Short Term Experts	220	66	71	220	0		
Sub-total	2948	289	309	2948	0		
Sub-total c/fwd	0	0	0	0	0		
OTHER INPUTS	0	0	0	0	0		
Sub-total	0	0	0	0	0		
TOTAL	2948	289	309	2948	0		

An EU Funded Project implemented by the Consortium of the following companies:

### 3. FORM 2.4 OUTPUT PERFORMANCE REPORT

Project title : Project title: Development of Equipment Certification Centres for the Transportation of Perishable Goods in Kazakhstan, Kyrgyz Republic, Tajikistan, Uzbekistan and Turkmenistan in the frame of ATP Agreement		Project Number: EuropeAid/123761/C/SER/Multi	Countries : Kazakhstan, Kyrgyz Republic, Tajikistan, Uzbekistan and Turkmenistan	Page : 1/1
Prepared on : 08-11-2009			EC Consultant: SAFEGE Consulting Engineers, RINA Industries, IRD Engineering	
Output results	Deviation original plan + or - %	Reason for deviation	Comment on constrains & assumptions	
<b>1. Office mobilisation.</b> <b>2. Market assessment.</b> <b>3. Assistance to application, implementation, enforcement of ATP agreement.</b> <b>4. Implementation of capability of major stakeholders.</b> <b>5. Preparation of a study for the creation of Testing or Training Centres.</b> <b>6. Development/Strengthening of licensing systems of operators.</b> <b>7. Regional Events and Technical Study Tour.</b>	<p>Completed</p> <p>Completed</p> <p>Completed (+100%)</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed (+50%)</p>		<p>1. N/A</p> <p>2. The tables containing the number of refrigerated trucks were updated</p> <p>3. Four ATP expert laboratories, one in each beneficiary country, were opened. The needed funds for purchasing the equipment were delivered by the Consultant</p> <p>4. N/A</p> <p>5. An updated version of the Feasibility Study has been prepared and delivered to the MoTC of Kyrgyzstan beginning of September 2009</p> <p>6. The Uzbek lab has received the accreditation from the National relevant Body while Kazakhstan is still on hold</p> <p>7. A supplementary Tour has been organised in order to participate to the Unece WG 11, Geneva end of October 2009</p>	

An EU Funded Project implemented by the Consortium of the following companies:

## 4 Overall report on the total project

### 1. Achievements in comparison with planned results

#### 4.1.1 Office Mobilization

Following the declaration of space unavailability released by the Beneficiaries, the Project has rented one space in each country for regional suboffices.

#### 4.1.2 Market Assessment

The first “Draft Market Assessment” performed during the initial phase of the project was completed by adding relevant information with regards to perishable foodstuff in Kazakhstan. This analysis provides review of the present situation in terms of imported/exported products, number of refrigerated trucks and lists the border crossing points of each country. It also provides forecasts for the next years (2015). The tables indicating the number of refrigerated vehicles were updated at the end of the project.

#### 4.1.3 National legislation and international agreements

The legal frameworks have been assessed in the previous reporting periods for Kazakhstan and Uzbekistan. The national legislations in these two countries were amended and the final draft text for Kazakhstan was delivered in August 2009. Closer to the end of the Project they were handed over to the relevant authorities for their implementation. In Kyrgyzstan it was agreed that the Project Team would have transferred the technical legal papers to the local Ministry of Transport that would have taken care of its implementation.

#### 4.1.4 Legislation bottlenecks

The ATP regulatory environments both in *Uzbekistan* and *Kazakhstan* are inadequate and had to be heavily changed. First of all the ATP standards are not implemented internally and this hampers the safety of perishable products commercialized in these countries. Secondly the agreement is not properly enforced because of lack of road control and test laboratories. The national laws have to clearly appoint control bodies for law enforcement. The national laws do not contain any procedure for the selection of the Experts and the appointment of the Testing Stations as well as sanctions for violators have not been clearly defined. All these issues have been addressed by the project Team and the relevant recommendations were delivered first in July 2009 to the MoTC of Kazakhstan and later in Uzbekistan.

In *Tajikistan* and *Kyrgyzstan* copies in Russian of legal texts harmonized with the European legislation were supplied to help the local specialist to prepare suitable law proposals to be presented to the national parliaments for approval.

#### 4.1.5 Legal status and institutional set up

The ATP expert laboratories have been set up in all countries but they will be suitable to perform only part of the required tests (control of the refrigeration efficiency and control of truck insulation). The effective measurement of the K factor (factor of thermal conductivity, assessed by the Test Stations only) will be temporarily replaced by a theoretical assessment of its value. The K factor assessment is indispensable for new trucks while 12 years old trucks missing former ATP certificate have to be checked at a Test Station. According to our estimate almost half trucks still need such a check in Central Asia.

This approach is only temporarily acceptable and it's not officially allowed by the ATP Agreement. In the medium term it is necessary to establish at least one ATP national testing station in each CA country. For this reason the Project Team has promoted actions

aimed at supporting the construction of national ATP stations beyond the project completion date.

In order to make the ATP system sustainable in CA the project Team promoted the set up of a technical Committee in each country. This Committee should take care of releasing licenses to new experts, check the efficiency of the existing ATP operators, keep the legislation updated and participate regularly to the UNECE WP11 in Geneva, each year.

#### **4.1.6 Translation of national and international standards, ATP Manual Hand Book**

During the last period the translation activity of European laws concerning ATP has continued. These laws have been presented to the beneficiaries and discussed to verify their suitability for the CA countries. This work has continued until the end of the project and it ended with the publication of national ATP manuals

#### **4.1.7 Border Crossing Points Survey**

Monitoring of Cross Border Points (CBP) was carried out during the period of 13 May to 17 October 2008. In overall, ATP Project team visited 15 CBPs in three countries, among which 12 can be considered the largest CBPs of their countries. Among 15 CBPs there were: 9 Kazakh CBPs on the Kazakh-Russian border, 2 Kazakh CBPs on the Kazakh-Kyrgyz border, 2 Kyrgyz CBPs on the Kyrgyz-Kazakh border and 2 Tajik CBPs on the Tajik-Uzbek border.

Uzbek and Russian CBPs were planned to be included into the Monitoring and the project team undertook all necessary steps to obtain the permission from the Government Authorities of these countries, but unfortunately the Russian Federal Customs Service and the Uzbek State Customs Committee did not give their authorization for the monitoring of their CBPs.

During the CBP Monitoring, the project team made a number of observations, which are described in the Cross Border Point Monitoring Report, included as an annex to the 3<sup>rd</sup> Progress Report. Among the main observations was the progress, made by the Kazakh Authorities in the development of Single Window control operations at CBPs and customs transit information systems. On the other hand the transportation of perishable goods is characterized by several non-physical constraints, among which are:

excessive controls of TIR vehicles (especially in Uzbekistan and Russia), bottlenecks at the largest CBPs, outdated physical and IT infrastructure of certain CBPs, widespread corruption during the control of vehicles at CBPs and beyond-the-border constraints. In addition, some road corridors (i.e. E 40 in Kazakhstan) and local roads, leading to some CBPs remain in a very poor condition, which impacts negatively on the traffic.

The ATP project team presented its' findings on the Cross Border Monitoring activity, during the ATP Regional Working Group in Dushanbe and in the Conference about the Development of the Transit Potential of the Republic of Tajikistan on the 21<sup>st</sup> of October 2008.

#### **4.1.8 Assistance to implementation of the ATP agreement**

Legal and technical aspects of the ATP, as well as their social aspects have been discussed in several occasions during the Fourth and Fifth Seminar and Steering committee held in Almaty and in the several National Working Groups.

In particular the legal set up for the two new joining countries, Tajikistan and Kyrgyzstan, has been discussed in details in order to avoid mistakes and delays registered in the related countries.

The texts of the law decrees to be presented to the Kazakh Parliament for ratification and other recommendations have been delivered to the MoTC in October 2009. The legal

model suggested for the adoption of a regulatory regime for national transportation of perishable food stuff was delivered end of October 2009.

#### 4.1.9 Harmonization of certification and licensing systems

Certification and licensing systems in the related countries have been harmonized with European procedures. The Kazakh ATP laboratory of Almaty is already properly working. The test protocols have been revised and the old forms that were previously in use, replaced.

The Uzbek laboratory started its operation in October 2009 due to delay in getting the accreditation from the national relevant Authority.

In order to be fully responding to the needs of the CA fleets of vehicles for transportation of perishable food stuff, it's necessary to set up a National ATP Test Station in each country. These stations can deliver certificates for 6 years to new trucks and to second hand trucks older than 12 years. We estimate that not less than 50% of vehicles will still be forced to be tested in Europe in case it will not be possible to establish Test Stations in CA.

#### 4.1.10 Laboratory accreditation

All the laboratories are being accredited by the local GOST standards. According to the ATP agreement there's no obligation of any kind of different certification (either national or international).

#### 4.1.11 Setting up the ATP laboratories

Following the requests coming from the Beneficiary countries the Project Team made efforts to obtain the laboratory equipment, which originally had to be financed by the European Commission. Only mid April 2008 it was officially communicated that no EU funds were available any more for this purpose.

Given this situation, the project team worked on different alternatives:

1. Approaching donor institutions (World Bank, EBRD, USAID)
2. Approaching private investors for the establishment of at least one laboratory in Kazakhstan
3. Looking for second hand equipment to set up a training center in CA

The first investigation did not find any positive answer from the contacted donors.

The Project Team elaborated three Business Plans (for Kazakhstan, Uzbekistan and Kyrgyzstan) and started to interview various private companies to become partners in the construction of the ATP laboratories.

After an intensive market research the project identified two private companies: PEAK, a construction company owning a multimodal center in Almaty and Thermo King Almaty, interested to realize this idea.

They signed a Memorandum on the 27 March 2008, according to which PEAK would have provided the building and the air conditioning system while Thermo King would have sourced the measuring laboratory equipment. The Project Team would have delivered technical assistance and expert training according to the Terms of Reference. This Memorandum had an initial duration of two months and was further extended till the end of July 2008.

At the same time the Project Team was able to find one set of second hand instrumentation for sale at the MPM ATP laboratory of Reggio Emilia, Italy. The equipment was perfectly working and suitable both for training experts and carrying out the necessary tests normally performed by expert laboratories.

At the beginning the Project Team was considering establishing a private laboratory in Kazakhstan and one training center in another location (July 2008).

As a consequence of the complains coming from the beneficiaries during of the Study Tour in Italy (July – August 2008) a new agreement was reached with MPM aimed at providing 3 sets of second hand equipment, one for each of the following countries: Kazakhstan, Uzbekistan, Tajikistan.

The Project Team forwarded official letters to the respective Ministries engaging itself to deliver the equipment for the construction of the National ATP Expert laboratories under specific conditions. The Project Team asked the different Ministries to make proper buildings available for installation of the instrumentation and to appoint recipients of the equipment. The Ministries answered in writing appointing these Beneficiaries.

The first laboratory was opened in the PEAK logistic center located in Burunday, Almaty on the 18<sup>th</sup> of March 2009 as a result of the agreement reached between the company PEAK (owner of the premises) and the Thermo King Almaty (official ATP expert in Kazakhstan). The laboratory started immediately its operations trying at the same time to get the accreditation from the national GOST standard Institute. The event was followed by the local press and television at the presence of national authorities and the EC Delegation..

The second laboratory was opened in Tashkent, Uzbekistan at the KAMKO logistic centre on the 1<sup>st</sup> of April 2009. This laboratory did not start to operate until it did not get the accreditation (October 2009).

The third laboratory was set up on the 15<sup>th</sup> of September 2009 in Bishkek, Kyrgyzstan at the Thermo King logistic base at the presence of the Vice Minister of Transport, the Bishkek EC Delegation, the national authorities and the local press.

The last one was opened officially at the Abbat logistic center of Tursun Zade, Tajikistan, near the Uzbek border on the 18<sup>th</sup> of September 2009.

These two last laboratories cannot operate until the countries have fully ratified the ATP agreement.

#### **4.1.12 Equipment technical specifications**

Equipment specifications have been prepared since the beginning of the project and were regularly updated and available on the project Web Site. During the month of August the equipment software was changed into a fully Russian version, the hardware was also replaced with new components and spare parts to ensure sustainability to the laboratories.

#### **4.1.13 Training on ATP and HACCP**

Training on ATP practices and HACCP has been delivered to national experts in several occasions. At the end of the month of June the experts coming from Uzbekistan, Tajikistan and Kyrgyzstan have been properly and practically trained at the Almaty laboratory. In August, September and October several training sessions were organized in the different countries.

#### **4.1.14 Project Web Site**

In February 2008 the Project Web Site was created and made available to the public in two languages: Russian and English. It contains information taken from Italian and local legislation suitable for the implementation of ATP in Central Asia.

It also contains useful information about the Legal Framework, ATP technical Standards, Food Standards, Country information, location of the ATP laboratories and ATP project activities.

The Project documents are available for download in a dedicated area.

The web site has been updated regularly during the Project lifetime.

In October 2009 a specific Web Page for each laboratory was developed and funded by the project in order to make them more visible to the customers.

#### **4.1.15 Project Seminar, Regional and National Working Groups**

This activity went on regularly during the project period.

Five Steering Committees were held during the project Period.

During these events were addressed the following topics:

opening of the laboratories in Central Asia, amending the legal frameworks in Kazakhstan, Uzbekistan, Kyrgyzstan and Tajikistan, training of experts and participation to the 65<sup>th</sup> session of the WP 11 at the UNECE, Geneva, Switzerland.

Several WGs and various informal meetings were held during the reporting period in all the CA countries mostly addressing legal aspects of the ATP, technical issues concerning the functioning of the test laboratories and training of the trainers and ATP experts. In particular on the 7<sup>th</sup> of October a National WG took place at the Ministry of Transport and Communications in Astana. The project team delivered recommendations and prepared the legal texts for ratification which were sent the following week.

#### **4.1.16 Participation of Central Asian country representatives to the 65<sup>th</sup> WP in Geneva**

The Project Team has proposed to representatives of the four CA countries to participate to this event even though not included in the original Project Term of References.

The Working Party 11, at its 65<sup>th</sup> edition, gathers in Geneva each year to discuss proposals of different ATP members to be included in the Convention.

This year in particular the inclusion of fruit and vegetables into the ATP list was discussed as proposed by Russia and Spain.

Uzbekistan and Tajikistan have always been supportive as great producers of fruits and vegetables and their presence gave emphasis to the Russian and Spanish action.

While Kazakhstan and Uzbekistan have full right to participate to the event, Tajikistan and Kyrgyzstan, that have not yet ratified the conventions, participated as observing countries.

## **2. Deviations from original planning and reasons**

There were no major deviations from the ATP Project Planning.

## **3. Specific action needed from the local authorities - including the Coordinating Unit concerned - and/or the European Commission**

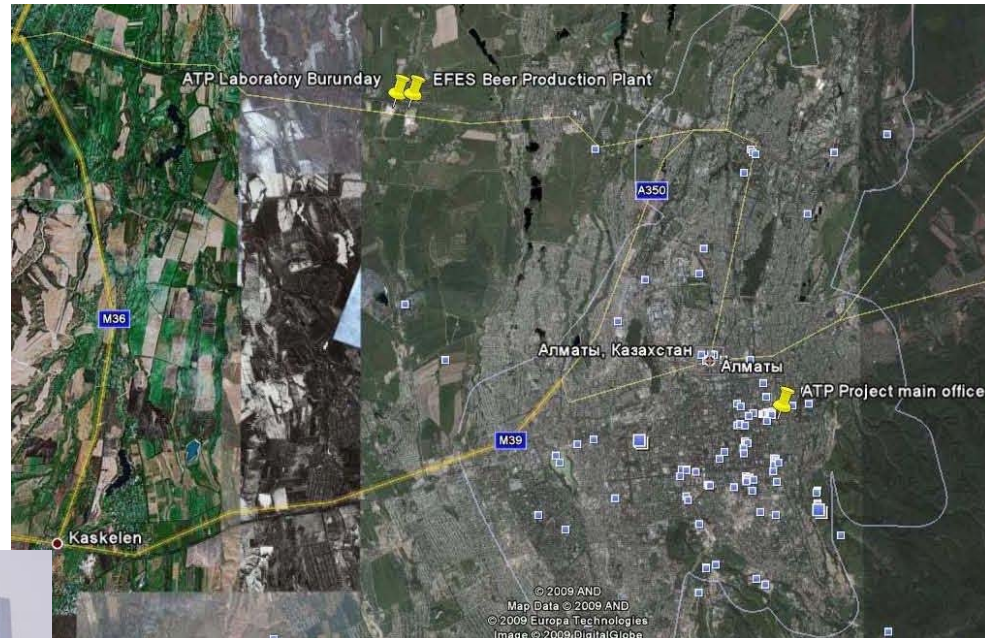
The Kazakh ATP laboratory is operational since last March despite it has not been accredited yet. It is expected that all the remaining ATP laboratories will be fully operational by the end of the year. In order to ensure full sustainability from the technical point of view the Project Team is supporting the initiative of the local EC office to provide technical assistance to the establishment of remote control service to the laboratories from Europe. This kind of equipment is not available in Central Asia and in case of defaults the availability of spare parts and technical support is deemed indispensable.

As explained before the established laboratories are not equipped to carry out the measurement of the K coefficient which is needed in many cases.



### Location of the ATP laboratories in Central Asia

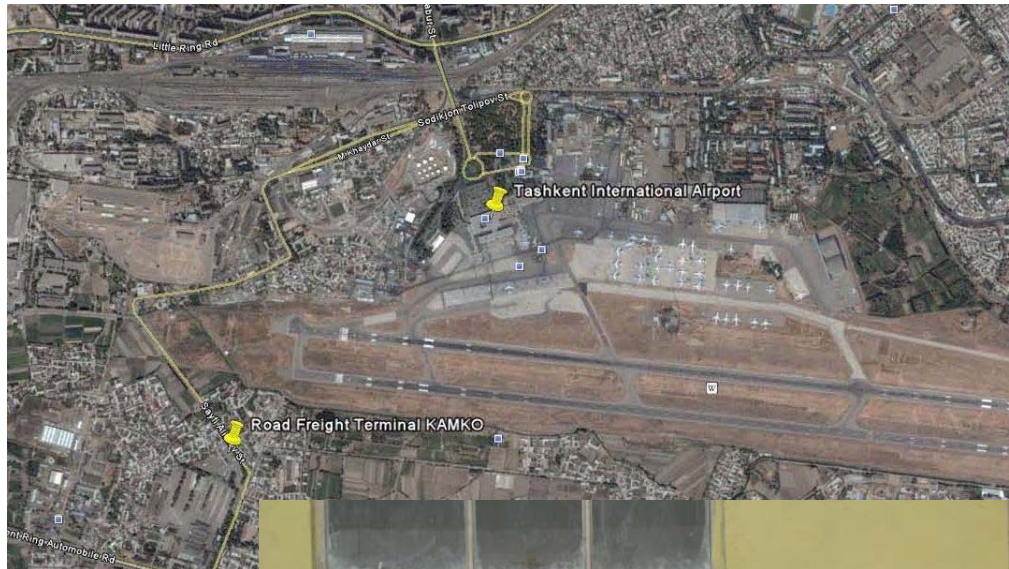
Almaty, Kazakhstan, Peak Logistic Centre Burunday; Tel: +7 727 385 13 51; +7 727 296 78 00



by the Consortium of the following companies:

## Tashkent, Uzbekistan

Road Freight Terminal Kamko; Tel: +998 973365831



participation of the following companies:

**Bishkek, Kyrgyzstan, Thermo King terminal**



### Tursun Zade Tajikistan, ABBAT Association Logistic Centre



An EU Funded Project implemented by the Consortium of the following companies:

## FORM 3.2 : PROJECT COMPLETION REPORT

Project title : DEVELOPMENT OF EQUIPMENT CERTIFICATION CENTRES FOR THE TRANSPORTATION OF PERISHABLE GOODS IN KAZAKHSTAN, KYRGYZ REPUBLIC, TAJIKISTAN, REPUBLIC OF UZBEKISTAN AND REPUBLIC OF TURKMENISTAN IN THE FRAME OF ATP AGREEMENT		Project nr : EUROPEAID/123761/C/SER/Multi Service Contract n. 123	Country : Central Asia	Page :1/5
Reporting period : 09-07-2007 to 09-11-2009		Prepared on : 09-11-2009	EC Consultant : Safege Consulting Engineers	
REPORTING PERIOD	MAIN ACTIVITIES UNDERTAKEN	EC CONSULTANT	INPUTS UTILISED	
			MATERIALS AND EQUIPMENT	OTHER
7 July 2007- 7 January 2008	1. Office mobilisation	1,5 m/m		
7 July 2007 - 7 July 2009	2. Market assessment	9,0 m/m		
7 July 2007 – 9 November 2009	3. Assistance to application, implementation, enforcement of ATP agreement	44,0 m/m		
7 July 2007 – 9 November 2009	4. Implementation of capability of major stakeholders	45,5 m/m		
7 July 2007 – 9 November 2009	5. Preparation of a study for the creation of Testing or Training Centres	15,5 m/m		
7 July 2007 – 9 November 2009	6. Development/Strengthening of licensing systems of operators	31,5 m/m		
7 July 2007 – 9 November 2009	7. Regional Events and Technical Study Tour	6,5 m/m		
<b>TOTAL</b>		153,5 man/months		

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### FORM 3.3. OUTPUT PERFORMANCE SUMMARY

Project title : DEVELOPMENT OF EQUIPMENT CERTIFICATION CENTRES FOR THE TRANSPORTATION OF PERISHABLE GOODS IN KAZAKHSTAN, KYRGYZ REPUBLIC, TAJIKISTAN, REPUBLIC OF UZBEKISTAN AND REPUBLIC OF TURKMENISTAN IN THE FRAME OF ATP AGREEMENT	Project nr : EUROPEAID/123761/C/SER/Multi Service Contract n. 123	Country : Central Asia	Page :1/1
Prepared on : 09/11/2009		EC Consultant : SAFEGE Consulting Engineers, RINA Industries, IRD Engineering	
Output results	Deviation original plan + or - %	Reason for deviation	Comment on constrains & assumptions
<b>1. Office mobilisation.</b> <b>2. Market assessment.</b> <b>3. Assistance to application, implementation, enforcement of ATP agreement.</b> <b>4. Implementation of capability of major stakeholders.</b> <b>5. Preparation of a study for the creation of Testing or Training Centres.</b> <b>6. Development/Strengthening of licensing systems of operators.</b> <b>7. Regional Events and Technical Study Tour.</b>	Completed Completed Completed (+100%) Completed (+20%) Completed Completed Completed (+50%)	3. Supply of laboratory equipment and set up of ATP expert laboratories was needed in order to ensure proper training to the local experts 4. The lab equipment instruction manual and the ATP handbooks were prepared and distributed 7. Participation to the Unece WG 11 necessary to introduce the CA countries to the international ATP community	2. The tables containing the number of refrigerated trucks were updated 3. Two new countries, Tajikistan and Kyrgyzstan, are finalising the ratification procedures of the ATP Agreement. Four ATP expert laboratories have been opened 4. The legal framework of Uzbekistan and Kazakhstan has been analysed, recommendations and new laws texts prepared. Copies in Russian language of EU ATP laws have been given to the Ministries of Transport of Tajikistan and Kyrgyzstan. 6. The Uzbek lab has received the accreditation from the National relevant Body while Kazakhstan is still on hold 7. A restricted AC delegation was taken to the WG 11 in Geneva end of October. This trip was not requested in the ToRs

## 5 Lessons learnt and recommendations

According to the project Terms of Reference the Project should have insured a number of services whose success depended most on availability of laboratory equipment.

Such activities like training on specific equipment, stakeholder capability building, training of experts could not have been carried out without the installation of at least one fully equipped laboratory in Central Asia.

Failing in doing so would have compromised the project success since its start.

For this reason, soon after it was made definitely clear that no equipment would have been supplied by the EC, despite its engagement, a lot of efforts, energy and resources have been spent in finding a viable alternative.

The Project, with the direct support of the consultant, who decided to allocate financial resources out of his own budgets for the procurement of the necessary equipment, has been able to gather different public and private entities, to stimulate their synergies, to promote solutions in order to set up the required laboratories.

No proper training and testing activity would have been possible without being successful in this initiative

The Consultant provided the basic equipment needed to open four ATP expert stations, private companies have made available their premises (PEAK and Thermo King in Almaty, KAMKO Tashkent, Thermo King Bishkek, ABBAT in Tursun Zade) and local institutions have provided the needed support in personnel and facilities (namely the different Ministries of Transport, the Agency for Road and River Transport, as well as the Abbat Association).

The Beneficiary collaboration was stimulated by supplying the needed ATP expert laboratory equipment. This equipment was initially delivered second hand and then replaced by new units and dedicated software developed by the Project Experts.

As a result of this, Kyrgyzstan decided to fully adhere to the project initiatives after an initially cool approach.

A second issue concerns the participation to the WP11 in Geneva, which was at risk of not being organized, although of paramount importance to strengthen the institutional framework of the ATP agreement in each country. The main reason was because it was not foreseen in the initial terms of reference.

In both cases several TOR provisions, no more relevant and/or not adapted to the present situation in the Project area, and the difficulties to amend them threatened the achievement of various project outcomes.

### 1. Recommendations

Despite the success in setting up expert laboratories everywhere in CA a few issues still stay open:

- a. The ATP expert laboratories cannot fully satisfy the local needs to comply with the ATP agreement since a number of trucks need to be tested through test stations.
- b. The standards for transportation of food stuff are not enforced nationally thus hampering the efficiency of the whole set up
- c. The institutional legal framework has not yet been implemented. There's a need of creating technical Committees under the different Ministries which will take care of the full implementation of the ATP agreement in the different countries
- d. According to our last figures, in some countries like Kyrgyzstan and Kazakhstan, a single ATP laboratory will not be able to satisfy the national needs. This situation might happen very soon.

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e. The remote location of these laboratories makes the access to technical assistance very difficult. This factor makes their sustainability even in the short-medium period questionable.

We recommend therefore the following:

- To support and follow up at national and European level the installation of at least one testing station in each country
- To implement the ATP agreement for the domestic refrigerated transportation
- To quickly set up the technical committee in each country to take care of the law implementation and involve other institutions (different from the Ministry of Transport) usually concerned by the perishable food safety and perishable food controls.
- To establish permanent technical support and assistance from Europe to ensure a proper maintenance, troubleshooting, updating and spare part supply.





## 6 LIST OF ANNEXES

**Annex 1. Feasibility Studies**

**Annex 2. Market Assessment update**

**Annex 3. Legal Reports**

**Annex 4. Laboratory equipment Instruction manuals**

**Annex 5. ATP Manuals**

**Annex 6. Translations of the ATP Italian law texts into Russian**

**Annex 7. Minutes of the UNECE WP 11**

**Annex 8. Minutes of the Project Closing Conference**

**Annex 9. Training Material**

**Annex 10. Expert laboratory and Test Station Equipment specifications**



Development of Equipment Certification Centres for the Transportation of Perishable Goods in Kazakhstan, Kyrgyz Republic, Tajikistan, Uzbekistan and Turkmenistan in the frame of ATP Agreement. EuropeAid/123761/C/Ser/Multi

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