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AEB Press conference  
Tuesday, 3<sup>rd</sup> April, 2012  
AEB conference hall

**Speakers**

Mr. Andrey Chursin, Acting Chairman of the AEB Commercial Vehicles Committee;  
Mr. Antonio Linares, Member of the AEB Board;  
Mr. David Thomas, Chairman of the AEB Automobile Manufacturers Committee (AMC);  
Mr. Dmitry Cheltsov, Chairman of the AEB Transport and Customs (TC) Committee;  
Mr. Reiner Hartmann, Chairman of the AEB Board;  
Dr. Frank Schauff, AEB CEO.

**PRESS - RELEASE**

**On the Order regarding the seasonal restriction on the movement of trucks with a load of 5 - 6 tons per axle on federal and regional roads (from April 1<sup>st</sup> to 25<sup>th</sup> June, 2012)**

The Federal Road Agency issued an Order on January 24, 2012 № 3 "On the introduction of temporary limitations on the movement of vehicles on federal roads in 2012" that was published on the 1<sup>st</sup> of March, 2012. Amongst others, this order states that from the 1<sup>st</sup> of April, 2012 to the 25<sup>th</sup> of June, 2012, vehicles with or without cargo must not weigh more than 5-6 tons per axle if they intend to follow routes that include public roads of federal importance. All vehicles exceeding the maximum weight limit will have to pay a fee before being allowed to complete their transportation route. (The order may be found on the website [http://rosavtodor.ru/showdocs/Osnovnye\\_dokumenty/prikazyi\\_rasporyajeniya/1916.html](http://rosavtodor.ru/showdocs/Osnovnye_dokumenty/prikazyi_rasporyajeniya/1916.html).)

The Association of European Businesses, having acquainted itself with this section of the order has come to the conclusion that these limitations involve all the key federal and regional roads used for transportation purposes. This means that in many cases, like in 2011, the limit in question is the maximum allowed; if the consequences for exceeding this are taken into consideration, transportation taking place during this period will be deemed economically non-viable.

In addition to the previously raised tariffs, the year 2012 also saw concerned regions being given permission to adopt a floating graphic with regard to the exact month that this Order must be effected, as well as the maximum weight limit and fees required should the vehicle exceed the weight limit allowed.

In line with this Order, in 2011 and 2012, the AEB sent letters to relevant government authorities giving clear reasons why an alternative system of transportation would not be an economically viable solution at the moment. Reasons include the cost of transportation, infrastructural limitations, increased delivery

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periods and cargo safety. The Association asked that due consideration be given to a constructive dialogue with leading representatives of European businesses in Russia, as a means of resolving this issue.

The AEB is of the firm opinion that procrastination with regard to finding an effective solution to this issue does not only hinder the progress of companies currently operating in Russia, but adversely affects the positive investment climate within the country.

“This is not the first year that such restrictions are being imposed. In 2011, the AEB approached the Ministry of Transport regarding a similar problem, bringing to the attention of the authorities the problems associated with such restrictions and suggesting that an open discussion be organised in order to avoid possible adverse consequences. At a meeting with the Ministry of Transport in February, 2012, the AEB voiced its members’ concerns, pointing out that existing restrictions make any road transportation during the said period virtually impossible. It is our sincere hope that a mutually beneficial solution will be reached as soon as possible.” – Mr. Reiner Hartmann, Chairman of the AEB Board.

“The set seasonal limitations on the axle load and the fees for permits to carry out transportation activities that do not conform to the set restrictions are prohibitive in nature and make transportation impractical from an economic point of view, leading to a forced halt in continuous production, in the absence of efficient transport alternatives. Economic growth and the functioning of modern industries, including government programs, should not become hostage to a currently less than imperfect transport infrastructure and a lack of effort directed to its development and modernisation.” – Mr. Dmitry Cheltsov, Chairman, AEB Transport and Customs Committee.

"All members of the Automotive Manufacturers committee are very concerned at the impact on our businesses of the seasonal road restrictions. As well as severely limiting the delivery of new cars and parts to our customers these restrictions will impact the production of new cars at a critical time for the Russian automotive market. The automotive industry has invested heavily in Russia and now sees significant risks to our business for a two month period this will affect the financial performance of all companies, as well as impacting on our legal obligations in delivering cars to customers and in supplying the spare parts needed to keep customers mobile. Whilst we recognise the need for road repairs in this season, the widespread implementation of these restrictions adversely affects our business and our ability to satisfy the needs of our customers." – Mr. David Thomas, Chairman of the AEB AMC and Member of the AEB Board.

“The current situation has a definite impact on the seasonality of sales for most producers that might result in a redistribution in other periods of the year, but there is also an effect in additional costs for all participants of the distribution process, a decrease in product availability, and therefore, in consumption by end consumers.” – Mr. Antonio Linares, Member of the AEB Board.

“Within the framework of the discussion on the limitations imposed by “Regulations on transportation of goods by road”, with regard to load per axle, we believe that existing contradictions in the regulation pertaining the maximum axle load of wheeled vehicles, within the current legislation must be addressed. The permitted weight of wheeled vehicles and axle loads indicated in the "Regulations of transportation of goods by road" (Russian Federation Government Decree of 30.12.2011 N 1208) are lower than the same parameters indicated in the Russian technical regulation “On the Safety of Wheeled Vehicles”. In addition, there is no distinction within the "Regulations of transportation of goods by road" with regard to the carrying capacity of the driving and driven axles.

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For example, if we take the distance between the axes of trucks from 1300 mm to 1350 mm inclusive, the permissible axle load in accordance with the technical regulation "On the Safety of Wheeled Vehicles" is 9 tons, while it is only 7 tons in accordance with the "Regulations on transportation of goods by road". As a result, different requirements are applied to maximum allowed loads, depending on the section of the legislation used by the authorities. This has a negative impact on the business environment." - Mr. Andrey Chursin, Acting Chairman of the AEB Commercial Vehicles Committee.

"The AEB has asked on several occasions that this issue be addressed by the relevant government authorities. The Association will continue focusing its lobbying activities on finding a constructive solution, beneficial to all parties concerned. Already, the AEB has provided the relevant government authorities with information regarding the roads most frequently used during transportation. This information was provided on the basis of the information supplied by about 20 major foreign companies operating within the Russian Federation." –Dr. Frank Schauff, AEB CEO.

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