

SUBMISSION OF EVIDENCE FOR THE Q.S.C. ON ASHOK LEYLAND LTD AND SUDAN.

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SECTION	DESCRIPTION	PAGE
One	This section lays out the facts that lead to a BBC 2 Newsnight investigation into any potential role played by Mr Anders Spare and Mr Dheeraj Hinduja in an agreement with Ashok Leyland Ltd and GIAD to supply army trucks to Sudan.	1
Two	This section details the course of the Newsnight investigation and the response of Mr Dheeraj Hinduja, Mr Anders Spare, Landrover Leyland International Holdings Ltd (LRLIH) into the investigations findings.	3
Three	Conclusions and recommendations	7
Fig. 1	Ashok Leyland Stallion 4x4 Mk III truck	1
Fig. 2	The Managing Director of Ashok Leyland, R. Seshasayee (right), and the Executive Director (Finance), K. Sridharan, at a press conference in Chennai on Thursday 29 th April 2005.	5
Transcripts	This section provides extracts from the secret recordings made by the BBC Newsnight investigation.	10

SECTION ONE

Background.

1. The Indian company Ashok Leyland Ltd announced on its company website on the 16th February 2005 that it had signed an agreement four days previously to supply 100 Stallion 4 x 4 army trucks to the Sudan Defence Ministry. The trucks were to be supplied to GIAD Automotive Industry Co., the Sudan Government's vehicle assembly unit in kit form. The GIAD factory is situated near Khartoum. The announcement of the agreement was also made at IDEX, the arms fair in Abu Dhabi and was reported in Jane's Defence Weekly, March 23rd 2005: "Following its successful introduction into Indian military service, Ashok Leyland commenced an active export campaign for the Stallion during 2004, announcing the first export sale of the type at IDEX 2005 in February. The week prior to the show, Sudan had signed a contract for an initial 100 Mk III vehicles. These will be supplied from Ashok Leyland's Hosur facility (near Bangalore) in complete knock-down form for local assembly plus insertion of some local content."¹

It was reported by a number of newspaper and journals in India, Asia and UK including the Economist Intelligence Unit. ²

2. The UK military list of controlled goods includes military vehicles under category ML6, being "Ground "vehicles" and components , as follows: a. Ground "vehicles" and components therefore, specially designed or modified for military use."



Figure 1. Ashok Leyland Stallion 4x4 MkIII truck.³

