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Working Party on Road Transport

Group of Experts on European Agreement concerning Work of
Crews of Vehicles Engaged in International Road Transport (AETR)

Eighteenth session
Geneva, 4 June 2018

Report of the Group of Experts on European Agreement concerning Work of Crews of Vehicles Engaged in International Road Transport on its eighteenth session

I. Attendance

1. The AETR Group of Experts held its eighteenth session in Geneva on 4 June 2018, chaired by Mr. R. Symonenko (Ukraine).
2. Representatives of the following UNECE member States participated: Azerbaijan, Finland, Germany, Hungary, Netherlands, Norway, Russian Federation, Sweden, Switzerland, Turkey and Ukraine.
3. The European Union, European Commission on Joint Research Centre (JRC), International Road Transport (IRU), Continental Automotive and Stoneridge Electronics participated as observers.

II. Adoption of the agenda

4. The Group of Experts adopted the session's agenda ECE/TRANS/SC.1/GE.21/42 with the addition of an item on reconciling the differences in AETR regimes in European Union and non-European Union Contracting Parties that will result after the compulsory adoption of the smart tachograph by European Union AETR contracting parties after 15 June 2019 (proposed by IRU).

III. Programme of Work

A. Development of proposals for amending the AETR Agreement including Article 22bis

5. At the last session, the Chair urged the Russian Federation and the European Commission to have bilateral discussions to resolve their outstanding differences on ECE/TRANS/SC.1/GE.21/2017/2/Rev.3 for this session. This document was based on ECE/TRANS/SC.1/GE.21/2017/2 submitted by the Government of Slovakia which proposes to amend Article 22, Article 22bis, Article 10 and Article 14 (to make regional economic integration organizations eligible to accede).

6. The Russian Federation, Turkey and the European Commission reiterated their positions earlier expressed (indicated in ECE/TRANS/SC.1/GE.21/2017/2/Rev.3).

7. The European Commission also indicated that it was agreeable to having more than one interoperability laboratory (despite deeming it as not practical). It was also prepared to agree on the use of the Global Navigation Satellite Systems (GLONASS) and to the position of the Russian Federation regarding the necessity of the tachograph cards functioning below -35°C despite doubts that the cards would be functional at such temperatures.

B. Appendix 1C

8. At the last session, the Group of Experts considered ECE/TRANS/SC.1/GE.21/2018/1 and ECE/TRANS/SC.1/GE.21/2018/2 which contained (respectively) Annex 1C and an amendment proposal by the Government of Estonia to incorporate Annex 1C into the AETR Agreement with the relevant changes. The Chair requested the secretariat to prepare ECE/TRANS/SC.1/GE.21/2018/2/Rev.1 for this session, which consolidates the changes proposed by Estonia and Turkey with those of other interested parties.

9. The secretariat did not receive any proposals prior to the meeting. Nor was it able to prepare ECE/TRANS/SC.1/GE.21/2018/2/Rev.1 as the changes proposed by Turkey (Informal document No. 2 (February 2018)) could not be incorporated directly into the structure of ECE/TRANS/SC.1/GE.21/2018/2. To facilitate preparing ECE/TRANS/SC.1/GE.21/2018/2/Rev.1 for the nineteenth session, the secretariat requested that Turkey and any other interested parties submit their proposals within the structure of ECE/TRANS/SC.1/GE.21/2018/2 by no later than 15 July 2018.

10. The Group of Experts commenced its review of ECE/TRANS/SC.1/GE.21/2018/1. The secretariat tracked the changes agreed by the Group up to “(p) “cumulative break time...” on page 13 in the English version. With a view to finalizing the proposed text more quickly, the Chair encouraged the Group to review ECE/TRANS/SC.1/GE.21/2018/1 before the next session and to provide its comments therein or prior through the submission of comments to the secretariat.

11. Turkey submitted Informal document No. 1 which proposes to amend article 13 of the AETR to create a transitional period to allow for the orderly implementation of the smart tachograph. The Russian Federation indicated its support for this proposal. The Group requested the secretariat to draft a formal document based on Informal document No. 1 for the next session. The Group also decided to postpone its consideration of this proposal at the present time, and to revert to this after it has agreed on the text of a new Appendix 1C.

12. Turkey also submitted Informal document No. 6 which discussed some issues of the procurement process of smart tachograph workshop cards. The European Commission

advised that it was not possible for national authorities to issue tachograph workshop cards for another AETR contracting party. The Chair encouraged the Group to continue considering these issues and to discuss it in more detail, after having consulted respective national technical experts, at the next session.

C. Dedicated short range communication

13. At the last session, the Group of Experts discussed a number of issues related to (DSRC). Partly in response to the questions raised, the European Union had submitted Informal document No. 1 which provides additional information on DSRC. Experts from JRC had advised that the DSRC facility met European Union standards. The Russian Federation had expressed the concern whether the technologies outlined in Informal document No. 1 could be used on its territory (without special authorizations) and sought further information. In addition, Turkey had tabled Informal document No. 2 which proposed to include V2X technologies for the remote communication function of smart tachographs.

14. Turkey requested that the Group resume discussion on the latter at the next session.

15. In response to a question from the Russian Federation, the European Commission clarified that the nature of the power emission of the DSRC transmitter would be above the threshold, which in the Russian Federation would require special authorization. It also advised that the DSRC transmitter is a passive device which is activated when interrogated by an appropriately operated receiver by national road enforcement authorities who can decide the location to interrogate.

16. The Chair requested the European Commission to provide further information on the position of the antennae of the DSRC transmitter (i.e. whether it is inside or outside of the vehicle) prior to the next session.

D. Application of Regulation (Economic Commission) No. 561/2006 in the “AETR area”

17. At the last session, the Group of Experts did not discuss the application of Regulations Nos. 561/2006 and 165/2014 nor did it attempt to harmonize the two regimes for driving times and rest periods. However, at the request of Ukraine, the Group agreed to keep the item on the agenda so that it could be revisited at future sessions if there was a desire to do so.

18. IRU advised that the European legislators were currently considering changes to Regulation No. 561/2006. The European Commission was invited to provide information on these changes at the next session.

IV. Amendment of Article 14

19. At the last session, the Ambassador to the Permanent Mission of Lebanon attended and had reiterated the interest of his Government to accede to the AETR agreement. Turkey had also indicated its willingness to be a proponent of the proposal amendment at this session. At the time of writing, a proposal amendment by Turkey or any other AETR contracting party had yet to be received.

20. Turkey advised that it had been in touch with Lebanon and that it would inform the secretariat when there is progress. The secretariat encouraged the Group to consider a broader change to Article 14 to open the AETR agreement to all United Nations Member States interested in acceding to it. The Chair encouraged the Group to also consider revising the name of the AETR agreement to remove the reference to “European”.

V. TACHOnet

21. At the last session, the European Commission informed the Group of Experts that due to security concerns it would have to eliminate indirect access to the TACHOnet which has been the only access to date for non-European Union AETR contracting parties. The Commission has been working a viable alternative which might require the appointment of a Registration Authority (RA) to verify the authenticity of the trusted courier from the AETR party. The trusted courier is the person in charge of handing the keys to the RA for certification and taking back the certificates to their country of origin. In the framework of the digital tachograph, the JRC is the RA. A Memorandum of Understanding (MOU) between the European Union, ECE and potentially AETR contracting parties, setting out the boundaries of each one's liability in relation to use of the TACHOnet, may also be required.

22. The European Commission submitted Informal document No. 5 and made a presentation on the proposed provisional rules for the connection of AETR contracting parties to the TACHOnet. The European Commission advised that it would be more appropriate to include the proposed provisional rules as an integral annex to the AETR agreement, rather than as an MOU. In order to discuss this item in depth at the next session, the Group was encouraged to review the European Commission's presentation ahead of that session, and the European Commission was also requested to submit a formal proposal.

VI. The Memorandum of Understanding which recognizes the Joint Research Centre as the authority responsible for Root and Interoperability Certification for non-European Union AETR Contracting Parties

23. At the last session, the European Commission undertook to prepare the first draft of a new Supplement to extend the MOU between ECE and the European Commission Services which recognizes the JRC as the authority responsible for Root and Interoperability Certification for non-European Union AETR contracting parties for this session. The European Commission submitted Informal document No. 3 containing a copy of the draft MOU for discussion only as it has not yet been internally approved.

24. Subject to the proposed draft receiving the internal approval by the European Commission, the Group approved the MOU in principle and requested the secretariat to undertake the necessary action to sign the MOU on behalf of the non-European Union AETR contracting parties.

VII. Other Business

25. As there was insufficient time to fully discuss the new agenda item concerning the reconciliation of the differences in AETR regimes in European Union and non-European Union contracting parties that will result after the compulsory adoption of the smart tachograph by European Union AETR contracting parties after 15 June 2019, the Group agreed to defer discussion to the next session.

26. The Group of Experts did not discuss any other business.

VIII. Date and Place of Next Meeting

27. The next meeting is scheduled for 15 October 2018 in the Palais des Nations in Geneva. The Chair indicated that it might be possible to extend its next session by an extra half day (i.e. having a 1.5-day session commencing at 9:30a.m. on 15 October 2018 and concluding on 16 October 2018 at 12:30p.m.).

IX. Adoption of the Report

28. The Group of Experts adopted the report of this session.
