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Working Party on Road Transport

Ad hoc Working Group on the Revision
of the European Agreement on the Work of Crews
of Vehicles engaged in International Road Transport (AETR)

Fourth session
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CONSIDERATION OF PROPOSED AMENDMENTS TO AETR

Note by the secretariat

The present document submitted by the European Commission contains proposed revisions to document ECE/TRANS/SC.1/AC.6/2006/Rev.1, notably technical revisions to the document and a new compromise text on the two issues under discussion: 1. On the 45 hour weekly rest, the text allows a reduced weekly rest of 24 hours in the case of multimanning, when the vehicle will not stay more than 2 weeks in the European Union, the European Economic Area and Switzerland; 2. On extraterritoriality, the text states that the procedures of bilateral agreements be used when an undertaking is concerned (and Contracting Parties will discuss from 2011 whether there is a need for change).

**Consideration of proposed amendments to the AETR
(document ECE/TRANS/SC.1/AC.6/2006/1/Rev.1)**

Article 1 p)

On page 6, replace the reference to "Article 8(4)" to "Article 8(6)".

Article 2.2 a)

On page 7, delete Article 2.2 a).

Article 3.2

On pages 10-11, replace Article 3.2 by the following text:

“It shall be open to any Contracting Party, in case of a vehicle registered in a State which is not a Contracting Party to this Agreement, merely to require, in lieu of a control device conforming to the specifications in the annex to this Agreement, daily record sheets, completed manually by the driver for the period of time from the moment of entry on the territory of the first Contracting Party.”

Article 7.3

On page 14, remove the square brackets in Article 7.3.

Article 8

On page 15, replace paragraph 6 by the following paragraphs 6 a) and 6 b):

“6.a) In any two consecutive weeks a driver shall take at least:

- two regular weekly rest periods, or
- one regular weekly rest period and one reduced weekly rest period of at least 24 hours. However, the reduction shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question.

A weekly rest period shall start no later than at the end of six 24-hour periods from the end of the previous weekly rest period.

6.b) By way of derogation from paragraph 6.a, drivers who are engaged in multi-manning for at least two consecutive weeks and who started or finished at least one journey outside the EU, EEA and Switzerland, shall take during these two consecutive weeks at least:

- two regular weekly rest periods, or
- one regular weekly rest period and one reduced weekly rest period of at least 24 hours or

- two reduced weekly rest periods of at least 24 hours.

However, reductions shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question.

A weekly rest period shall start no later than at the end of six 24-hour periods from the end of the previous weekly rest period.

On page 16, replace paragraph 8 of Article 8 by the following text:

8. Where a driver chooses to do this, daily rest periods and reduced weekly rest periods away from base may be taken in a vehicle, as long as it has specially fitted sleeping facilities for each driver according to the constructor's design, and it is stationary.’’

Article 12, 1 b), first indent

On page 21, after “and/or printouts” at the end of the first indent of paragraph 1 b) add “, when required.”

Article 12, 1 c), third indent

On page 22, replace the third indent of paragraph 1c) by the following text:

“- compensation for weekly rest periods reduced in accordance with Article 8, paragraph 6.”

On pages 23 and 24, replace paragraph 6 of Article 12 by the following paragraphs 6 a) and 6 b):

“6. a) A Contracting Party shall enable the competent authorities to impose a penalty on a driver for an infringement of this Agreement detected on its territory and for which a penalty has not already been imposed, even where that infringement has been committed on the territory of another Contracting Party or of a non-Contracting Party.

6. b) A Contracting Party shall enable the competent authorities to impose a penalty on an undertaking for an infringement of this Agreement detected on its territory and for which a penalty has not already been imposed, even where that infringement has been committed on the territory of another Contracting Party or of a non-Contracting Party.

By way of exception, where an infringement is detected which has been committed by an undertaking which is established in another Contracting Party or in a non-Contracting Party, the procedure of imposing sanctions shall be the procedure as foreseen in the bilateral road transport agreement between the Parties concerned.

Contracting Parties will examine, starting from 2011, the possibility of removing the exception in paragraph 6.b), on the basis of readiness of all Contracting Parties.”

ANNEX to the AETR, Article 12

On page 28 , replace the last sentence of paragraph 7 a) by the following text:

“ ...

After 1 January 2009 the time periods referred to under (i) and (iii) shall cover the current day and the previous 28 calendar days.

On page 29 , replace the last sentence of paragraph 7 b) by the following text:

“ ...

After 1 January 2009 the time periods referred to under (i) and (iii) shall cover the current day and the previous 28 calendar days.”
