

# Multiple root and interoperability certification centres: Group of Experts on AETR

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**UNECE**

# **Information on the possibilities of creating multiple centres**

# ECE/EX/2011/L.16 (19 September 2011)

## **Terms of Reference of the Group of Experts on European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)**

1. To develop proposals for amending the AETR Agreement, in particular Article 22bis (which stipulates procedure for the amendment of Appendix 1B), including the creation of a new institutional arrangement such as an administrative committee.
2. To examine, and if necessary develop proposals to modify, the relationship between the AETR and the corresponding EU legislation pertaining to road transport/social rules.
3. To describe and assess issues related to the exchange of information with respect to the issuance of digital tachograph cards. This may include developing proposals to modify the existing information exchange platforms and/or to develop a new standardized method for exchange of AETR-related information.
4. To describe and analyze issues related to:
  - (a) the memorandum of understanding between the ECE and European Commission Services which recognizes the Joint Research Centre (JRC) as the authority responsible for Root and Interoperability Certification for non-EU Contracting Parties to the AETR;
  - (b) the possibility of establishing other certification bodies/authorities.
5. To examine and possibly develop proposals concerning third-country rights and obligations under the AETR Agreement.
6. To assess the need and feasibility of providing assistance to AETR Contracting Parties concerning the implementation of the amendments to the AETR made on the basis of Article 22 bis concerning Commission Regulations (EU) No. 1266/2009 and 68/2009.

# Informal document No. 1/Rev.1 (27 October 2014)

**This report submitted to the Working Party on Road Transport (SC.1) at its 109th session on 28-29 October 2014 which summarizes the work and accomplishments of the AETR Group of Experts.**

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**(b) the possibility of establishing other certification bodies/authorities.**

The Joint Research Centre presented a report of JRC activities and indicated possible ways forward with regard to the existence of one or more certification laboratories across the AETR area (ECE/TRANS/SC.1/GE.21/7, paras. 100-107).

The Expert Group did not decide on how to proceed.

# ECE/TRANS/SC.1/GE.21/7, paras. 100-107

## **VII. A possible multiplication of the interoperability laboratory**

100. The previous sections demonstrate that the need to have the interoperability in a single laboratory, possibly independent from any national interest is justified: procedures and test equipments must be unified, and must use a single set of reference equipment, which is precisely constituted from the accumulation of equipment certified (cards and units). Every time e.g. new cards are type approved, and as explained before, JRC asks for 4 sets of 4 DT cards (one for each DT manufacturers, in order to performed tests in parallel).

101. In order to possibly open the interoperability certification to other laboratories, various scenarios should be envisaged.

102. The following options have been identified (SC=Scenario):

## **SC1**

103. Equivalent to a status quo. The tests and the DTlab continue in JRC ISPRA, but the costs are shared between the users. The MS of non-EU AETR countries will be asked to contribute to the running costs of the DTlab.

## **SC2**

104. In this scenario, the single interoperability lab remains in Ispra, but becomes the laboratory of the entire DT community, with a new identification and image: e.g. Joint UN-ECE / EU-Commission interoperability lab for the Tachograph System. In complement to this, the current JRC team would be extended and open to external actors, to possibly host experts from non EU-AETR countries.

## **SC3**

105. In this scenario, a new single lab is created, following an open procedure based on a call for tender, with precise specifications and obligations for the candidate labs. When identified, the JRC team will be involved in the knowledge and reference equipment transfer.

## SC4

106. The idea here is to create multiple interoperability labs. As mentioned before, the difficulty here is to ensure a full equivalence between the labs. Cross validation exercises will be necessary. And a transition period will be needed to create the new and multiple reference equipments. For the cards, a minimum of 5 years is necessary (driver cards expiry time) before having new labs operational. Here the JRC can play important roles: creation of new set of reference equipments (by requesting additional sets of 4 DT cards), training of new labs crew, or cross validation campaigns. It is to be noted that the SC 2 here before could be a transitory option until the new interoperability labs are up and running.

107. Additional constraints will have to be managed:

- Centralization of the information and certificates in a centralized repository (website). Establishment of a Management board and edition of rules for conflicts resolution;
- Regular cross validation to ensure certification equivalence.

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# ECE/TRANS/SC.1/402 (28-29 October 2014)

Report of the Working Party on Road Transport (SC.1), 109th session, 28-29 October 2014

13. SC.1 discussed Informal document No.1/Rev.1 (originally prepared by the secretariat for the final ninth session of the AETR Expert Group on 27 October 2014). **SC.1 adopted this report** and requested the secretariat to submit it at the Inland Transport Committee (ITC) session in 2015 while requesting ITC to **extend the mandate of the AETR Expert Group until June 2017.**

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