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

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Item 6 of the provisional agenda

**Reconciliation of “AETR regimes” in the EU and non-EU
contracting parties after 15 June 2019**

Reconciliation of “AETR regimes” in the EU and non-EU contracting parties after 15 June 2019

Submitted by IRU and CORTE

This document, submitted by the International Road Transport Union (IRU) and Confederation of Organizations in Road Transport Enforcement (CORTE) proposes solutions for the acceptance of the use of the smart tachograph on the territories of non-EU AETR Contracting Parties as of 15 June 2019

Acceptance of the smart tachograph on the territories of non-EU / AETR countries

Working document –version 1.0 (21 September 2018)

Introduction

The AETR has not yet been modified to include reference to the smart tachograph & technical annex. Consequently the smart tachograph has no legal existence in non-EU / AETR countries. The present document proposes solutions for the acceptance of the use of the smart tachograph on the territories of non-EU / AETR countries as of 15 June 2019.

1. Main issues to be solved

The fact that the smart tachograph is not integrated in the AETR has two main consequences:

- a. Gen 2 tachographs & cards risk not being accepted at roadside inspections performed in the territories of non-EU / AETR Contracting Parties;
- b. Given that Gen 1 workshop cards cannot calibrate Gen 2 (smart) tachographs, calibration of smart tachographs can only be done in accredited EU workshops (i.e. cannot be calibrated in non-EU / AETR territories).

2. Proposed solutions

- a. Irrespective of the date at which non-EU / AETR Contracting Parties would implement amendments of the AETR introducing the smart tachograph system, they will accept the use, on their territory, of the smart tachograph fitted in vehicles registered in an AETR Contracting Party where the smart tachograph system is implemented.
- b. In the event of breakdown of a part or the whole of the smart tachograph in a non-EU AETR Contracting Party where the smart tachograph has not been implemented, vehicles will be calibrated at an approved workshop in the first AETR Contracting Party the vehicle enters, where the smart tachograph system is implemented, within a period of one week calculated from the day of the breakdown or of the discovery of defective operation (the list of workshops should be made public and accessible to drivers);
- c. In the event of an authority from a non-EU / AETR Contracting Party breaking the seals foreseen by Regulation (EC) 799/2016, the seal has to be replaced by an approved workshop or competent authority in the first AETR Contracting Party the vehicle enters, where the smart tachograph system is implemented, within a period of one week calculated from the day of the breaking of the seal.
- d. The above three solutions shall apply until the smart tachograph has been integrated into the AETR.

3. Interoperability: reminder

- a. Gen 1 driver cards will be compatible with Gen 2 tachographs, and vice versa;
- b. Gen 1 company cards will be compatible with Gen 2 tachographs, and vice versa;
- c. Gen 1 workshop cards will be NOT compatible with Gen 2 tachographs (only Gen 2 workshop cards can calibrate Gen 2 tachographs);
- d. Gen 1 control cards will be compatible with Gen 2 tachograph, but will not offer the DSRC functionality.