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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Road Transport

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

##### Seventeenth session

Geneva, 19 February 2018

## Report of the Group of Experts on the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport on its seventeenth session

### I. Attendance

1. The AETR Group of Experts held its seventeenth session in Geneva on 19 February 2018, chaired by Mr. R. Symonenko (Ukraine).
2. Representatives of the following UNECE member States participated: Azerbaijan, Finland, Germany, Hungary, Netherlands, Norway, Russian Federation, Slovakia, Sweden, Turkey and Ukraine.
3. The representatives of a non-ECE member State participated: Lebanon.
4. The European Union, European Commission on Joint Research Centre (JRC), Euro-Med, Continental Automotive and Stoneridge Electronics participated as observers.

### II. Adoption of the Agenda (agenda item 1)

5. The Group of Experts adopted the session's agenda with a change to the date of the next meeting to 4 June 2018 (ECE/TRANS/SC.1/GE.21/40).
6. The new Director of the Sustainable Transport Division gave an opening address to the Group of Experts. He commended the Group on its work to date. He also emphasized the importance of the AETR Agreement to road safety and encouraged the Group to make progress on the outstanding amendment proposals, as well as to open the agreement to non-UNECE member States interested in acceding to it.

### **III. Programme of Work (agenda item 2)**

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

7. The Group of Experts continued discussing how to amend Article 22, Article 22bis, Article 10 and Article 14 (to make regional economic integration organizations eligible to accede) based on ECE/TRANS/SC.1/GE.21/2017/2 submitted by the Government of Slovakia and ECE/TRANS/SC.1/GE.21/2017/2/Rev.2 revised by the secretariat (as per para. 6, ECE/TRANS/SC.1/GE.21/39).

8. The Russian Federation affirmed its earlier position that it was unable to support the proposed changes to Article 14 and to paragraph 4 of Article 22. It also said that it was premature to consider Article 10. Turkey clarified that the reference to Turkey in paragraph 1a of Article 14 should be deleted. The European Commission proposed an alternative approach to the proposed amendment to Article 10 to allow the smart tachograph to be used in the territories of the AETR contracting parties without obliging the AETR contracting parties to use it.

9. 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.2 for the next session. The secretariat will prepare ECE/TRANS/SC.1/GE.21/2017/2/Rev.3 to reflect the deletion of the reference to Turkey (as per para. 8).

#### **B. Appendix 1C**

10. 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 corresponding changes.

11. The Chair requested the secretariat to prepare ECE/TRANS/SC.1/GE.21/2018/2/Rev.1 for the next session, which consolidates the changes proposed by Estonia and Turkey with those of any other interested parties. Interested parties were invited to provide their change proposals directly to the secretariat. There was discussion – without a conclusion - on how to replace many references to the European Union legislation referred to in ECE/TRANS/SC.1/GE.21/2018/1.

#### **C. Dedicated short range communication (DSRC)**

12. At the last session, the AETR Group of Experts discussed a number of issues related to DSRC. Partly in response to the questions raised, the European Union submitted Informal document No. 1 which provides additional information on DSRC. Experts from the Joint Research Centre (JRC) advised that the DSRC facility met European Union standards.

13. Turkey tabled Informal document No. 2 which proposed to include V2X technologies for the remote communication function of smart tachographs. The Russian Federation 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.

#### **D. Application of Regulation (EC) No. 561/2006 in the “AETR area”**

14. The Group did not further discuss the application of Regulation 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 this item on the agenda so that it can be revisited at future sessions if there is desire to do so.

#### **IV. Amendment of Article 14 (agenda item3)**

15. At the last session the Group of Experts had adopted an amendment proposal to allow Lebanon to accede to the AETR Agreement. At this session the Ambassador to the Permanent Mission of Lebanon attended and reiterated the interest of his government to accede to the AETR Agreement. Turkey indicated its willingness to be a proponent of the proposal amendment at the next session. The secretariat will assist Turkey with the formulation for the proposal.

#### **V. Other Business (agenda item 3)**

16. The Group of Experts elected Mr. R. Isgandarov (Azerbaijan) as the new Vice-Chair to replace Mr. J. E. Bangsund (Norway).

17. The European Commission informed the Group of Experts that due to security concerns it will have to eliminate indirect access to the TACHOnet which has been the only way to date for non-EU AETR contracting parties to have access.

18. The Commission was working to put in place a viable alternative which may 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.

19. Secondly, a Memorandum of Understanding (MOU) between European Union, UNECE and potential AETR contracting parties, setting out the boundaries of each one's liability in relation to use of the TACHOnet, may also be required. The European Commission will provide a draft MOU for the next session.

20. In relation to the difference between the digital tachograph products branded “VDO DTCO TR” and “DTCO 1381” (as per para. 20, ECE/TRANS/SC.1/GE.21/2017/39), Continental Automotive clarified that there was none.

21. The European Commission will prepare the first draft of a new Supplement to extend the MOU between UNECE 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 the next session.

22. Turkey brought to the attention of the Group of Experts the problem concerning the need to activate the smart tachograph installed on commercial vehicles which have been produced before the smart tachograph provisions come into force in Turkey. After discussions, no specific solutions were found for this issue and many experts stated that no activation would be necessary.

23. Turkey reiterated its request that a transitional period is necessary for the implementation of smart tachograph in the non-EU AETR contracting parties.

## **VI. Date and Place of Next Meeting (agenda item 5)**

24. The next meeting is scheduled for 4 June 2018 at the Palais des Nations in Geneva.

## **VII. Adoption of the Report**

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