



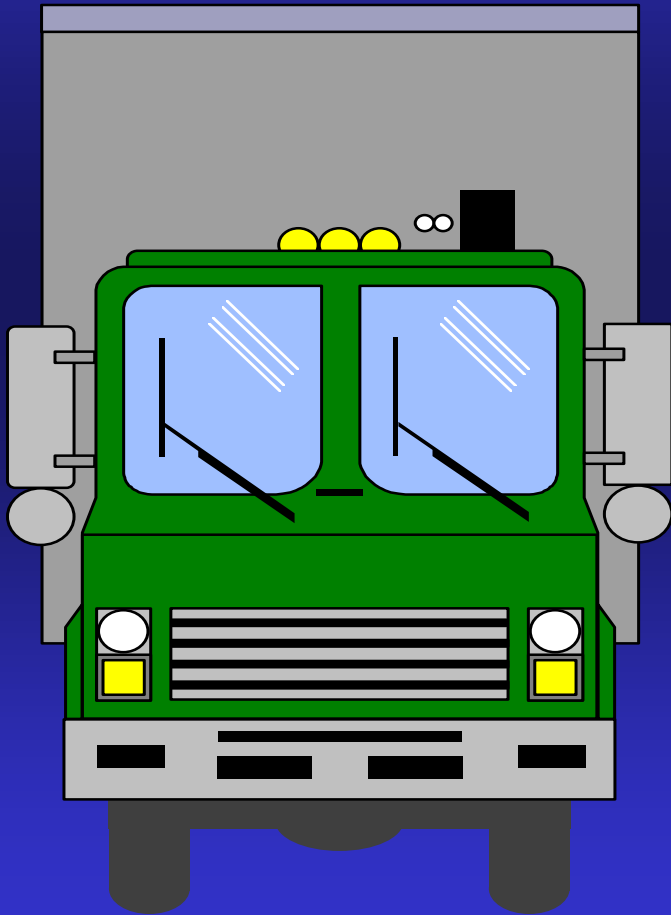
Seminar on the introduction of the Digital Tachograph, Moscow 2-3 March 2006

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United Nations Economic Commission for Europe

EUROPEAN AGREEMENT CONCERNING THE WORK OF CREWS OF VEHICLES ENGAGED IN INTERNATIONAL ROAD TRANSPORT (AETR)



Objectives

- To increase the safety of road traffic
- To make regulations governing certain conditions of employment in international road transport
- To ensure the observance of those regulations

AETR

Evolution since its adoption in 1970

- 4 amendments (1983, 1992, 1995, 2004), a fifth is in progress
- 44 Contracting Parties (the last is Ukraine which adhered on 3 February 2006)

AETR ITS SCOPE (1)

- Only concerns vehicles which are carrying out international transport (article 2)
- The AETR applies when the international transport is between a country located in the EU and one outside the EU.





ISLAND

MADEIRA (P)
AÇORES (P)

CANARIAS (E)

GUADELOUPE (F)

MARTINIQUE (F)

GUYANE (F)

RÉUNION (F)

IRELAND
ÉIRE

UNITED
KINGDOM

NORGE

SVERIGE

SUOMI
FINLAND

EESTI

LATVIJA

LIETUVA
R

DANMARK

NEDERLAND

DEUTSCHLAND

BELGIË
BELGIQUE

LUXEMBOURG

FRANCE

SUISSE
SCHWEIZ
SVIZZERA

ÖSTERREICH
ÖSTERREICH
LIECHTENSTEIN

ČESKÁ
REPUBLIKA

SLOVENSKO

SLOVENIJA

MAGYARORSZÁG

HRVATSKA

BOSNA I
HERCEGOVINA

SRBIJA I
CRNA GORA

PORANĚŠNA
JUGOSLOVENSKO
REPUBLIKA
MAKEDONIJA

ΕΛΛΑΔΑ
ELLADA

BELARUS

RUSSIJA

QAZAQSTAN

UKRAÏNA

MOLDOVA

ROMÂNIA

BÄLGARIJA

SAKARTVELO

AZƏRBAYCAN

HALASTAN

IRAN

TÜRKHİYE

ΚΥΠΡΟΣ
KYPROS
KIBRIS

SOURIYA

LIBNAN

IRAQ

EL MAGHREB

EL DJAZÄIR

TOUNIS

MALTA

ESPAÑA

ANDORRA

MONACO

SAN MARINO

SHQIPËRIA

AETR ITS SCOPE (2)

Some provisions of this Agreement also apply to vehicles registered in a non Contracting Party when they are travelling in the territory of a Contracting Party (article 3)



AETR

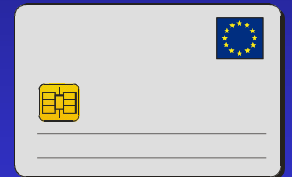
4th amendment entered into force on 27/02/2004:

Article 12: Measures of enforcement of the Agreement

- **Goal:** reinforce monitoring of the implementation of the AETR, principally by introducing the same minimum conditions as are currently defined in EU Directive 88/599 of November 1988
- This amendment provides for checks of at least 1 % of the days worked by drivers of vehicles to which the AETR applies (15% at the roadside and 25% on the premises of undertakings)
- **Control of its application:** an inquiry will be carried out every 2 years by the UNECE in cooperation with the ECMT and the European Commission

AETR

Introduction of the Digital Tachograph



Introduction of the Digital Tachograph into the AETR (1)

- The procedure to amend the AETR is relatively complex
- Discussions started in Geneva in 1999 in the UNECE Working Group on Road Transport (SC.1)
- Text definitively adopted in October 2004

Introduction of the Digital Tachograph into the AETR (2)

Status of the procedure concerning the amendments

- ✓ Necessity for a country to volunteer to send amendments. This was done by France in June 2005.
- ✓ Notification to CPs on 24 June 2005
- ✓ Six months given to CPs to react. This period was finished on 24 December 2005.
- ✓ During this period, no objection was made. Entry into force should have been on 24 March 2006.
- ✓ But delay because during the 6-month period, as is allowed by the AETR, a country declared that, though it intended to accept the amendments, the conditions necessary for such acceptance had not yet been fulfilled in its country.
- ✓ It is expected that the amendments will enter into force in July or August this year

Introduction of the Digital Tachograph into the AETR (3)

Importance of the date of entry into force of the amendments

- It will mark the beginning of the four-year transition period allowed before AETR countries are required by the AETR to install the digital tachograph in newly registered vehicles.
- If this four-year transition period starts in July or August this year, then digital tachographs will be required by July or August 2010.

Text of amendments is contained in **TRANS/SC.1/375/Add.1** available in English, French and Russian at the following address:
<http://www.unece.org/trans/main/sc1/sc1rep.html>

Future developments

- Are linked to the text adopted by the EU on 2/02/06. This point will be developed by Mr. Pirkanniemi of the European Commission at the end of this seminar.
- Resolution adopted by the Inland Transport Committee.

Thank you for your attention
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