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NOTE

From: General Secretariat of the Council
To: Delegations

Subject: Preparation of the ninth session of the Group of Experts on the European agreement concerning the work of crews of vehicles engaged in international road transport (AETR) under the aegis of the Working Party on Land Transport of the United Nations Economic Commission for Europe (UNECE)

In view of the Working Party on Land Transport on 16 October 2014, delegations will find attached a Note on the above-mentioned subject.

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)
Eighth session
 Geneva, 2 July 2014

**Report of the Group of Experts on European Agreement
 Concerning Work of Crews of Vehicles Engaged in
 International Road Transport (AETR) on its eighth session**

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance	1—4	2
II. Adoption of the agenda (agenda item 1)	5	2
III. Programme of work (agenda item 2).....	6—14	2
A. Development of proposals for amending the AETR Agreement, including Article 22bis	6—10	2
B. Amendment proposals of AETR, Article 14.....	11	2
C. Application of Regulation (EC) No. 561/2006 in the “AETR area”	12	4
D. Regulation (EU) No. 165/2014 of the European Parliament and of the Council of 4 February 2014.....	13	4
E. Exchange of information on issuing digital tachograph cards	14	4
IV. Other business (agenda item 3)	15	4
V. Date and place of next meeting (agenda item 4)	16	4
 <i>Annex</i>		
Amended consolidated proposal for new articles 10bis and 22bis (incorporating changes and suggestions made on 2 July 2014 at the eighth session of the AETR Group of Experts).....		5

GE. 14-



I. Attendance

1. The AETR Group of Expert's held its eighth session in Geneva on 2 July 2014, chaired by Mr. R. Symonenko (Ukraine).
2. Representatives of the following UNECE member States participated: Belgium, Germany, Hungary, Russian Federation, Spain, Sweden, Switzerland and Ukraine.
3. The representatives of non-ECE member States also participated: Algeria, Jordan, Morocco and Tunisia.
4. The following organizations also participated: European Union, EuroMed and Continental Automotive.

II. Adoption of the Agenda

5. The Group of Experts adopted the session's agenda (ECE/TRANS/SC.1/GE.21/19).

III. Programme of Work

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

6. Experts continued to discuss, with a view towards finalizing, the proposed changes to Article 22bis as well as Article 14 (to make regional economic integration organizations eligible to accede) based on the consolidated proposal in the Annex of ECE/TRANS/SC.1/GE.21/18.
7. Experts agreed to the wording in paragraph 6(b) on the basis of "at least 75 per cent majority vote of Contracting Parties present and voting" subject to the EU's reservations concerning the relationship of paragraph 6(b) with the proposed article 14, paragraph 1a.
8. Experts agreed to retain paragraphs 6 (c) and 6 (d) and to delete the second version of paragraph 8 in the Annex of ECE/TRANS/SC.1/GE.21/18. The Annex attached to this report reflects the changes.
9. Experts exchanged views – with no agreement – on the relationship between a regional economic integration organization being a Contracting Party and its ability to deliver votes on behalf of its members. To this end, the secretariat was requested to seek legal opinion from the United Nations Office of Legal Affairs as to whether it is possible for a non-Contracting Party (i.e. a regional economic integration organization) to cast votes on behalf its members (which are Contracting Parties).
10. Experts also took note of "Composition and rules of procedure of the Administrative Committee" contained in Appendix of the "Proposal for Revision 3 of the 1958 Agreement" (ECE/TRANS/WP.29/2014/53, articles 6 and 9 in the Appendix) which may be of use in terms of drafting amendment proposals to Article 22bis of AETR.

B. Amendment proposals of AETR, Article 14

11. Firstly, the Group of Experts discussed revising Article 14 which currently limits accession to the AETR only to UNECE member States. The Experts expressed their

appreciation to the delegations of Algeria, Jordan, Morocco and Tunisia for participating actively in this session. The delegations requested AETR Contracting Parties to modify article 14 so they can become eligible to accede to the AETR. The following four options listed below were discussed (the text in bold indicates amendments to the existing text of paragraph 1 of Article 14), and it was noted that there was also the possibility of developing other options. The Group of Experts noted that a Contracting Party would be required to propose the relevant amendment proposal, supported by the Group of Experts, in due course in the future.

Option 1:

Article 14

1. This Agreement shall be open for signature until 31 March 1971 and thereafter for accession, by States members of the Economic Commission for Europe and States admitted to the Commission in a consultative capacity under paragraph 8 of the Commission's terms of reference. **Such countries as may participate in certain activities of the Economic Commission for Europe in accordance with paragraph 11 of the Commission's terms of reference may become Contracting Parties to this Convention by acceding.**

Option 2:

Article 14

1. This Agreement shall be open for signature until 31 March 1971 and thereafter for accession, by States members of the Economic Commission for Europe and States admitted to the Commission in a consultative capacity under paragraph 8 **or 11** of the Commission's terms of reference.

Option 3:

Article 14

1. This Agreement shall be open for signature until 31 March 1971 and thereafter for accession, by States members of the Economic Commission for Europe and States admitted to the Commission in a consultative capacity under paragraph 8 **or 11** of the Commission's terms of reference. **Accessions under paragraph 11 of the Commission's terms of reference shall be limited to non-UNECE member States which are members of the Union for the Mediterranean.** (*Drafting note: subject to Secretariat checking that Algeria, Jordan, Morocco and Tunisia are members of the Union, and that the Union has a valid legal status to be referred to in the AETR.*)

Option 4:

Article 14

1. This Agreement shall be open for signature until 31 March 1971 and thereafter for accession, by States members of the Economic Commission for Europe and States admitted to the Commission in a consultative capacity under paragraph 8 of the Commission's terms of reference. **Such countries that may participate in certain activities of the United Nations Economic Commission for Europe in accordance with paragraph 11 of the Commission's terms of reference, and subject to being covered under the European Neighbourhood Policy, may become Contracting Parties to this Agreement by acceding thereto after its entry into force.**

Secondly, the Group of Experts continued its discussions on the proposal of the European Union in relation to Article 14, new paragraph 1a. It was unable to reach agreement, and agreed that this issue required further study and that accordingly, it would continue discussions thereafter at its next session.

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

12. Due to time constraints, the Group of Experts agreed to postpone discussion on this item to its next session.

D. Regulation (EU) No. 165/2014 of the European Parliament and of the Council of 4 February 2014

13. The EU provided an update on Regulation No. 165/2014 which repeals Council Regulation No. 3821/85 on recording equipment in road transport and amends Regulation No. 561/2006 of the European Parliament and of the Council on the harmonization of certain social legislation relating to road transport. The EU stated that EU Regulation No. 165/2014 does not invoke a notification procedure stipulated in article 22bis. As a result, there is no need for the UNECE secretariat to notify non-EU AETR Contracting Parties.

E. Exchange of information on issuing digital tachograph cards

14. Due to time constraints, the Group of Experts agreed to postpone discussion on this item to its next session.

IV. Other business

15. The Group of Experts decided to introduce the issue of prescribed rest periods for further discussion at its next session.

V. Date and place of next meeting

16. The Group of Experts was informed of the date of its next and last meeting scheduled by the secretariat for 27 October 2014 (Monday) in Geneva.

Annex

Amended consolidated proposal for new articles 10bis and 22bis (incorporating changes and suggestions made on 2 July 2014 at the eighth session of the AETR Group of Experts)

Article 10bis

1. In order to ensure that drivers do not already hold a valid driver card in the sense of Appendix 1B of the Annex to the AETR, Requirements for construction, testing, installation, and inspection of the digital control device used in road transport, Contracting Parties shall maintain national electronic registers containing the following information on driver cards for a period at least equivalent to their period of validity:

- Surname and first name of the driver;
- Birth date and, if available, place of birth of the driver;
- Driving permit number and country of issue of driving permit;
- Status of the driver card;
- Driver card number.

2. Contracting Parties shall take all necessary measures to ensure that the electronic registers are interconnected and accessible throughout their territories to card issuing authorities and control officers appointed to check the compliance with the rules on driving time and rest periods of professional drivers.

3. When issuing, replacing and, when necessary, renewing a driver card, Contracting Parties shall verify through electronic data exchange that the driver does not already hold another valid driver card. Contracting Parties shall ensure an adequate level of protection of the personal data exchanged, in line with the highest international standards. This shall include that the data exchanged be limited to the data necessary for the purpose of this verification and not used for any other purpose without the prior authorisation of the Contracting Party providing the personal data.

Proposal to be discussed:

Article 14 is modified as follows: Possible wording of Article 14

(Accession to AETR of regional integration organizations)

Paragraph 1a is inserted:

This Agreement shall also be open for signature by regional integration organizations.

For the purpose of this Agreement, a "regional integration organization" means any organization which is constituted by sovereign States of a given region which has competence in respect of certain matters governed by this Agreement and has been duly authorized to sign and to ratify, accept, approve or accede to this Agreement.

For the purposes of amending Appendices 1, 1B, 2 and 3, the representative of a Regional Integration Organisation Contracting Party to the Agreement delivers the votes of its constituent Member States without their presence being necessary in the vote.

Paragraph 5 is modified as follows:

In respect of each State or regional integration organizations which ratifies, or accedes to, this Agreement after the deposit of the eighth instrument of ratification or accession as referred to in paragraph 4 of this Article, the Agreement shall enter into force one hundred and eighty days after the deposit by that State or regional integration organization of its instrument of ratification or accession.

Article 22bis

Paragraph 1

(a) There shall be an Administrative Committee that shall be responsible for deciding on amendments to Appendix 1B of the Annex to the AETR, Requirements for construction, testing, installation, and inspection of the digital control device used in road transport, based in Geneva.

(b) The Administrative Committee shall be composed of all the Contracting Parties to the Agreement. The Administrative Committee shall, in discharging its functions, use information from all relevant sources when the Committee deems it appropriate to do so.

Paragraph 2

The Administrative Committee shall be based in Geneva. Its sessions will normally be held in Geneva. The Committee may decide to hold sessions in other locations.

Paragraph 3

The Executive Secretary of the United Nations Economic Commission for Europe shall provide the Committee with appropriate secretariat services.

Paragraph 4

The Committee shall elect a Chair and two Vice-Chairs every two years.

Paragraph 5

The Secretary-General of the United Nations shall convene the Administrative Committee under the auspices of the United Nations Economic Commission for Europe once per year. Additional sessions shall be convened at the request of a minimum of five Contracting Parties.

Paragraph 6

(a) A quorum of not less than one-half plus one (+1) of the Contracting Parties shall be required to be present for the Administrative Committee to be able to adopt decisions.

(b) The Administrative Committee shall adopt decisions by at least 75 per cent majority vote of Contracting Parties present and voting.

(c) Amendments to Appendix 1B of the Annex to the AETR, Requirements for construction, testing, installation, and inspection of the digital control device used in road transport adopted in accordance with paragraphs (a) and (b) above shall be communicated by the Secretary-General to all Parties for ratification, approval or acceptance.

(d) The amendment shall enter into force within six months from the date of notification of the Contracting Parties or within the period specified in the text of the amendment, but not less than six months from the date of notification of the Contracting Parties.

(e) For the purpose of taking decisions, each Contracting Party shall have one vote.

Still to be discussed

For the purpose of taking decisions, each Contracting Party shall have a vote. The representative of a regional integration organization Contracting Party to the Agreement will deliver the votes of its constituent member States without their presence in the vote being necessary.

Paragraph 7

(a) Any Contracting Party may propose amendments to of Appendix 1B of the Annex to the AETR, Requirements for construction, testing, installation, and inspection of the digital control device used in road transport.

(b) Any amendment proposal shall be submitted to the secretariat of the United Nations Economic Commission for Europe, in writing, at least 90 days before the meeting of the Administrative Committee at which it is proposed for decision.

(c) The text of any proposed amendment shall be communicated in the three ECE languages to all Contracting Parties at least 30 days before the meeting of the Administrative Committee at which it is proposed for decision.

Paragraph 8

If a proposal for the amendment of Appendix 1B of the Annex to the AETR, Requirements for construction, testing, installation, and inspection of the digital control device used in road transport, leads to the amendment of other articles or annexes of the Agreement, the amendments to the Appendix cannot enter into force before entry into force of amendments relating to other parts of the Agreement. If, in such a case, the amendments to Appendix 1B of the Annex to the AETR, Requirements for construction, testing, installation, and inspection of the digital control device used in road transport are presented simultaneously with the amendments relating to other parts of the Agreement, the date of their entry into force shall be determined by the date established pursuant to application of procedures, which are described in general in Article 21, taking into account the date specified in the amendment to Appendix 1B of the Annex to the AETR, Requirements for construction, testing, installation, and inspection of the digital control device used in road transport, in the case envisaged by paragraph 7 of this article.

Paragraph 9

The amendment of Article 22bis shall enter into force once at least one regional integration organization has become a Contracting Party to the Agreement.

Still to be discussed

United Nations

ECE/TRANS/SC.1/GE.21/21

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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)****Ninth session**

Geneva, 27 October 2014

Item 1 of the provisional agenda

Adoption of the Agenda**Annotated provisional agenda for the ninth session^{1,2}**

to be held at the Palais des Nations, Geneva, starting at 9.30 a.m. on Monday, 27 October 2014

I. Provisional agenda

1. Adoption of the agenda
2. Final report
3. Programme of work

¹ For reasons of economy, delegates are requested to bring copies of all relevant documents to the session. There will be no documentation available in the conference room. Before the session, documents may be downloaded from the UNECE Transport Division's website (www.unece.org/trans/main/sc1/sc1.html). On an exceptional basis, documents may also be obtained by e-mail (roadtransport@unece.org) or by fax (+41 22 917 0039). During the session, official documents may be obtained from the UNOG Documents Distribution Section (Room C.337, third floor, Palais des Nations).

² All delegates are requested to complete the registration form available for download at the UNECE Transport Division's website (www.unece.org/trans/register.html). It should be transmitted to the UNECE secretariat no later than one week prior to the session by e-mail (roadsafety@unece.org) or by fax (+41 22 917 0039). Upon arrival at the Palais des Nations, delegates should obtain an identification badge at the UNOG Security and Safety Section, located at the Pregny Gate (14, Avenue de la Paix). In case of difficulty, please contact the secretariat by telephone (ext.75716 or 72401). For a map of the Palais des Nations and other useful information, see website (www.unece.org/meetings/practical.html).

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- (a) Development of proposals for amending the AETR Agreement, including Article 22bis
 - (b) Amendment proposals of AETR, Article 14
 - (c) Application of Regulation (EC) No. 561/2006 in the "AETR area"
 - (d) Exchange of information on issuing digital tachograph cards
4. Other business
5. Date and place of next meeting

II. Annotations

1. Adoption of the agenda

The Group of Experts will be invited to adopt the session's agenda (ECE/TRANS/SC.1/GE.21/21).

2. Final report

At the end of the period for which it has been established, the Expert Group is to submit a report of its accomplishments to the parent body (SC.1). Given this, the secretariat has prepared Informal document No.1 which contains a draft final report for consideration.

3. Programme of work

(a) Development of proposals for amending the AETR Agreement, including Article 22bis

Experts will continue to discuss, with a view towards finalizing, the proposed changes to Article 22bis as well as Article 14 (to make regional economic integration organizations eligible to accede) based on the consolidated proposal in the annex of ECE/TRANS/SC.1/GE.21/20.

The secretariat will provide an update on experts' request (made at the last session) to seek legal opinion from the United Nations Office of Legal Affairs as to whether it is possible for a non-Contracting Party (i.e. a regional economic integration organization) to vote on behalf of its members (which are Contracting Parties).

(b) Amendment proposals of AETR, Article 14

The Group of Experts will be invited to continue its discussions on how to revise Article 14 which currently limits accession to the AETR only to UNECE member States. The secretariat has prepared ECE/TRANS/SC.1/GE.21/23 that contains various options of changing Article 14. The secretariat will remind the experts that only a Contracting Party may propose an amendment.

(c) Application of Regulation (EC) No. 561/2006 in the "AETR area"

The Group of Experts will be invited to resume discussing the application of the Regulation given that the objective of amending the AETR Agreement in 2006 was to harmonize the two regimes for driving times and rest periods.

(d) Exchange of information on issuing digital tachograph cards

At the seventh session, experts agreed to support the tabling of an amendment proposal to introduce new Article 10bis (presented in the annex of ECE/TRANS/SC.1/GE.21/20). In this session, the AETR Contracting Parties will be invited to update the Group of Experts on any progress in this regard.

4. Other business

The Group of Experts may wish to discuss other business.

5. Date and place of next meeting

The secretariat did not schedule any further meetings given that the Group's mandate expires in December 2014. The secretariat will provide an overview of various options available, should it prove necessary for the Group to continue its work beyond 2014 (Section 3, points (e) - (h), ECE/EX/2/Rev.1).

Informal document No. 1

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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)**

Ninth session

Geneva, 27 October 2014

Draft “Final Report”

Note by the secretariat

This draft “final report”, prepared by the secretariat, summarizes the work and accomplishments of the AETR Group of Experts. The Expert Group is invited to consider it and propose conclusions.

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Introduction:

At its seventy-third session (1-3 March 2011), the Inland Transport Committee discussed the importance and urgency of addressing some key issues related to the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR). As a result of these discussions, the Committee decided to transform the existing informal AETR expert group, set up by a decision of the 105th session of SC.1, to a formal Expert Group for all AETR Contracting Parties. The Committee also requested this Group to establish its Terms of Reference (ToR) (ECE/TRANS/221, para.44). Subsequently, the ToR of the AETR Expert Group was developed and approved by the Executive Committee on 19 September 2011.

Terms of Reference:

According to the ToR, the Expert Group was to discuss and provide recommendations in the following six substantive areas:

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 22bis concerning Commission Regulations (EU) No. 1266/2009 and 68/2009.

Expert Group sessions and participants:

On 2 March 2012, the Group met for the first time and elected Mr. Roman Symonenko (Ukraine) as the Chairman. Mr. Vadim Donchenko (Russian Federation) and Mr. Bob Oudshoorn (the Netherlands) were elected as vice-chairs. In 2012-2013, the Expert Group held six sessions: 2 March 2012, 6 June 2012, 24 October 2012, 25 February 2013, 24 June 2013, and 31 October 2013. In 2013, the Inland Transport Committee extended the original duration by one year (to December 2014). In 2014, the Expert Group held three sessions: 28 February 2014, 2 July 2014 and 27 October 2014. All agendas, reports and documents are available at the UNECE website (http://www.unece.org/trans/main/sc1/sc1aetr_eg_1st.html).

Representatives of the following UNECE and non-UNECE member States participated in at least one session of the Expert Group: Algeria, Azerbaijan, Belarus, Belgium, Georgia, Germany, Hungary, Ireland, Jordan, Latvia, Morocco, Netherlands, Poland, Russian Federation, Spain, Sweden, Switzerland, Tunisia, Turkey, Ukraine and the United Kingdom of Great Britain and Northern Ireland. The European Commission and the following non-governmental organizations were also represented: Eurasian Economic Commission, EuroMed, International Road Transport Union, and Institute for Protection and Security of the Citizen. Automotive GmbH and Continental Automotive also participated as observers.

Work undertaken by the Expert Group:

The following provides description of work undertaken by the Expert Group, its accomplishments and conclusions in the six substantive areas listed in its Terms of Reference.

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.

During eight sessions, experts proposed and discussed a number of possible changes to Article 22bis as well as to Article 14 (to make regional economic integration organizations eligible to accede). First, the secretariat prepared and presented the AETR discussion paper (ECE/TRANS/2012/3) which provided the historical and legal background concerning the relationship between the AETR Agreement and the EU legal framework. It also described and examined possible options on how to modify the AETR Agreement in order to bridge the differences between the two regimes. Second, the Russian Federation submitted a proposal (Annex I, ECE/TRANS/SC.1/GE.21/2) which was subsequently consolidated into the relevant parts of ECE/TRANS/2012/3. Finally, the Government of Ireland submitted – on behalf of EU member States – a proposal to revise Article 22bis, Article 14 and to introduce a new Article 10bis (Informal document No.3, fourth session). Amendment proposals to Article 10, Article 14 and Article 22bis have been consolidated and are presented in Annex, ECE/TRANS/SC.1/GE.21/20.

The experts did not agree on how to amend Articles 14 and 22bis.

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.

The experts discussed the application of Regulation (EC) No. 561/2006 in the “AETR area”. While the EU elaborated its legal position related to transport undertaken within the EU, the Russian Federation urged the EU to bring Regulation No. 561/2006 in line with the provisions of the AETR (e.g. Informal Document no. 1, sixth session).

There was no consensus among experts on how to proceed.

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.

Experts discussed issues about exchanging information on issuing digital tachograph cards. The discussions included developing proposals to modify the existing information exchange platforms and/or developing a new standardized method for the exchange of AETR-related information. In particular, some experts stressed the importance of creating an international agreement to regulate the exchange of information and/or amending the AETR Agreement to stipulate how “AETR information” is shared and/or exchanged. The

European Commission described the Tachonet system and related procedures required for direct and indirect access, and data exchange (including information about the launch of a study to assess the technical feasibility of a centralized access point to the system for non-EU AETR Contracting Parties).

Experts agreed to introduce a new Article 10bis in the AETR Agreement to enhance compliance and to facilitate the exchange of information related to issuing digital tachograph cards.

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;

Experts discussed matters related to the Memorandum of Understanding between the UNECE and European Commission services which recognizes the Joint Research Centre (JRC) as the authority responsible for Root and Interoperability Certification for non-EU AETR Contracting Parties. Specifically, the Memorandum was to expire on 30 June 2012.

The experts discussed and agreed to extend the validity of the current MOU with some amendments aimed at accommodating calls to include experts from non-EU AETR Contracting Parties in the testing and certification process. On the basis of discussions, the secretariat prepared a document, which supplements the text of the current MOU by adding the requested amendments. Following the signing by the European Commission of the supplement to Memorandum of Understanding (Annex I, ECE/TRANS/SC.1/GE.21/4) on 5 December 2012, JRC's responsibility for the AETR Root Certification Authority had been extended until 30 June 2015. A copy of the signed supplement to Memorandum of Understanding is available on the AETR Expert Group website or in Annex I of ECE/TRANS/SC.1/GE.21/9.

(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.

5. To examine and possibly develop proposals concerning third-country rights and obligations under the AETR Agreement.

Experts discussed (i) third party rights and obligations under the AETR Agreement and (ii) exchanged clarifications on the prevailing legal instrument applicable to road transport operations undertaken either partially or entirely within the European Union by non-EU AETR transport companies. To this end, the International Road Transport Union (IRU) created table templates (ECE/TRANS/SC.1/GE.21/5). The secretariat made the tables available on the UNECE website and requested all AETR Contracting Parties to provide the relevant information, in order to determine whether there is a divergence or convergence of views on the interpretation of the applicable legal framework.

On the basis of nine replies (from seven EU Contracting Parties and two non-EU Contracting Parties), the AETR Agreement appeared to be the prevailing legal instrument. Governments were encouraged – to no avail – to participate and provide this information to the secretariat so that a more accurate assessment of the prevailing legal instrument could be made.

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 22bis concerning Commission Regulations (EU) No. 1266/2009 and 68/2009.

The Group of Experts did not exchange views on this issue.

Conclusions:

To be determined at the ninth session of the AETR Expert Group on 27 October 2014.
