**Council of the
European Union**

**Brussels, 23 April 2025
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'I/A' ITEM NOTE

From:	General Secretariat of the Council
To:	Permanent Representatives Committee/Council
No. Cion doc.:	6684/25 + ADD 1
Subject:	Proposal for a Council Decision on the position to be taken on behalf of the European Union in the Group of Experts on the European Agreement concerning the work of crews of vehicles engaged in international road transport (AETR) and in the Working Party on Road Transport of the United Nations Economic Commission for Europe as regards a proposal to align the AETR with the main recent amendments to Regulation (EC) No 561/2006
	– Adoption

1. On 3 March 2025, the <u>Commission</u> submitted a proposal to Council on the aforementioned subject, which pertains to the European Agreement concerning the work of crews engaged in international road transport (AETR). Established in 1970, the AETR currently has 52 Contracting Parties, including all EU Member States. The agreement harmonises the legislative framework on driving and rest times for professional drivers, as well as the technical standards for the construction and installation of tachographs.

2. The draft Council Decision seeks to improve drivers' working conditions and road safety by introducing new provisions into the AETR which already apply in the EU, including conditions for consecutive weekly rests, a ban on regular weekly rest in the cabin, and requirements for drivers to return to their employer's location. The proposal also outlines derogations for occasional passenger transport and the principles for safe and secure parking areas.

3. The Union has already submitted to the UNECE, which organises AETR-related exchange among Contracting Parties and decision-making, amendments necessary to reflect new rules in Regulation (EU) No 165/2014, particularly those relating to the introduction of the smart tachograph. However, it has not yet been possible to reach agreement.

4. The Commission presented the proposal to the Working Party on Land Transport at its meeting of 26 March 2025. Delegations broadly welcomed the initiative. At the same time, they underlined the importance of continuing efforts to reach agreement on the deployment of the smart tachograph, which improves the recording of driving times and leads to a level playing field. The Commission acknowledged the current impasse, noting that two Contracting Parties continue to block progress. Nevertheless, it informed Member States that it is actively exploring solutions within the framework of the Transport Community with the Western Balkan partners, to make progress within a sub-region.

5. Two delegations raised concerns about the inclusion of provisions on safe and secure parking areas in the AETR. These delegations considered that the topic would not belong to the main provisions of Regulation (EC) No 561/2006 on driving times and rest periods and could reduce the overall acceptability of the proposal among AETR Contracting Parties.

6. In the follow-up to the meeting of the Working Party, the Presidency shared its view that the proposal, in accordance with Article 3 of the draft Council Decision, allows adopting parts of the amendments within AETR. The Commission, on its part, confirmed its commitment to keep the Working Party informed of developments in the negotiations. That process would ensure transparency and flexibility, allowing for adjustments, if warranted, of the negotiation strategy.

7. As a result of the deliberatiosn at technical level, there is large support for the proposal.

8. The next meetings of UNECE bodies are on 10 June 2025 (Group of Experts) and in October 2025 (Working party on Road Transport).

9. The Permanent Representatives Committee is invited to endorse the draft Decision and to submit it for adoption to the Council, as presented in document ST 7695/25, revised by the lawyer-linguists, and its addendum 1.

10. Once adopted, the European Parliament will be informed about the Council Decision.