

**Economic and Social Council**

Distr.: General
3 November 2022

Original: English

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)****Thirtieth session**

Geneva, 17 October 2022

**Report of the Group of Experts on the European Agreement
concerning Work of Crews of Vehicles Engaged in
International Road Transport on its thirtieth - session****I. Attendance**

1. The AETR Group of Experts held its thirtieth session in Geneva on 17 October 2022, chaired by Mr. R. Symonenko (Ukraine).
2. Representatives of the following ECE member States participated, Belarus, Finland, France, Israel, Norway, Poland, Russian Federation, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye and Ukraine.
3. The representative of the European Union, Iran National Inventions and Innovation Team, and the following non-governmental organizations were represented: Association of International Road Carriers, Euro Tachograph Solutions, International Road Transport Union (IRU), the Confederation of Organization in Road Transport Enforcement (CORTE). Continental Automotive GmbH participated as observer.

II. Adoption of the Agenda (agenda item 1)

4. The Group of Experts adopted the session's agenda (ECE/TRANS/SC.1/GE.21/67).

III. Programme of Work (agenda item 2)**A. Development of proposals for amending the AETR Agreement,
including Article 22bis**

5. The Group of Experts was informed that no bilateral meetings (between the Russian Federation and European Commission) have been held since the last session. As a result, no compromise solution was found related to ECE/TRANS/SC.1/GE.21/2021/2. The Russian Federation reiterated that its position remains unchanged as per ECE/TRANS/SC.1/GE.21/2021/3.

B. Appendix 1C

6. The Group was invited to discuss ECE/TRANS/SC.1/GE.21/2018/1/Rev.1 (Portugal's proposals to modify Annex IC in order to adapt the European Union specifications on the smart tachograph to the AETR legal framework (as Appendix 1C)). No substantive discussion took place and Contracting Parties were invited to provide comments in writing, preferably using ECE/TRANS/SC.1/GE.21/2018/1/Rev.1 to facilitate future discussions.

C. Application of Regulation (European Commission) No. 561/2006 in the "AETR area"

7. The Group of Experts discussed this subject and invited national experts to exchange information – at a future session – on best practices related to treatment of vehicles from "non-AETR area" entering the territory of the European Union or a non-EU AETR Contracting Party.

IV. TACHOnet (agenda item 3)

8. The European Union did not submit a revised version of ECE/TRANS/SC.1/GE.21/2019/1/Rev.3 (a proposal to introduce a new Appendix 4 on exchange of information). The Group will be invited to discuss the revised document (ECE/TRANS/SC.1/GE.21/2019/1/Rev.4) when submitted.

V. Other Business (agenda item 4)

9. The secretariat informed the Group about the results of questionnaire on the application of paragraph 1 of Article 12 related to enforcement measures. As there were no additional contributions, this agenda item is to be discontinued.

10. The Russian Federation requested the secretariat to translate Annex of ECE/TRANS/SC.1/GE.21/66 and table it as an amendment proposal of Belarus and the Russian Federation.

11. The secretariat introduced Informal document No.1 which contains the text of administrative arrangement between the United Nations Economic Commission for Europe, the Joint Research Centre, and the Directorate General for Mobility and Transport of the European Commission which will (upon signing) allow the activities envisaged in the Memorandum of Understanding between the European Commission services and the United Nations Economic Commission for Europe of 2009, as last modified by the Administrative Arrangement of 9 February 2021, to continue from 1 January 2023 to 31 December 2024.

12. Belarus and the Russian Federation noted that co-operation with the Joint Research Centre should be terminated as its not providing the services as per the last administrative arrangement.

13. In this context, Belarus requested the secretariat to communicate the following to the Working Party on Road Transport (SC.1) on 18 October 2022: "The Joint Research Center in its role of the AETR Root Certification Center has suspended the provision of services to the Republic of Belarus. This position of the Joint Research Center is confirmed by the European Commission represented by the Directorate General for Mobility and Transport. The Republic of Belarus expresses concern and alleges discriminatory practices expressed in the refusal by the Joint Research Center to fulfil its obligations, in violation of the Administrative Agreement between the United Nations Economic Commission for Europe (UNECE) and the services of the European Commission (COM). The Republic of Belarus requests the Working Party on Road Transport (SC.1), within the framework of its main provisions, to promote the harmonization of fiscal and other measures in order to avoid any discriminatory practice in the field of international road transport."

14. Similarly, the Russian Federation requested the secretariat to communicate the following to the Working Party on Road Transport (SC.1): “At the (17 October 2022) session of the AETR Group of Experts, the European Commission announced the suspension of services for the Russian Federation by the Joint Research Center. The Russian Federation expresses concern and alleges discriminatory practices expressed in the refusal by the Joint Research Center to fulfil its obligations, in violation of the Administrative Agreement between the United Nations Economic Commission for Europe (UNECE) and the services of the European Commission (COM). The Russian Federation requests the Working Party on Road Transport (SC.1), within the framework of its main provisions, to promote the harmonization of fiscal and other measures in order to avoid any discriminatory practice in the field of international road transport.”

15. The European Commission noted that the work of JRC is indispensable to smooth functioning of the AETR Agreement, that the Centre will continue to deliver its services, and that suspension of services for one AETR Contracting Party – for an indefinite time period – is due to a violent, military conflict in Ukraine. The European Commission representative also stressed that no other Contracting Party has expressed any reservations to extending the administrative arrangement.

16. The Chair – supported by the European Commission and Ukraine - stated that this question is of political nature and its solution does not lie within a technical body such as the AETR Group of Experts.

17. Belarus and the Russian Federation requested the secretariat to prepare Informal Document No. 2 (of this session) which describes the procedure for signing and extending this administrative arrangement.

18. The Russian Federation explained the reasons why bilateral consultations with the European Commission did not take place under agenda item 2(a).

19. The Group of Experts requested the secretariat to inform SC.1 about the discussion related to the extension of the administrative arrangement that took place at this session.

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

20. The next meeting is scheduled for 20 February 2023 at Palais des Nations in Geneva. The deadline for the submission of formal documents is 2 December 2022.

VII. Adoption of the Report (agenda item 6)

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