



REPUBLIC OF TURKEY
MINISTRY OF TRANSPORT
AND INFRASTRUCTURE

Incorporation of Multiple AETR Level Authorities for Root & Interoperability Certification

Group of Experts on European Agreement Concerning Work of Crews of
Vehicles Engaged in International Road Transport (AETR) (33rd session)

16 October 2023

Geneva

Terms of Reference of the Group of Experts on AETR¹

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

¹[ECE/EX/2011/L.16](#)

Evaluated Scenarios and Decision of Expert Group in the 2nd Session of the AETR Group of Experts (2012)

- SC1 Baseline: interoperability certification continues in JRC ISPRA. Costs are shared between the industry and the European Commission.
- SC2 Interoperability certification continues in JRC ISPRA, but the laboratory becomes a Joint UNECE/EU Commission interoperability laboratory for the Tachograph System. With a new identification and image, the current JRC team is extended and open to external actors, possibly hosting experts from non EU-AETR countries.
- SC3 A new single lab is created, following an open procedure based on a call for tender, with precise specifications and obligations for the candidate labs. When the new lab is identified, the JRC team will be involved in the knowledge and reference set transfer.
- SC4 Establishment of a network of interoperability labs.

Current Situation for Root Certification

JRC-ERCA

- European level
- Member State level
- Equipment level

+ MoU with UNECE & EU & JRC 

JRC-ERCA

- AETR level
- non-EU AETR
- Countries level
- Equipment level

Proposed Configuration of AETR Level Root Certification

MoU (2009) and A New Amendment to MoU for the Authorisation of Other Tachograph Root & Interoperability Certification Authorities by the UNECE (Administrative) & the JRC (Technical)



JRC-ERCA

- European & AETR level,
- Member State & non-EU AETR Countries level,
- Equipment level

Other Certification Authority - 1

- European & AETR level,
- Member State & non-EU AETR Countries level,
- Equipment level

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Technical Option 1

JRC-ERCA generates its own
Root Certificate
(ERCA-Root)

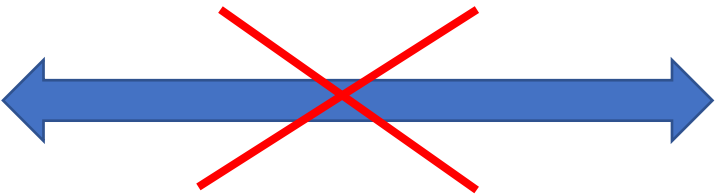


- European & AETR level,
- Member State & non-EU AETR Countries level,
- Equipment level

Other Certification Authority
(OCA) generates its own Root
Certificate (OCA-Root)



- European & AETR level,
- Member State & non-EU AETR Countries level,
- Equipment level



Not interoperable, therefore not applicable

Technical Option 2

JRC-ERCA provides a copy to
the OCA

(ERCA-Root)



- European & AETR level,
- Member State & non-EU AETR Countries level,
- Equipment level

Other Certification Authority
(OCA)

(ERCA-Root)



- European & AETR level,
- Member State & non-EU AETR Countries level,
- Equipment level

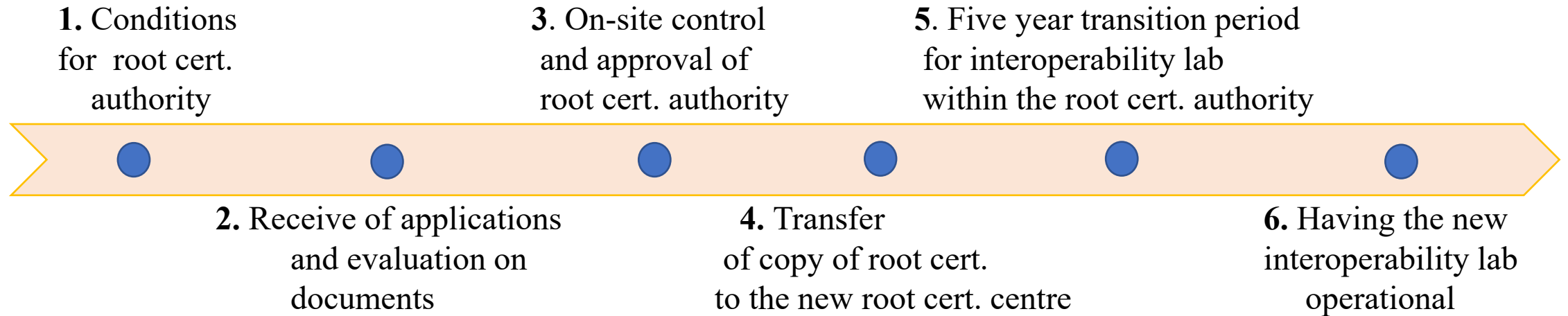
ERCA and OCA use the same root certificate, therefore both systems work without interoperability problems.

Requirements for Multiple AETR Level Interoperability Certification Authorities²

- Five year transition period,
- Collecting reference equipments,
- Training of new labs crew,
- Design of centralized website,
- Preparations for cross validation campaigns.

²[ECE/TRANS/SC.1/GE.21/7](#)

Steps of Implementation of Incorporation of OCA's



Step 1: JRC-ERCA publishes conditions for Root Certification Centre:

- technical conditions and means of secure transfer of root certificate to the new centre
- eligibility (public institutions without industrial interest to tachograph sector beyond R&D activities)

Step 2: Applications pursuant to the conditions set out by step 1 is submitted to UNECE&JRC electronically and evaluation of required documents (i.e, ISO certificates, security mechanisms etc.)

Step 3: On site control is performed for the centres of which application documents are endorsed in step 2.

The control is made by one UNECE representative as observer with administrative purposes and at least one JRC representative for technical controls.

Step 4: Copy of ERCA root is transferred to new centre and new root certification centre is put into service.

Step 5: Five year transition period for interoperability lab:

- Collecting reference equipments, training of new labs crew, design of centralized website, preparations for cross validation campaigns

Step 6: Interoperability lab for OCA is also operational

ADVANTAGES

- ✓ To tackle with vulnerabilities of depending on single resource especially when *force majeure* circumstances (such as floods, fire earthquakes) arise.
- ✓ To increase overall safety and sustainability of the tachograph system by incorporation of at least one back up centre.
- ✓ Inclusion of additional R&D centres to the design process of future tachographs and ensure inter institutional know-how transfer.
- ✓ Leverage collaboration in the technical frame for smooth adoption of new tachographs by AETR countries.



**REPUBLIC OF TURKEY
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THANK YOU

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