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

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Item 3 (a) of the provisional agenda

Programme of Work

Development of proposals for amending the AETR Agreement

Possible wording of Article 22 bis (Procedure for the amendment of Appendix 1B)

Submitted by Government of Ireland

This document, submitted by the Government of Ireland, representing the Presidency of the Council of the European Union (EU), contains a common position agreed upon by the 27 member States of the EU, in relation to the revision of Articles 22bis and 14 of the AETR Agreement as well as a proposal for a new Article 10bis regarding the exchange of information on issuing digital tachograph cards.

Annex I

Article 22 bis is replaced by the following Article:

1. An Administrative Committee shall be established which shall be responsible for deciding on amendments to Appendix 1B of the present Agreement. The Administrative Committee shall be composed of all the Contracting Parties to the Agreement.
2. The administrative Committee shall be based in Geneva. Its sessions shall normally be held in Geneva. The Committee may decide to hold sessions in other locations.
3. The Executive Secretary of the United Nations Economic Commission for Europe shall provide the Committee with appropriate secretarial services.
4. The Committee shall elect a chair and two vice-chairs every two years.
5. The Secretary-General of the United Nations shall convene the Administrative Committee under the auspices of the United Nations Economic Commission for Europe when needed and in any case once per year.
6. Any Contracting Party may propose amendments to Appendix 1B of the present Agreement. Any amendment proposal shall be submitted to the Secretariat of the Economic Commission for Europe, in writing, 3 months before the meeting of the Administrative Committee at which it is proposed for adoption. The text of any proposed amendment shall be communicated in the three ECE languages to all Contracting Parties at least one month before the meeting of the Administrative Committee at which it is proposed for adoption.
7. A quorum of not less than one half plus one of the Contracting Parties shall be required to be present for the Administrative Committee to be able to adopt decisions. For the determination of the quorum Regional Integration organizations, being Contracting Parties to this Agreement, vote with the number of votes of their Member States without their presence in the vote being necessary.
8. The Administrative Committee shall adopt decisions by majority vote of those Contracting Parties present and voting.
9. 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 delivers the votes of its constituent Member States without being their presence in the vote necessary, as referred to in Article 14(1)a.
10. If a proposal for the amendment of Appendix 1B to this Agreement 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 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, in the case envisaged by paragraph 7 of this Article.~~
11. The amendment of Article 22bis shall enter into force once at least one Regional Integration organisation has become contracting party to the Agreement

Annex II

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:

5. 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.

Annex III

Possible wording of a new 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 Agreement, 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 licence number and country of issue of driving licence (if applicable);
- 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.
