Council of the European Union

Brussels, 11 February 2021
(OR. en)

6048/21

Interinstitutional File: 2021/0013(NLE)

TRANS 66

'I/A' ITEM NOTE

From:	General Secretariat of the Council
To:	Permanent Representatives Committee/Council
No. Cion doc.:	5604/21 + ADD 1
Subject:	COUNCIL DECISION on the position to be adopted, 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 – Adoption

1. On 25 January 2021 the Commission submitted to Council a proposal on the subject above.

2. The AETR (1970) counts 51 participants, including all Member States. The currently relevant EU positions from 2016[1] and 2018[2] aim at introducing the smart tachograph in the AETR area, which in 2019 was rolled out in the European Union, at giving contracting parties more decision-making power over the modernisations of the tachograph, and at allowing the Union to accede to AETR.

3. Last year, the negotiations within the UNECE bodies attached to the AETR resulted in a provisional agreement on technical specifications, but not yet on the transition phase for introducing smart tachographs among the AETR particpants which are not part of the European Union.

[1] Council Decision (EU) 2016/1877 of 17 October 2016, OJ L 288, 22.10.2016 ,p. 49.
[2] Council Decision (EU) 2018/1926 of 19 November 2018, OJ L 313, 10.12.2018, p. 13.

4. In view of the introduction of the second version of the smart tachograph in the European Union from August 2023, the Commission's proposal mainly aims at a revision of the 2016 EU position so that when agreeing on a transition period for the AETR Contracting Parties who are not Member States of the EU, the tachograph model to be introduced in the fleets will have to conform to the standards of the second version.

5. The Working Group on Land Transport on 26 October 2020 supported the general outline of the new strategy for the EU. During an informal meeting of the Working Group on 1 February 2021, the Commission presented the proposal. Based on the new position, the Union should ideally aim at a formal amendment to AETR to take place in summer 2022, thereby giving the AETR contracting parties outside the EU a transition period until 1.1.2025 for new vehicles, and until 1.1.2028 for existing ones. Delegations welcomed the proposal and made written comments. During the informal meeting of the Working Group on 9 February 2021, the Presidency concluded that the proposal should be put to decision.

6. The next meetings of UNECE bodies are on 22 February 2021 (group of experts) and in October 2021 (working party on road transport).

7. The Permanent Representatives Committee is invited to endorse the draft Decision and to submit it for adoption to the Council, as presented in documents ST 5673/21 and 5700/21 which were revised by the lawyer-linguists.[3]

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

---

[3] The documents revised by the lawyer-linguists will be available on 16 February after noon.