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## Economic Commission for Europe

Inland Transport Committee

### Working Party on Road Transport

Twenty-sixth session

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Item 2 (a) of the provisional agenda

**Programme of work**

## **Development of proposals for amending the AETR Agreement, including article 22 bis\***

**Transmitted by the Government of the Russian Federation**

### **Introduction**

The present document, submitted by the Russian Federation, contains the country's position on document ECE/TRANS/SC.1/GE.21/2017/2/Rev.5, a proposal for amendments to article 10 of AETR and comments on the proposed appendix 4 to AETR (TACHOnet).

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\* The present document contains the text submitted to the secretariat, reproduced without any changes.



## Transmitted by the Russian Federation

The Russian Federation does not support the proposal of Slovakia to include references to Regulation (EU) No. 165/2014 of the European Parliament and of the Council of 2 February 2014 in AETR and proposes deleting the requirement of a control device conforming to Regulation (EU) No. 165/2014 from the amendment to article 10 of AETR. The Russian Federation proposes that all necessary changes to the AETR Agreement be introduced through amendments specifying concrete requirements and regulations rather than directory provisions and laws and regulations of the European Union.

Given the fact that, to date, the requirements of Appendix 1C to the AETR Annex have not been implemented in AETR and that vehicles manufactured in the territories of contracting parties that are not members of the European Union are equipped with tachographs complying with Appendix 1B to the AETR Annex, the Russian Federation objects to the setting of a starting date in article 10 of AETR for compliance with Appendix 1C to the AETR Annex for vehicles registered for the first time as of 15 June 2019.

The Russian Federation proposes the following amendments to article 10 of AETR:

1. Amend article 10 (3) of AETR to read as follows:

“3. A control device conforming to Council Regulation (EEC) No. 3821/85 of 20 December 1985 as regards construction, installation, use and testing shall be considered as conforming to the requirements of this Agreement and the Annex and Appendices 1 and 1B thereto.”

2. Add to article 10 a new paragraph 4 to read as follows:

“4. The control devices installed and used on vehicles registered in the territory of Contracting Parties shall meet the requirements of Appendix 1C of the Annex to the Agreement from the moment of implementation of Appendix 1C of the Annex to the Agreement when the transitional period according to article 13 has expired.”

The Russian Federation proposes to amend the wording of the definition of Appendix 1C as proposed in document ECE/TRANS/SC.1/GE.21/2017/2/Rev.5 as follows:

Replace “Appendix 1C to the AETR shall be developed on the basis of Annex 1C to Commission Implementing Regulation (EU) 2016/799” with the definition “Appendix 1C to the Agreement is developed on the basis of Appendix 1C to Commission Implementing Regulation (EU) 2016/799.”

Regarding the amendments to article 14 of AETR, the Russian Federation objects to the proposal of Slovakia to grant regional economic integration organizations the right to accede to the AETR Agreement. All AETR contracting parties should express their views and cast their votes (if necessary) individually.

The Russian Federation insists on maintaining the wording of the requirements of article 22 (4) of AETR without amendments, while maintaining the requirement to accept an amendment if less than one third of the competent administrations of the contracting parties notify the Secretary-General of their objection to the amendment.

Transmitted by the Russian Federation

The Russian Federation proposes to set out in appendix 4 to AETR the requirements for the format of data exchange and the procedure for such exchange on whether or not an AETR contracting party has a valid driver card without being referenced to the TACHOnet system because of the lack of a guarantee that the contracting parties may use the system exclusively owing to domestic legal or technical constraints.

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