

No. 14533. EUROPEAN AGREEMENT CONCERNING THE WORK OF CREWS OF VEHICLES ENGAGED IN INTERNATIONAL ROAD TRANSPORT (AETR). CONCLUDED AT GENEVA ON 1 JULY 1970¹

ENTRY INTO FORCE of amendments to articles 3, 6, 10, 11, 12 and 14 of the above-mentioned Agreement

The amendments were proposed by the Government of the United Kingdom of Great Britain and Northern Ireland and circulated by the Secretary-General on 2 February 1982. They came into force on 3 August 1983, in accordance with article 23 (6).

The amendments read as follows:

Article 3. Application of some provisions of the Agreement to road transport performed by vehicles registered in the territories of non-contracting States

Amend paragraph 1 to read:

“... provisions not less strict than those laid down in articles 5, 6, 7, 8, 9, 10, 11, in article 12 paragraphs 1, 2, 6 and 7 and in article 12 *bis* of this Agreement”.

Insert new article as follows:

“Article 6 bis. Interruption of the daily rest period in the course of combined transport operations

Where a crew member engaged in the carriage of goods or passengers accompanies a vehicle which is transported by ferryboat or train, the daily rest period may be interrupted not more than once, provided the following conditions are fulfilled:

- a. That part of the daily rest period spent on land may be taken before or after the portion of the daily rest period taken on board the ferryboat or the train;
- b. The period between the two portions of the daily rest period must be as short as possible and may on no account exceed one hour before embarkation or after disembarkation, customs formalities being included in the embarkation or disembarkation operations;
- c. During both portions of the rest period the crew member must have access to a bunk or couchette;
- d. Where a daily rest period is interrupted in this way, it shall be increased by two hours;
- e. Any time spent on board a ferryboat or a train and not counted as part of the daily rest period shall be regarded as a break as defined in article 8.”

Article 10. Manning

Beginning of article should read:

“Subject to the provisions of article 12 *bis* paragraph 2 of this Agreement, in the case of ...”

Article 11. Exceptional cases

Amend the last sentence to read:

“... shall record in the individual control book or in the case mentioned in article 12 *bis*, as appropriate, in the record sheet and/or in the other control documents envisaged under paragraph 1 of that article, the nature of and ...”

¹ United Nations, *Treaty Series*, vol. 993, p. 143, and annex A in volumes 1019, 1098, 1102, 1120 and 1161.

Insert new article as follows:

“Article 12 bis. Control device

1. If a Contracting Party prescribes or authorizes the installation and use on vehicles registered in its territory of a mechanical control device, such device may give rise to complete or partial exemption from the filling in of the individual control book mentioned in article 12, under the following conditions:

- a. The control device must be of a type either approved or recognised by one of the Contracting Parties;
- b. If the crew includes more than one person and if the recording is not made on separate sheets but on only one sheet, this must show clearly the part of the recording corresponding to each of the persons;
- c. If the device provides for the recording of crew members' driving times, times spent performing occupational activities other than driving, and rest periods as well as vehicle speeds and distance covered, the keeping of the individual control book may be entirely dispensed with;
- d. If the device provides only for recording driving time, time during which the vehicle is stationary, speed and distance covered, the exemption will only be partial and limited to the entries in the daily sheets of the said control book, the crew members being obliged to complete daily the appropriate columns of a weekly report conforming to the model sheet (e) appearing in the annex to this Agreement;
- e. If the normal and appropriate use of a control device installed on a vehicle is not possible, each crew member shall enter by hand, using the appropriate graphic representation, the details corresponding to his occupational activities and rest periods on a record sheet, or on a daily sheet conforming to the model sheet (c) appearing in the annex to this Agreement;
- f. When, by reason of their being away from the vehicle, the crew members are unable to make use of the device, they shall insert by hand, using the appropriate graphic representation, in the record sheet or a daily sheet conforming to the model sheet (c) envisaged in the annex to this Agreement, the various times corresponding to their occupational activities while they were away;
- g. The crew members must always have available, and be able to present for inspection, as appropriate, the record sheets and/or the other control documents filled in as provided under (c), (d), (e) and (f) of this paragraph, relating to the previous seven days;
- h. The crew members must ensure that the control device be activated and handled correctly and that, in case of malfunctioning, it be repaired as soon as possible.

2. If the control device within the meaning of paragraph 1 is installed and used on a vehicle registered in the territory of one of the Contracting Parties, the application of the provisions of article 10 of this Agreement to that vehicle shall not be required by the other Contracting Parties.

3. Undertakings shall keep, as appropriate, the record sheets and/or the other control documents filled in as provided under (c), (d) and (e) of paragraph 1 of this Article, for a period of not less than twelve months after the date of the last entry and shall produce them at the request of the control authorities.”

Article 14. Measures of enforcement of the Agreement

Amend paragraph 2 to read:

“... by spot checks of the record sheets and other control documents that the requirements of ...”

Authentic texts of the amendments: English and French.

Registered ex officio on 3 August 1983.
