

Informal document on the driving permit (*available in English and French only*)
Chapter 2 (ex 5) How to influence behaviour on the road

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2.1 Education/Training

Ensuring the safety of all road users is a key objective of driver licensing policies in Europe. Lifelong road user training and information to raise awareness about the risk of road accidents, the consequences of unsafe behaviour, enforcement legislation and compliance with key safety rules as well as the need for a sympathetic attitude to effective countermeasures is a key strand of road safety work. (*Proposal made by Joel Valmain of the European Commission*).

2.1.1 Driving permit

2.1.1.1 Aim of the driving permit (*Proposal presented by Joel Valmain of the European Commission*)

Putting in place driving permit legislation is therefore indispensable in the process of improving driver behaviour, particularly through the driving tests to obtain a driving licence. Responding to these road safety demands requires in particular the fixing of minimum conditions to which driving permits should be issued, the definition of the knowledge, skills and behaviour necessary for driving a motor vehicle, the structure of the driving test in relation to these concepts and a definition of the minimum standards as regards physical and mental fitness to drive these vehicles. In parallel it is necessary to pay particular attention to the possible means of obtaining these road safety goals such as those which promote the progressive access to different categories of permit, which check that drivers are maintaining the required skills and which fight against all possibilities of fraud.

In this context, greater account also needs to be taken of groups of drivers presenting specific needs or risks such as young drivers, the handicapped, elderly persons, as regards driving permits or road safety education. In an effort to reduce the excessively high accident risks among young and inexperienced drivers, several countries have successfully introduced stepwise access, from school age, to different categories of permit, combining it with specific provisions and continued training.

It is important to work at the same time on rehabilitating people who commit serious driving offences. Rehabilitation programmes already exist in certain countries and are showing interesting results, notably a reduction in the number of repeat offences. It would seem promising therefore to link a probationary or points-based permit system to rehabilitation courses which have to be taken to get back a permit after it has been withdrawn.

2.1.1.2 Special case of tunnels (*already adopted, annex to the report TRANS/WP.1/98*)

Tests (theory part) to obtain a driving permit for all categories of vehicles should include questions specifically concerning the special regulations for tunnels indicated by special road signs (Article 25 bis of the Vienna Convention on Road Traffic) as well as the correct behaviour to assume in particular situations, for example in the event of a vehicle

breakdown, congestion, accident or fire in a tunnel.

2.1.1.3 Driving permits and the 1968 Convention on Road Traffic (*Proposal made by the secretariat*)

The recent amendments to the 1968 Vienna Convention on Road Traffic, which entered into force on XXXX 2006, introduced a set of new provisions concerning national and international driving permits with the objective on the one hand of achieving greater security of international driving permits which had been the object of numerous cases of fraud, and on the other hand of harmonizing at the international level rules concerning national driving permits in order to facilitate international traffic. Contracting Parties have a transition period of 5 years from the entry into force of the amendments to take the necessary measures to introduce driving permits in their countries which conform to the new measures.

The object of the amendments is to:

2.1.1.3.1 *As concerns national driving permits:*

- Specify and reinforce the conditions for the issuance of permits, notably by imposing in national legislation the obligation on one hand to define the content and modalities of theory and practical tests, and on the other to fix the conditions for obtaining a driving permit (age, minimum requirements concerning the physical or mental aptitude to drive a motor vehicle, etc.);
- Harmonize the content of national driving permits at the international level by defining :
 - The categories and subcategories of driving permits authorised accompanied by the corresponding codes and pictogrammes;
 - The obligatory or optional elements which should appear on national driving permits.

In order to obtain the greatest harmonization at the international level, countries that are not Contracting Parties to the Convention are also invited to implement its provisions.

2.1.1.3.2 *As concerns international driving permits:*

- Reinforce the rules relating to the presentation of the international driving permit, in light of the increasingly frequent reports indicating a growing problem with the fraudulent issuance of these permits, notably by means of the internet. Therefore, in order to be recognised, this permit will have to be presented with the national permit on the basis of which it was issued.
- Specify the conditions for the issuance of international driving permits by Contracting Parties;
- Replace the existing model of the international driving permit in order to make the categories and subcategories of driving permit coherent with those of national driving permits.

Independently of these measures, countries should pay particular attention to certain fraudulent practices aimed at issuing international driving permits via the internet by organizations not authorized by national authorities.