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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Road Traffic Safety  
(Forty-eighth session, 20-22 March 2006,  
agenda item 5 (m))

**REVISION OF THE CONSOLIDATED RESOLUTION  
ON ROAD TRAFFIC (R.E.1)**

**Driving permit**

**Note by the secretariat**

The members of WP.1 will find below a draft text prepared by the representative of the European Commission and the secretariat concerning the driving permit. This draft essentially reproduces the content of the document circulated informally in English and French at the forty-seventh session.

## **R.E.1 - Section on the driving permit**

### **Chapter 2 (formerly 5) How to influence behaviour on the road**

#### **2.1 Educating road users**

*(Proposal submitted by Joël Valmain of the European Commission)*

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 importance of a positive attitude to effective countermeasures is a key strand of road safety work.

##### **2.1.1 Professional driving instruction**

###### **2.1.1.1 Driving permit**

*(Proposal submitted by Joël Valmain of the European Commission)*

Establishing driving permit legislation is 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 minimum conditions to be established for the issue of driving permits, 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. At the same time particular attention should be paid to possible means of attaining these road safety goals, such as promoting progressive access to different categories of permit, checking that drivers are maintaining the required skills and combating 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 and elderly persons, whether with regard to driving permits or to road safety education. In an effort to reduce the excessively high accident risks among young and inexperienced drivers, several countries have successfully introduced stepped access, from school age, to different categories of permit, combined 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 in order for a permit which has been withdrawn to be restored.

###### **2.1.1.1.1 Driving permits and the 1968 Convention on Road Traffic**

*(Proposal submitted by the secretariat)*

The amendments to the 1968 Vienna Convention on Road Traffic, which entered into force on 28 March 2006, introduced an entire 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 rules for national driving permits internationally in order to facilitate international traffic. The object of the amendments is to:

*With regard to national driving permits:*

- Specify and reinforce the conditions for the issuance of permits, notably by imposing in national legislation the obligation both to define the content and arrangements for theory and practical tests and to fix the conditions for obtaining a driving permit (age, minimum requirements concerning 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 authorized accompanied by the corresponding codes and pictograms;
  - The obligatory or optional features which should appear on national driving permits.

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

*With regard to international driving permits:*

- Reinforce the rules relating to the presentation of the international driving permit, in the light of the increasingly frequent reports indicating a growing problem with the fraudulent issuance of these permits, notably via the Internet. In order to be recognized, this permit will then 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 permits consistent 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.

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