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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

**Working Party on Road Traffic Safety**  
(Forty-ninth session, 27-30 June 2006,  
agenda item 3 (f))

**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 revised draft text concerning the driving permit that takes account of the comments on document ECE/TRANS/WP.1/2006/9 made at the forty-eighth session.

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

*Changes appear in bold*

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

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#### 2.1 Educating road users

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 such as the handicapped and elderly persons, or specific risks such as young drivers**, 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.

**Penalties for people who commit serious driving offences must naturally be commensurate with the gravity of the offence, but special attention should also be paid to rehabilitation, for example by introducing specific programmes for offenders. In countries that have introduced programmes of this kind the results, notably a reduction in the number of repeat offences, have been encouraging. Countries that also use a probationary or points-based permit system should explore the benefits of rehabilitation courses that offenders must take 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*

The amendments to the 1968 Vienna Convention on Road Traffic, which entered into force on 28 March 2006, introduced **inter alia** an entire set of new provisions concerning national and international driving permits. **The objectives were to harmonize [...] rules for national driving permits** and to achieve greater security of international driving permits which had been the object of numerous cases of fraud.

**These changes incorporate new provisions on:**

- **The conditions for the issuance of national driving permits.**
- **The harmonization of the content of national and international driving permits, for example references to obligatory and optional features, the categories and subcategories of driving permits (with pictograms), etc.**
- **The prevention of fraud involving international driving permits.**

**The corresponding provisions are in articles 41 and 42 and annexes 6 and 7 to the revised Vienna Convention on Road Traffic.**

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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