

Driving Permits

80th Session of WP.1
9 – 13 March 2020

Proposed amendments relating to Domestic
Driving Permits and International Driving
Permits in the 1968 Convention on Road
Traffic

Informal Document 15 Rev 1

Introduction

Amalgamated Option adopted at 79th Session:

- A DDP compliant with Annex 6 (of the 1968 Convention) and with minimum security features which are recognised at international level, **or**
- An IDP compliant with Annex 7 (of the 1968 Convention) and with minimum security features recognised at international level.
- Countries wishing to retain a DDP not compliant with Annex 6 for domestic use will have to issue an IDP compliant with Annex 7 to drivers who wish to travel internationally

Amendments

- Amendments are proposed to the following sections:
 - Article 41 – Driving Permits
 - Annex 6 – Domestic Driving Permit
 - Annex 7 – International Driving Permit
- Informal Group was unable to meet – comments were raised and resolved by email exchanges:
 - Specific comments raised by Belgium, Brazil, UK, FIA and ISO resolved.

Key aspects considered

- Issuing of IDP
 - Government authorities are responsible for the issuance of both documents.
 - The responsible government authority can mandate a national organisation of issuing IDPs on its behalf.
 - Issuing authorities must keep an up-to-date registry of all IDPs issued on its territory.
 - Government authorities must communicate to WP.1 a list of all mandated IDP issuers on their territory & designate an official national focal point.

Key aspects considered

- Issuing of IDP (continued)
 - IDPs issued in "1949" countries to be recognised under 1968 Convention if compliant with Annex 7.
 - IDP conforming to Annex 7 must be linked to DDP in such manner that IDP is cancelled upon suspension or cancellation of DDP by competent authority of issuing country.

Key aspects considered

- Security Features
 - Reference to ISO Standards instead of specifying specific features in Convention.
 - ECE/TRANS/WP.1/2018/1/Rev.2 tabled in 79th Session clarified that ISO standards are less prescriptive than the EC Directives to allow issuing authorities to select an affordable option within their budget.
 - ISO is not autonomous but a member organisation with voting rights for members – published standards result from fully inclusive process of several ballots by members.

Key aspects considered

- Security Features (continued)
 - ISO Standards are referenced in other legislation to future proof legislation which would otherwise be quickly rendered obsolete eg EC Reg No 383/2012 of 4 May 2012.
 - Example of not referencing ISO Standard: specification of contact microchip in driving licence in EC 3rd Driving Licence Directive in 2006 – at planned implementation in 2013, technology had moved on to “contactless” technology.
 - Separate presentation by ISO

Key aspects considered

- Additional provisions relating to DDP
 - Limited validity for novice drivers
 - Limited validity to apply increased frequency of medical checks
 - Limited validity to allow specific measures relating to restrictions for traffic offenders
- Minimum age for category D
 - Considered introducing 24 years but retained 21 years of age in Convention




Key aspects considered

- Elevating subcategories to full categories
 - A1, B1, C1 and D1 – Already used extensively as intermediate categories for A, B, C and D respectively
- New categories (already used by EU and others)
 - AM – persons who drive 2 and 3 wheelers and light quadricycles in traffic without any experience and end up being involved in an accident – Def moped?
 - A2 – gap between 125cc A1 and A is too large allowing driver (who may not be able to safely control a 1000cc motor cycle) to obtain a category A driving licence upon being tested on a 175cc motor cycle and get on the road on a 1000cc motor cycle



Key aspects considered

- Driver & Vehicle Restrictions
 - Extensive lists of restrictions in use internationally
 - ISO assessed lists of regional institutions and published list with codes without duplication of codes
 - ISO analysed restrictions used more than 99% worldwide

Code	Definition	Pictogram
01	Licence holder requires eyesight correction and/or protection	
03	Licence holder requires prosthetic device for the limbs	
78	Licence holder restricted to vehicles with automatic transmission ⁴	<i>AT</i>
S05	Licence holder restricted to vehicles adapted for physically disabled	



Key aspects considered

- Format of IDP – 2 options
 - Passport styled booklet, OR
 - Card, similar to DDP
- Analysis & cost ECE/TRANS/WP.1/2018/1/Rev.1
- Card, similar to DDP proposed
 - Inscription “International Driving Permit”
 - Lower cost than passport styled booklet
 - Security features and printing in conformance with ISO Standard
 - Greater harmonization & ease of interpretation by police officers of stand-alone IDP in absence of DDP

Conclusion

- Minimum security features for DDP
 - Reference to ISO Standard
- IDP on card similar to DDP
 - Promote harmonisation & interpretation by police & service providers when IDP is presented without DDP
- Future direction
 - Incorporate provision for Mobile Driving Permit (also referred to as Digital Driving Permit or eDriving Licence)
- Proposed Amendments to be tabled as formal document at next meeting