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Economic Commission for Europe

Inland Transport Committee

Global Forum for Road Traffic Safety

Eighty-sixth session

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Item 3 (b) (i) of the provisional agenda

Driving permits

Amendment proposal

Submitted by Denmark

This document, submitted by Denmark, presents potential conflicts regarding the 1968 Convention on Road Traffic and Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences.

MEMO

24.02.2023
2023-416664

Memo regarding an addition to informal document no. 2

Denmark has submitted an addition to informal document no. 2 for WP.1 Global Forum for Road Traffic Safety (86th session), prepared by The Fédération Internationale de l'Automobile (FIA).

Denmark wants to add to the update of ECE/TRANS/WP.1/2022/1/Rev.1 (a list of agencies authorized to issue IDPs), that under the qualification to apply for IDP, there shall be added: "Yes**". In Denmark, IDP can only be issued to a holder of local (Danish) driving licences only.

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Informal document

The amendment proposal of article 41, paragraph 4 (c)

In the current paragraph, the Contracting Parties may refuse to recognize the validity of category C, D, CE and DE driving permits in their territory if the driver's license holder is under 21 years of age. In the amendment proposal, categories C1, D1, C1E and D1E have been added.

The addition of C1 and C1E is problematic, as the European age requirements for category C1 and C1E are 18 years, which is why it can have consequences for all European driving license holders for these categories under 21 years of age when driving in contracting parties.

The amendment proposal of article 41, paragraph 1 (c)

The amendment proposal in relation to article 41, paragraph 1 (c), will result in the Contracting Parties being obligated to issue domestic driving permits in accordance with Annex 6 of the convention on Road Traffic. It is not an obligation today.

A new wording to the provision in question is proposed. It should state that the Contracting Parties are not obligated - but may issue driving permits in accordance with Annex 6. This will also lead to a better understanding of Article 41, paragraph 1 (a), according to which an international driving permit must be issued in accordance with the provisions of Annex 7 for international use, if the driving permit does not conform to the provisions of Annex 6.

The amendment proposal of Annex 6

The amendment proposal in relation to Annex 6, paragraph 8, imply that the Contracting Parties must issue domestic driving permits according to standard ISO/IEC18013-1. This may conflict with directive 2006/126/EC of the European Parliament and of the council of 20 December 2006 on driving licenses, as standard ISO/IEC18013-1 is not mentioned in the directive.

The amendment proposal in relation to Annex 6, paragraph 12, implies that the Contracting Parties issue domestic driving permits with a new code (S05). The code indicates that the license holder is restricted to vehicles adapted for the physically disabled. In addition, a total of 4 codes and their specific pictograms must be applied to the driver's permit if needed. The driving license directive regulates the appearance of EU driving permits and sets specific requirements for codes

and their meanings, including what else can be added to the driving permit. The amendment proposal for a new code and pictograms may conflict with the driving license directive.

Eventual conflicts relating to Annex 6 would be recommended to be submitted to the European Commission to determine whether the proposed amendments conflict with the driving license directive.

The amendment proposal of Annex 7

The amendment proposal in relation to Annex 7 implies that the Contracting Parties must issue international driving permits of the polymer document (credit card model). Today, it is a condition for validity that the international driving permit (the paper model) is presented with the corresponding domestic permit. With the proposed amendment, there will no longer be a requirement to present the international driving permit together with the national driving permit. The new form of the international driving permit can be considered as a "normal" driving permit, rather than a formal translation of the original driving permit. Therefore, it may conflict with the driving license directive, as according to the directive you may only be the holder of one driving permit.

Eventual conflicts relating to Annex 7 would be recommended to be submitted to the European Commission to determine whether the design of the new international driving permits is in conflict with the driving license directive, when the driving permit holder holds both an EU driving permit and an international driving permit - both of the form of a polymer document (credit card model).