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**REVIEW OF THE CONSOLIDATED RESOLUTION ON
ROAD SIGNS AND SIGNALS (R.E.1)**

Driving permits pursuant to the 1949 Convention

Submitted by the Russian Federation

**Different requirements for driving permits pursuant to the 1949
and 1968 Conventions on Road Traffic: Problems and solutions**

In September 2004, a series of amendments to the 1968 Convention on Road Traffic, the 1968 Convention on Road Signs and Signals and the 1971 European Agreements supplementing them, developed by the Working Party on Road Traffic Safety (WP.1) and approved by the Inland Transport Committee of the United Nations Economic Commission for Europe (UNECE) at its sixty-sixth session, were officially transmitted to the Secretary-General of the United Nations, Mr. Kofi Annan.

The amendments concern a number of important provisions of the Conventions and the European Agreements. Specifically, it is proposed to reformulate articles 41-43 of the Convention on Road Traffic and annexes 6 and 7 thereto, which deal with the issuance and recognition of international and domestic driving permits (IDPs and DDPs, respectively).

A small working group of experts was formed in 2001 from among members of WP.1 to formulate amendments. This working group comprised representatives from Israel, Luxembourg, the Russian Federation, Spain and the International Motorcycle Manufacturers' Association (IMMA), under the chairmanship of Mr. A.Y. Yakimov (Russian Federation).

In the course of its work, the working group studied international and national laws and regulations on the issuance, design and use of IDPs and DDPs. The group's findings reveal basic differences between the provisions of the 1949 and 1968 Conventions on Road Traffic. This question has become more important because some States have still not ratified the 1968 Convention.

The principal difference is that, under the 1949 Convention, a Contracting Party has the right to require a driver entering its territory to hold an IDP or a DDP conforming to the requirements of the Convention. By contrast, the 1968 Convention permits a foreign driver holding practically any DDP to operate a motor vehicle. If the permit does not conform to the requirements of the 1968 Convention and is not drawn up in the national language of the country concerned, an accompanying certified translation is sufficient.

Another important consideration is that countries that have ratified the 1949 Convention have the right to require a driver operating a vehicle in international traffic in their territories to hold an IDP, regardless of whether he holds a DDP. The 1968 Convention obliges Contracting Parties to recognize IDPs on the same footing as DDPs.

Under the 1968 Convention, Contracting Parties may refuse to recognize the validity in their territories, for the operation of motor vehicles in categories C, D and E, of driving permits issued to persons under 21 years of age. The 1949 Convention specifies a minimum age of 18 years for all categories of vehicles.

The definitions of vehicle categories differ. This is partly because the 1968 Convention uses a broader range of terms than the 1949 Convention, and also because of the transition to a uniform system of measurements (S1). In addition, the 1949 Convention does not allow for the possibility of introducing subcategories of vehicles in categories A to E.

The following differences exist between the model DDPs:

1. The 1949 Convention specifies requirements for the colour and format of the permit, and for the size of the photograph.
2. The permit number, the signature of the issuing authority and the signature of the holder of a permit drawn up in accordance with the 1949 Convention are not numbered.
3. A model DDP conforming to the 1949 Convention is not required to indicate the "valid until" date for each category of vehicle.

The differences between the model IDPs are more significant:

1. The validity of the IDPs differs. Whereas permits under the 1949 Convention are valid for one year, the 1968 Convention allows national legislations to establish permits for up to three years (but for no longer than the validity of the DDP on the basis of which the IDP is issued).
2. On the front cover of the permit, in addition to the items indicated on an IDP conforming to the 1949 Convention (place of issue, date of issue, seal or stamp of the issuing authority), the 1968 Convention provides for the number of the permit, its expiry date, the name of the authority which issued the permit, and the number of the DDP on the basis of which it was issued.
3. An IDP drawn up in accordance with the 1968 Convention makes provision for the name of the State where the holder normally resides (i.e. the country where the IDP is invalid).
4. An IDP issued in accordance with the 1949 Convention does not entitle the driver of a category B vehicle to operate such a vehicle coupled to a trailer whose permissible maximum mass exceeds 750 kg, provided that the combined permissible mass of the vehicles does not exceed 3,500 kg (as stipulated in article 41, paragraph 5, of the 1968 Convention).
5. In an IDP conforming to the 1968 Convention there is a space at the bottom of the inside page for noting restrictive conditions of use of the permit (e.g. "Must wear corrective lenses for driving"). In IDPs drawn up in accordance with the 1949 Convention, this space is reserved for endorsements to the effect that the holder has been deprived of the right to drive.

In the light of the foregoing, it would make sense to harmonize the 1949 and 1968 Conventions on Road Traffic in this area. Work on harmonization could take two approaches.

The first approach is ensuring ratification of the 1968 Convention by countries that are currently Contracting Parties to the 1949 Convention. To this end, the International Road Federation (IRF) has studied the status of basic international legal instruments on road traffic safety throughout UNECE member States (TRANS/WP.1/2004/1).

Pursuant to its findings, IRF has drawn up proposals on the advisability of applying the 1968 Conventions and the 1971 European Agreements supplementing them in countries that have not acceded to these instruments. This will make it possible to harmonize the requirements of national legislation not only in relation to driving permits but also in other areas (road traffic regulations, technical requirements for vehicles, etc.).

However, it should be borne in mind that States that have not acceded to the 1968 Conventions and the 1971 European Conventions might be ambivalent towards this proposal, given that the ratification of these instruments will require major efforts to align national legislation and significant expenditure to enforce the provisions of the Conventions and the European Agreements.

In order to obtain empirical information, the WP.1 secretariat, in coordination with the members of the small working group on driving permits under the 1949 Convention (Portugal, the Russian Federation, Spain and IMMA, chaired by the Russian Federation), has prepared and sent out to countries that have not ratified the 1968 Convention and the 1971 European Agreements a questionnaire on the reasons for their non-accession and the likelihood of their doing so. At the time of writing, no information has been published on the results of this survey.

A second approach is harmonization of the requirements of those sections of the 1949 and 1968 Conventions on Road Traffic that deal solely with driving permits. Accordingly, it is proposed to replace existing articles 24 and 25 and annexes 8-10 of the 1949 Convention by a new version of articles 41-43 and annexes 6 and 7 of the 1968 Convention. Specific proposals are set out in the annex to this unofficial document.

Annex to the unofficial document

Amend articles 24 and 25 of the 1949 Convention on Road Traffic as follows, adding a new article 25 bis:

Article 24

1. (a) Every driver must hold a driving permit;
 - (b) Contracting Parties undertake to ensure that driving permits are issued only after verification by the competent authorities that the driver possesses the required knowledge and skills; the persons authorized to check if drivers have the necessary knowledge and skills must have appropriate qualifications; the contents and procedure of both theoretical and practical exams are regulated by national legislation;
 - (c) Domestic legislation must lay down requirements for obtaining a driving permit. In particular, it shall specify the minimum ages for holding a permit, the medical conditions to be fulfilled and the conditions for passing the theoretical and practical exams;
 - (d) Nothing in this Convention shall be construed as preventing Contracting Parties or subdivisions thereof from requiring driving permits for other power-driven vehicles and mopeds.
2. (a) Contracting Parties shall recognize:
 - (i) Any domestic permit conforming to the provisions of annex 8 to this Convention;
 - (ii) Any international permit conforming to the provisions of annex 9 to this Convention, on condition that it is presented with the corresponding domestic driving permit,

as valid for driving in their territories a vehicle coming within the categories covered by the permits, provided that the permits are still valid and that they were issued by another Contracting Party or subdivision thereof or by an association duly empowered thereto by such other Contracting Party or one of its subdivisions;

(b) Driving permits issued by a Contracting Party shall be recognized in the territory of another Contracting Party until this territory becomes the place of normal residence of their holder;

(c) The provisions of this paragraph shall not apply to learner-driver permits.

3. Domestic legislation may limit the period of validity of a domestic driving permit. The period of validity of an international permit shall be either no more than three years after the date of issue or until the date of expiry of the domestic driving permit, whichever is earlier.

4. Notwithstanding the provisions of paragraphs 1 and 2:

(a) Where the validity of the driving permit is made subject by special endorsement to the condition that the holder shall wear certain devices or that the vehicle shall be equipped in a certain way to take account of the driver's disability, the permit shall not be recognized as valid unless those conditions are observed;

(b) Contracting Parties may refuse to recognize the validity in their territories of driving permits held by persons under 18 years of age;

(c) Contracting Parties may refuse to recognize the validity in their territories, for the driving of motor vehicles or combinations of vehicles in categories C, D, CE and DE referred to in annexes 8 and 9 to this Convention, of driving permits held by persons under 21 years of age.

5. An international permit shall be issued only to the holder of a domestic permit for the issue of which the minimum conditions laid down in this Convention have been fulfilled. An international driving permit shall only be issued by the Contracting Party in whose territory the holder has his normal residence and which issued the domestic driving permit or which recognized the driving permit issued by another Contracting Party; it shall not be valid for use in that territory.

6. The provisions of this article shall not require Contracting Parties:

(a) To recognize the validity of domestic permits issued in the territory of another Contracting Party to persons who had their normal residence in their territories at the time of such issue or whose normal residence has been transferred to their territories since such issue;

(b) To recognize the validity of domestic permits issued to drivers whose normal residence at the time of such issue was not in the territory in which the permit was issued or who since such issue have transferred their residence to another territory.

Article 25

1. Contracting Parties or subdivisions thereof may withdraw from a driver the right to use his domestic or international driving permit in their territories if he commits in their territories a breach of their regulations rendering him liable under their legislations to the forfeiture of his permit. In such a case the competent authority of the Contracting Party or subdivision thereof withdrawing the right to use the permit may:

(a) Withdraw and retain the permit until the period of the withdrawal of use expires or until the holder leaves its territory, whichever is the earlier;

(b) Notify the withdrawal of the right to use the permit to the authority by or on behalf of which the permit was issued;

(c) In the case of an international permit, enter in the space provided for the purpose an endorsement to the effect that the permit is no longer valid in its territories;

(d) Where it has not applied the procedure for which provision is made in subparagraph (a) of this paragraph, supplement the communication referred to in subparagraph (b) by requesting the authority which issued the permit, or on behalf of which the permit was issued, to notify the person concerned of the decision taken with regard to him.

2. Contracting Parties shall endeavour to notify the persons concerned of the decisions communicated to them in accordance with the procedure laid down in paragraph 1 (d) of this article.

3. Nothing in this Convention shall be construed as prohibiting Contracting Parties or subdivisions thereof from preventing a driver holding a domestic or international driving permit from driving if it is evident or proved that his condition is such that he is unable to drive safely or if the right to drive has been withdrawn from him in the State in which he has his normal residence.

Article 25 bis

1. Contracting Parties shall issue domestic driving permits in accordance with the new provisions of annex 8 at the latest five years after their entry into force. Domestic driving permits issued in accordance with the earlier provisions of article 24 and annex 8 to this Convention prior to the expiry of this period shall be recognized as long as they are valid.

2. Contracting Parties shall issue international driving permits in accordance with the new provisions of annex 9 at the latest five years after their entry into force. International driving permits issued in accordance with the earlier provisions of article 24 and annex 9 to this Convention prior to the expiry of this period shall be valid according to the conditions defined in article 24, paragraph 3.

Replace annexes 8-10 of the 1949 Convention on Road Traffic by the following versions of annexes 8 and 9:

Annex 8

MODEL DOMESTIC DRIVING PERMIT

1. A domestic driving permit shall take the form of a document.
2. The permit may be made of plastic or paper. The preferred format for the plastic permit shall be 54 x 86 mm in size. The preferred colour of the permit shall be pink; the print and spaces for the entries to be made shall be defined by domestic legislation subject to the provisions of paragraphs 6 and 7.
3. On the front side of the permit is the title "Driving Permit" in the domestic language (domestic languages) of the country issuing the permit, as well as the name and/or the distinguishing sign of the country which issued the permit.
4. It is compulsory to indicate in the permit the data listed under the numbers given below:
 1. Family name;
 2. Given name, other names;
 3. Date and place of birth;¹
 - 4 (a) Date of issue;
 - 4 (b) Expiry date;
 - 4 (c) Name or stamp of the authority which issued the permit;
 5. Number of the permit;
 6. Photograph of the holder;
 7. Signature of the holder;
 9. Categories (subcategories) of vehicles for which the permit is valid;
 12. Additional information or limitations for each category (subcategory) of vehicles in coded form.

¹ The place of birth may be replaced by other particulars defined by domestic legislation.

5. If additional information is required by domestic legislation, it shall be entered on the driving permit under the numbers given below:

- 4 (d) Identification number for the purposes of registration, other than the number under 5 of paragraph 4;
8. Place of normal residence;
10. Date of issue for each category (subcategory) of vehicles;
11. Expiry date for each category (subcategory) of vehicles;
13. Information for purposes of registration in the case of a change in country of normal residence;
14. Information for purposes of registration or other information related to road traffic safety.

6. All the entries on the permit shall be made only in Latin characters. If other characters are used, the entries shall also be transliterated into the Latin alphabet.

7. The information under numbers 1-7 in paragraphs 4 and 5 should preferably be on the same side of the permit. The spaces for other data under numbers 8-14 in paragraphs 4 and 5 should be set by domestic legislation. Domestic legislation may also allocate a space on the permit for the inclusion of electronically stored information.

8. The categories of vehicles for which the driving permit may be valid are the following:

- A. Motorcycles;
- B. Motor vehicles, other than those in category A, having a permissible maximum mass not exceeding 3,500 kg and not more than eight seats in addition to the driver's seat; or motor vehicles of category B coupled to a trailer the permissible maximum mass of which does not exceed 750 kg; or motor vehicles of category B coupled to a trailer the permissible maximum mass of which exceeds 750 kg but does not exceed the unladen mass of the motor vehicle, where the combined permissible maximum mass of the vehicles so coupled does not exceed 3,500 kg;
- C. Motor vehicles, other than those in category D, having a permissible maximum mass exceeding 3,500 kg; or motor vehicles of category C coupled to a trailer the permissible maximum mass of which does not exceed 750 kg;
- D. Motor vehicles used for the carriage of passengers and having more than eight seats in addition to the driver's seat; or motor vehicles of category D coupled to a trailer the permissible maximum mass of which does not exceed 750 kg;

- BE. Motor vehicles of category B coupled to a trailer the permissible maximum mass of which exceeds 750 kg and exceeds the unladen mass of the motor vehicle; or motor vehicles of category B coupled to a trailer the permissible maximum mass of which exceeds 750 kg, where the combined permissible maximum mass of the vehicles so coupled exceeds 3,500 kg;
 - CE. Motor vehicles of category C coupled to a trailer whose permissible maximum mass exceeds 750 kg;
 - DE. Motor vehicles of category D coupled to a trailer whose permissible maximum mass exceeds 750 kg.
9. Under categories A, B, C, CE, D and DE, domestic legislation may introduce the following subcategories of vehicles for which the driving permit may be valid:
- A1. Motorcycles with a cubic capacity not exceeding 125 cm³ and a power not exceeding 11 kW (light motorcycles);
 - B1. Motor tricycles and quadricycles;
 - C1. Motor vehicles, with the exception of those in category D, the permissible maximum mass of which exceeds 3,500 kg but does not exceed 7,500 kg; or motor vehicles of subcategory C1 coupled to a trailer, the permissible maximum mass of which does not exceed 750 kg;
 - D1. Motor vehicles used for the carriage of passengers and having more than 8 seats in addition to the driver's seat but not more than 16 seats in addition to the driver's seat; or motor vehicles of subcategory D1 coupled to a trailer, the permissible maximum mass of which does not exceed 750 kg;
 - C1E. Motor vehicles of subcategory C1 coupled to a trailer the permissible maximum mass of which exceeds 750 kg but does not exceed the unladen mass of the motor vehicle, where the combined permissible maximum mass of the vehicles so coupled does not exceed 12,000 kg;
 - D1E. Motor vehicles of subcategory D1 coupled to a trailer, not used for the carriage of persons, the permissible maximum mass of which exceeds 750 kg but does not exceed the unladen mass of the motor vehicle, where the combined permissible maximum mass of the vehicles so coupled does not exceed 12,000 kg.
10. Domestic legislation may introduce categories and subcategories of vehicles other than those listed above. The designations of such categories and subcategories should not resemble the symbols used in the Convention to designate categories and subcategories of vehicles; another type of print should also be used.
11. The categories (subcategories) of vehicles for which the permit is valid shall be represented by the pictograms in the table below.

Category code/Pictogram	Subcategory code/Pictogram
A 	A1 
B 	B1 
C 	C1 
D 	D1 
BE 	
CE 	C1E 
DE 	D1E 

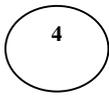
Annex 9

MODEL INTERNATIONAL DRIVING PERMIT

1. The permit shall be a booklet in format A6 (148x105 mm). The cover shall be grey and the inside pages white.
2. The outside and inside of the front cover shall conform, respectively, to model pages Nos. 1 and 2 below; they shall be printed in the national language, or in at least one of the national languages, of the issuing State. The last two inside pages shall be facing pages conforming to model No. 3 below; they shall be printed in French. The inside pages preceding these two pages shall repeat the first of them in several languages, which must include English, Russian and Spanish.
3. Handwritten or typed entries made on the permit shall be in Latin characters or in English cursive script.
4. Contracting Parties issuing or authorizing the issuance of international driving permits of which the cover is printed in a language other than English, French, Russian or Spanish shall communicate to the Secretary-General of the United Nations the translation into that language of the text of model page No. 3 below.

MODEL PAGE NO. 1

Outside of front cover

.....	1
International Motor Traffic	
INTERNATIONAL DRIVING PERMIT	
No.	
Convention on Road Traffic of 19 September 1949	
Valid until:	2
Issued by:	
At:	
Date:	
Number of domestic driving permit:	
.....	
.....	3
	

¹ Name of the issuing State and its distinguishing sign as defined in annex 3.

² Either no more than three years after the date of issue or the date of expiry of the domestic driving permit, whichever is earlier.

³ Signature of the authority or association issuing the permit.

⁴ Seal or stamp of the authority of association issuing the permit.

MODEL PAGE No. 2

Inside of front cover

This permit is not valid for the territory of
.....
.....¹

It is valid for the territories of all the other Contracting Parties on condition that it is presented with the corresponding domestic driving permit. The categories of vehicles for which the permit is valid are stated at the end of the booklet.

2

This permit shall cease to be valid in the territory of another Contracting Party if its holder establishes his normal residence there.

¹ Enter here the name of the Contracting Party in which the holder is normally resident.

² Space reserved for a list of the States which are Contracting Parties (optional).

MODEL 3
Left-hand page

PARTICULARS CONCERNING THE DRIVER	
Family name:	1.
Given name, other names:	2.
Place of birth: ¹	3.
Date of birth:	4.
Place of normal residence: ²	5.
CATEGORIES AND SUBCATEGORIES OF VEHICLES, WITH THE CORRESPONDING CODES, FOR WHICH THE PERMIT IS VALID	
Category code/Pictogram	Subcategory code/Pictogram
A 	A1 
B 	B1 
C 	C1 
D 	D1 
BE 	
CE 	C1E 
DE 	D1E 
RESTRICTIVE CONDITIONS OF USE ³	

¹ The place of birth may be replaced by other particulars defined by domestic legislation.

² To be completed when required by domestic legislation.

³ For example, "Must wear corrective lenses", "Valid only for driving vehicle No. ...", "Vehicle must be equipped to be driven by a one-legged person".

MODEL 3
Right-hand page

1. 2. 3. 4. 5.	
STAMP ⁴	STAMP ⁴	
A	A1	<div style="border: 1px solid black; width: 150px; height: 150px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> <div style="border: 1px solid black; width: 100%; height: 100%; display: flex; align-items: center; justify-content: center;"> <div style="border: 1px solid black; width: 80%; height: 80%; display: flex; align-items: center; justify-content: center;"> <p>Photograph</p> </div> <div style="border: 1px solid black; width: 20%; height: 20%; border-radius: 50%; display: flex; align-items: center; justify-content: center; margin-top: 20px;"> <p>4</p> </div> </div> </div> <p>Signature of the holder:</p>
B	B1	
C	C1	
D	D1	
BE		
CE	C1E	
DE	D1E	
DISQUALIFICATIONS:		
The holder is deprived of the right to drive		<div style="border: 1px solid black; width: 40px; height: 40px; border-radius: 50%; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> <p>6</p> </div>
in the territory of ⁵ until		
At on		<div style="border: 1px solid black; width: 40px; height: 40px; border-radius: 50%; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> <p>6</p> </div>
The holder is deprived of the right to drive		<div style="border: 1px solid black; width: 40px; height: 40px; border-radius: 50%; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> <p>6</p> </div>
in the territory of ⁵ until		
At on		<div style="border: 1px solid black; width: 40px; height: 40px; border-radius: 50%; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> <p>6</p> </div>

⁴ Seal or stamp of the authority or association issuing the permit. This seal or stamp shall be affixed against the designation of the categories or subcategories only if the holder is licensed to drive the appropriate vehicles.

⁵ Name of State.

⁶ Signature and seal or stamp of the authority which has invalidated the permit in its territory. If the spaces provided for disqualifications on this page have already been used, any further disqualifications should be entered overleaf.