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Working Party on Road Traffic Safety**Sixty-fourth session**

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Item 5(b) of the provisional agenda

Convention on Road Traffic (1968)-**Other issues: Driving Permits and Distinguishing Signs****Options for the Removal of the Discrepancies in the Driving Permit/Licence Categories between the 1968 Convention and the European Union Driving Licence Directive****Submitted by International Organization for Standardization^{1, 2}****I. Introduction**

1. Pursuant to the discussions at the sixty-third session regarding the discrepancies between the driving permit/licence categories in the March 2006 amendment of the 1968 Convention on Road Traffic and the European Union Third Driving Licence Directive of December 2006 (2006/126/EC), and the decision to establish an informal expert group to consider the details of the discrepancies and make recommendations to WP.1 for the removal of such discrepancies, this document describes possible options for the removal of the discrepancies in the driving permit/licence categories and/or authorisations afforded by such categories for the consideration of WP.1 at the sixty-fourth session.

II. Background

2. An amendment of the 1968 Convention entered into force on 28 March 2006 and introduced a number of changes to Article 41 which describes the provisions relating to Driving Permits, Annex 6 which describes the provisions relating to Domestic Driving Permits and Annex 7 which describes the provisions relating to International Driving Permits. In accordance with the Transitional Provisions (Article 43), Contracting Parties are

¹ In accordance with the programme of work of the Inland Transport Committee for 2012–2013 (ECE/TRANS/2012/9, cluster C, page 9) the Working Party on Road Traffic Safety (WP.1) examines matters and adopts measures aimed at improving road traffic safety. The present document is submitted in conformity with that mandate.

² The information in this document is reproduced as it was received by the secretariat.

compelled to issue both domestic and international driving permits in accordance with the new provisions at the latest 5 years after their entry into force – that is from 29 March 2011.

3. The European Commission introduced a number of changes to the driving licence provisions applicable to EU member States in the EU Driving Licence Directive 2006/126/EC published on 20 December 2006. This Directive introduced a number of technological advancements relating to the format of the driving licence and the security of the document to counter forgery, amongst others that it be made of polycarbonate (instead of paper), include a minimum number of the prescribed security features and that it may include a microchip (contactless integrated circuit) in accordance with the technical requirements to be published at a future date. Furthermore, it also introduced new driving licence categories and changes to the description of the authorisations of certain existing categories. All EU member States are required to adopt and publish enabling legislation by 19 January 2011 and issue their driving licences in accordance with the Directive from 19 January 2013.

III. Discrepancies

4. The discrepancies identified in the driving permit/licence categories and the definitions of the authorisation afforded by a particular permit/licence category between the 1968 Convention and the EU Directive are highlighted in the tables below by means of a single underlining in the definitions of the 1968 Convention and a double underlining in the definitions of the EU Directive.

Table 1

Categories of vehicles in paragraph 8 of Annex 6 of the Convention

<i>Code</i>	<i>1968 Convention Definition (28 March 2006 amendment)</i>	<i>EU 3rd Directive Definition (Directive 2006/126/EC of 20 December 2006)</i>
A	Motorcycles	Motorcycles, with or without a sidecar and <u>motor tricycles with a maximum design speed of more than 45 km/h and power exceeding 15kW</u>
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 <u>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.</u>	Motor Vehicles with a maximum authorised mass not exceeding 3,500kg and <u>designed and constructed for the carriage of no more than eight passengers in addition to the driver</u> ; motor vehicles in this category may be combined with a trailer having a maximum authorised mass which does not exceed 750kg. <u>Without prejudice to the provisions of type approval rules for the vehicles concerned, motor vehicles in this category may be combined with a trailer with a maximum authorised mass exceeding 750kg provided, that after training has been completed and a test of skills and behaviour has been passed by the driver, the maximum authorised mass of this combination does not exceed 4,250kg.</u>
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.	Motor vehicles other than those in categories <u>D1 or D</u> , whose maximum authorised mass is over 3,500kg and <u>which are designed and constructed for the carriage of no more than eight passengers in addition to the driver</u> ; motor vehicles in this category may be combined with a trailer having a maximum authorised mass which does not exceed 750kg.
D	Motor vehicles used for the carriage of	Motor vehicles <u>designed and constructed for</u>

<i>Code</i>	<i>1968 Convention Definition (28 March 2006 amendment)</i>	<i>EU 3rd Directive Definition (Directive 2006/126/EC of 20 December 2006)</i>
	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.	the carriage of more than eight <u>passengers</u> in addition to the driver; motor vehicles in this category may be combined with a trailer having a maximum authorised mass which does not exceed 750kg.
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 <u>exceeds</u> 3,500 kg.	Without prejudice to the provisions of type approval rules for the vehicles concerned, combinations of vehicles consisting of a motor vehicle in category B and a trailer or <u>semi-trailer</u> where the maximum authorised mass of the trailer or semi-trailer <u>does not exceed 3,500kg.</u>
CE	Motor vehicles of category C coupled to a trailer whose permissible maximum mass exceeds 750 kg.	Without prejudice to the provisions of type approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle in Category C above and its trailer or <u>semi-trailer</u> has a maximum authorised mass exceeding 750kg.
DE	Motor vehicles of category D coupled to a trailer whose permissible maximum mass exceeds 750 kg.	Without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category D and its trailer has a maximum authorised mass of over 750kg.

Table 2
Subcategories of vehicles in paragraph 9 of Annex 6 of the Convention

<i>Code</i>	<i>1968 Convention Definition (28 March 2006 amendment)</i>	<i>EU 3rd Directive Definition (Directive 2006/126/EC of 20 December 2006)</i>
AM		<u>Two-wheel and three-wheel</u> vehicles with a maximum design speed of not more than 45 km/h and <u>light quadricycles.</u>
A1	Motorcycles with a cubic capacity not exceeding 125 cm ³ and a power not exceeding 11 kW (light motorcycles).	Motorcycles with a cylinder capacity not exceeding 125cm ³ and of a power not exceeding 11kW _e with or without a sidecar, <u>and motor tricycles</u> with a power not exceeding 15kW.
A2		Motorcycles with or without a sidecar of a power not exceeding 35kW.
B1	<u>Motor tricycles and quadricycles.</u>	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.	Motor vehicles other than those in Category D and whose maximum authorised mass is over 3,500kg but not more than 7,500kg; <u>designed and constructed for the carriage of no more than eight passengers in addition to the driver;</u> motor vehicles in this category may be combined with a trailer having a maximum authorised mass which does not exceed 750kg.
D1	Motor vehicles used for the carriage of passengers and having more than 8 <u>seats</u>	Motor vehicles designed and constructed for the carriage of no more than 16 <u>passengers</u> in

Code	1968 Convention Definition (28 March 2006 amendment)	EU 3 rd Directive Definition (Directive 2006/126/EC of 20 December 2006)
	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.	addition to the driver <u>and with a maximum length not exceeding 8m</u> ; motor vehicles in this category may be combined with a trailer having a maximum authorised mass not exceeding 750kg.
C1E	Motor vehicles of subcategory C1 coupled to a trailer the permissible maximum mass of which exceeds 750 kg <u>but does not exceed the unladen mass of the motor vehicle</u> , where the combined permissible maximum mass of the vehicles so coupled does not exceed 12,000 kg.	Without prejudice to the provisions of type approval rules for the vehicles concerned, combinations of vehicles in category C1 above combined with a trailer having a maximum authorised mass exceeding 750kg provided that the maximum authorised mass of the combination does not exceed 12,000kg. <u>Without prejudice to the provisions of type approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in Category B and its trailer has an authorised mass of over 3,500kg provided that the authorised mass of the combination does not exceed 12,000kg.</u>
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 <u>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.</u>	Without prejudice to type approval rules, motor vehicles in category D1 above combined with a trailer having a maximum authorised mass exceeding 750kg.

IV. Analysis

5. It may be argued that the discrepancies are not significant, that it only affects member countries of the EU and that the vehicles involved are unlikely to be used in international traffic. Other arguments may point towards the provisions of the Convention relating to the definition of additional licence categories for domestic purposes. But such arguments do not take cognisance of the following:

(a) The provisions in the Convention to which any domestic driving licence category definition has to comply; and

(b) In terms of the Convention, a domestic permit which does not fully comply with the provisions of the Convention is not recognised for international use irrespective of whether a vehicle of any of the categories in contention is being driven in international traffic or not.

6. Amongst others, the following definitions and references in the Convention are of importance in this regard:

(a) Article 1, Subparagraph (n) amongst others states

“Contracting Parties may also treat as motorcycles **in their domestic legislation** three-wheeled vehicles whose unladen mass does not exceed 400 kg.” *<emphasis added>*

Subparagraph (n) of Paragraph 3 of the Annex to the European Agreement Supplementing the 1968 Convention on Road Traffic, done at Geneva on 1 May 1971, requires the Contracting Parties (the EU Member States) to treat such three-wheeled vehicles as motorcycles in their domestic legislation by stating:

“Three-wheeled vehicles whose unladen mass does not exceed 400 kg **shall** be treated as motorcycles.” *<emphasis added>*

(b) However, Article 41, Subparagraph 2(a) states

“Contracting Parties shall recognize”

- (i) Any **domestic permit conforming to the provisions of Annex 6 to this Convention;***<emphasis added>*
- (ii) Any international permit conforming to the provisions of Annex 7 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....”

(c) Annex 6, Subparagraph 8 states

“The categories of vehicles for which the driving permit may be valid are the following:”

and then lists amongst others the following categories:

- “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;”

(d) Annex 6, Subparagraph 9 states

“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:” *<emphasis added>*

and then lists amongst others the following categories:

- “A1. Motorcycles with a cubic capacity not exceeding 125 cm³ and a power not exceeding 11 kW (light motorcycles);
- B1. Motor tricycles and quadricycles;
- 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.”

(e) **Annex 6, Subparagraph 10 states**

“**Domestic legislation** may introduce categories and subcategories of vehicle 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.” *<emphasis added>*

(f) **Annex 6, Subparagraph 11 depicts the following pictograms**

A motor cycle (2 wheeled vehicle) for category A and subcategory A1:



A tricycle (3 wheeled vehicle) for subcategory B1:



(g) **Annex 7, Model 3 left hand page depicts exactly the same symbols and pictographs than those defined in Annex 6 and the right hand page depicts the same symbols again**

7. The following conclusions can be drawn from the above:

(a) The treatment of three-wheeled vehicles as motor cycles is limited to domestic arrangements of a member and not the international movement of road traffic. If it was the intention to extend this arrangement to international traffic, the definition in the Convention would not have specifically referred to domestic legislation, but would have included three-wheeled vehicles in the definition of motor cycle *per se* without any qualification;

(b) The Contracting Parties to the 1968 Convention shall only recognise a domestic permit if the permit conforms to the provisions of Annex 6 of Convention.

(c) A domestic licence that uses the same designations for domestic categories and subcategories of vehicles than the symbols used in Annex 6 of the Convention, whilst the definition of the authorisation afforded does not correspond (viz **A** for motor cycles in the Convention vs **A** for motor cycles including three-wheeled vehicles in domestic legislation and **B1** for Motor tricycles and quadricycles in the Convention vs **B1** for Quadricycles only in domestic legislation) does not conform to Annex 6.

(d) Likewise, the Contracting Parties to the 1968 Convention shall only recognise an international permit if the permit conforms to the provisions of Annex 7 of Convention, of which the left hand page of Model 3 depicts the pictographs of a motor cycle for categories **A** and **A1** and the pictograph of a tricycle for category **B1** in conformance with the definition tricycle and quadricycle for such pictograph in Annex 6.

(e) If the vehicle categories authorised by a particular symbol on a domestic permit that accompanies the international permit is in conflict with the vehicle categories

authorised by that same symbol on the international permit, then the domestic permit does not conform with the Convention.

(f) Should a Contracting Party wish to treat three-wheeled vehicles as motor cycles in its domestic legislation, it would have to assign a new symbol to such vehicle category such as **A^{EU}** or **A1^{EU}**, or any other symbol that has not been assigned already in Annex 6 of the Convention such as **A3**.

(g) In the case of the Moped vehicle category defined by the EU to include light two-wheel and three-wheel vehicles and light quadricycles, the Convention has not already assigned the symbol AM and hence that could be used on the domestic permit without being in conflict with the provisions of Annex 6 of the Convention.

(h) **B1** cannot be used by the EU to define a vehicle category limited to "Quadricycles" only, as the Convention has already assigned **B1** to the vehicle category inclusive of both "Tricycles and quadricycles".

(i) Likewise **B** cannot be used by the EU to extend the authorisation for drivers who have completed further training and a test of skills to be allowed to combine motor vehicles in this category with a trailer with a maximum authorised mass exceeding 750kg, provided that the maximum authorised mass of this combination does not exceed 4,250kg.

(j) Similarly **C1E** cannot be used by the EU to extend the authorisation to a combination of vehicles where the tractor vehicle is in Category B and its trailer has an authorised mass of over 3,500kg provided that the authorised mass of the combination does not exceed 12,000kg.

V. Options

8. The possible options available for the removal of the discrepancies identified above and which will also render the EU driving licence in conformance with Annex 6 of the Convention, are listed in the tables below.

Table 3

Change options for categories of vehicles in paragraph 8 of Annex 6 of the Convention

Code	1968 Convention Definition (28 March 2006 amendment)	EU 3 rd Directive Definition (Directive 2006/126/EC of 20 December 2006)	Change Options
A	Motorcycles.	Motorcycles, with or without a sidecar <u>and motor tricycles with a maximum design speed of more than 45 km/h and power exceeding 15kW.</u>	A change must be made. EU to either: Change the definition back to "Motorcycles, with or without a sidecar" <u>or</u> Assign another code and pictogram that has not been assigned in the Convention such as A ^{EU} or A3 (A1 and A2 are already assigned).
B	Motor vehicles, other than those in category A, having a permissible maximum mass not exceeding 3,500 kg and not more than eight <u>seats</u> 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	Motor Vehicles with a maximum authorised mass not exceeding 3,500kg and <u>designed and constructed for the carriage of no more than eight passengers</u> in addition to the driver; motor vehicles in this category may be combined with a trailer having a maximum authorised mass which does not exceed 750kg.	No change is proposed regarding the wording of the number of seats relative to designed and constructed for the carriage of the same number of passengers, as the authority afforded in both cases is the same. A change must be made with regard to the extended

Code	1968 Convention Definition (28 March 2006 amendment)	EU 3 rd Directive Definition (Directive 2006/126/EC of 20 December 2006)	Change Options
	exceed 750 kg; or motor vehicles of category B coupled to a trailer the permissible maximum mass of which exceeds 750 kg <u>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.</u>	<u>Without prejudice to the provisions of type approval rules for the vehicles concerned, motor vehicles in this category may be combined with a trailer with a maximum authorised mass exceeding 750kg provided, that after training has been completed and a test of skills and behaviour has been passed by the driver, the maximum authorised mass of this combination does not exceed 4,250kg^a.</u>	maximum authorised mass of the combination of vehicles up to 4,250kg. EU to either: Change the definition back to the "combined permissible maximum mass of the combination of vehicles does not exceed 3,500 kg" <u>and</u> include an additional information code 96 against the category B of only those drivers who have actually passed the skills test, <u>or</u> Assign another code and pictogram that has not been assigned in the Convention such as B ^{EU} or B2 (B1 is already assigned).
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.	Motor vehicles other than those in categories <u>D1 or D</u> , whose maximum authorised mass is over 3,500kg <u>and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver; motor vehicles in this category may be combined with a trailer having a maximum authorised mass which does not exceed 750kg.</u>	No change is proposed regarding the inclusion of category D1 in the definition, as category D supersedes category D1. No change is proposed regarding the reference to "designed and constructed for the carriage of no more than eight passengers in addition to the driver" as the exclusion of "motor vehicles, other than those in category D" already introduces the restriction in the definition.
D	Motor vehicles used for the carriage of passengers and having more than eight <u>seats</u> in addition to the driver's <u>seat</u> ; or motor vehicles of category D coupled to a trailer the permissible maximum mass of which does not exceed 750 kg.	Motor vehicles <u>designed and constructed</u> for the carriage of more than eight <u>passengers</u> in addition to the driver; motor vehicles in this category may be combined with a trailer having a maximum authorised mass which does not exceed 750kg.	No change is proposed regarding the wording of the number of seats relative to designed and constructed for the carriage of the same number of passengers, as the authority afforded in both cases is the same.
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	Without prejudice to the provisions of type approval rules for the vehicles concerned, combinations of vehicles consisting of a motor vehicle in category B and a trailer <u>or semi-trailer</u> where the maximum authorised mass	No change is proposed regarding the inclusion of "semi-trailer" in the definition, as the definition of "trailer" already includes a semi-trailer. Article 1 of the Convention reads:

<i>Code</i>	<i>1968 Convention Definition (28 March 2006 amendment)</i>	<i>EU 3rd Directive Definition (Directive 2006/126/EC of 20 December 2006)</i>	<i>Change Options</i>
	trailer the permissible maximum mass of which exceeds 750 kg, where the combined permissible maximum mass of the vehicles so coupled <u>exceeds</u> 3,500 kg.	of the trailer or semi-trailer <u>does not exceed</u> 3,500kg.	"(q) "Trailer" means any vehicle designed to be drawn by a power-driven vehicle and includes semi-trailers;" No change is proposed regarding the reference to the "maximum authorised mass of the trailer or semi-trailer does not exceed 3,500kg" as the combination mass of the trailer and the tractor vehicle from category B may exceed 3,500kg and the definition in the Convention allows the combined permissible maximum mass of the combination of vehicles to exceed 3,500kg.
CE	Motor vehicles of category C coupled to a trailer whose permissible maximum mass exceeds 750 kg.	Without prejudice to the provisions of type approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle in Category C above and its trailer <u>or semi-trailer</u> has a maximum authorised mass exceeding 750kg.	No change is proposed regarding the inclusion of "semi-trailer" in the definition, as the definition of "trailer" already includes a semi-trailer. Article 1 of the Convention reads: "(q) "Trailer" means any vehicle designed to be drawn by a power-driven vehicle and includes semi-trailers;"
DE	Motor vehicles of category D coupled to a trailer whose permissible maximum mass exceeds 750 kg.	Without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category D and its trailer has a maximum authorised mass of over 750kg.	No change required.

Table 4
Change options for subcategories of vehicles in paragraph 9 of Annex 6 of the Convention

<i>Code</i>	<i>1968 Convention Definition (28 March 2006 amendment)</i>	<i>EU 3rd Directive Definition (Directive 2006/126/EC of 20 December 2006)</i>	<i>Change Options</i>
AM		<u>Two-wheel and three-wheel</u> vehicles with a maximum design speed of not more than 45 km/h and <u>light quadricycles</u>	No change is required for this new category defined in the EU Directive as the category AM is not assigned in the Convention.

Code	1968 Convention Definition (28 March 2006 amendment)	EU 3rd Directive Definition (Directive 2006/126/EC of 20 December 2006)	Change Options
A1	Motorcycles with a cubic capacity not exceeding 125 cm ³ and a power not exceeding 11 kW (light motorcycles).	Motorcycles with a cylinder capacity not exceeding 125cm ³ and of a power not exceeding 11kW, with or without a sidecar, and motor tricycles with a power not exceeding 15kW.	A change must be made. EU to either: Change the definition back to "Motorcycles with a cylinder capacity not exceeding 125cm ³ and of a power not exceeding 11kW, with or without a sidecar" or Assign another code and pictogram that has not been assigned in the Convention such as A1EU or A3 (A2 is already assigned).
A2		Motorcycles with or without a sidecar of a power not exceeding 35kW.	No change is required for this new category defined in the EU Directive as the code A2 is not assigned in the Convention.
B1	<u>Motor tricycles and quadricycles.</u>	Quadricycles.	A change must be made. EU to either: Change the definition back to "Motor tricycles and quadricycles" <u>or</u> Assign another code and pictogram that has not been assigned in the Convention such as B1 ^{EU} or B2.
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.	Motor vehicles other than those in Category D and whose maximum authorised mass is over 3,500kg but not more than 7,500kg; <u>designed and constructed for the carriage of no more than eight passengers in addition to the driver;</u> motor vehicles in this category may be combined with a trailer having a maximum authorised mass which does not exceed 750kg.	No change is proposed regarding the reference to "designed and constructed for the carriage of no more than eight passengers in addition to the driver" as the exclusion of "motor vehicles, other than those in category D" already introduces the restriction in the definition.
D1	Motor vehicles used for the carriage of passengers and having more than 8 <u>seats</u> in addition to the driver's <u>seat</u> but not more than 16 <u>seats</u> 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.	Motor vehicles designed and constructed for the carriage of no more than 16 <u>passengers</u> in addition to the driver <u>and with a maximum length not exceeding 8m;</u> motor vehicles in this category may be combined with a trailer having a maximum authorised mass not exceeding 750kg.	No change is proposed regarding the wording of the number of seats relative to designed and constructed for the carriage of the same number of passengers, as the authority afforded in both cases is the same. A change must be made with regard to the maximum length of vehicle up to 8m. EU to either:

Code	1968 Convention Definition (28 March 2006 amendment)	EU 3rd Directive Definition (Directive 2006/126/EC of 20 December 2006)	Change Options
C1E	Motor vehicles of subcategory C1 coupled to a trailer the permissible maximum mass of which exceeds 750 kg <u>but does not exceed the unladen mass of the motor vehicle</u> , where the combined permissible maximum mass of the vehicles so coupled does not exceed 12,000 kg	Without prejudice to the provisions of type approval rules for the vehicles concerned, combinations of vehicles in category C1 above combined with a trailer having a maximum authorised mass exceeding 750kg provided that the maximum authorised mass of the combination does not exceed 12,000kg. <u>Without prejudice to the provisions of type approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in Category B and its trailer has an authorised mass of over 3,500kg provided that the authorised mass of the combination does not exceed 12,000kg.</u>	Omit the maximum length from the definition <u>and</u> include a restriction code 401 against the category D1 that is to be restricted in this manner, <u>or</u> Assign another code and pictogram that has not been assigned in the Convention such as D1 ^{EU} or D2. A change must be made with regard to the extended authorisation to allow the tractor vehicle from category B. EU to either: Restrict the permissible maximum mass of the trailer to the unladen mass of the tractor vehicle <u>and</u> omit the extension to the definition relating to tractor vehicles from category B since the definition of category BE in the Convention allows the combined permissible maximum mass of the vehicles so coupled to exceed 3,500, <u>or</u> Assign another code and pictogram that has not been assigned in the Convention such as C1E ^{EU} or C2E.
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 <u>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</u>	Without prejudice to type approval rules, motor vehicles in category D1 above combined with a trailer having a maximum authorised mass exceeding 750kg.	A change must be made with regard to the extended authorisation to allow the tractor vehicle from category B. EU to either: Restrict the permissible maximum mass of the trailer to the unladen mass of the tractor vehicle and the combined permissible maximum mass of the combination of vehicles to 12,000kg, <u>or</u> Assign another code and pictogram that has not been assigned in the Convention such as D1E ^{EU} or D2E.

VI. Conclusion

9. From the above, it is important for Contracting Parties to the Convention to note that if a domestic permit does not comply in full with the provisions of the Convention, the Convention does not recognize the domestic permit for international use. More specifically, should all licence categories on a domestic permit not be in compliance with the Convention, such a permit cannot be used under the Convention for international use.

10. Following discussion of the possible options for the removal of the identified discrepancies between the driving licence categories in the March 2006 amendment of the 1968 Convention on Road Traffic and the EU Third Driving Licence Directive of December 2006 (2006/126/EC) by the informal expert group, this document is to be amended and distributed to WP.1 for consideration by all members.
