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Working Party on Road Traffic Safety
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AMENDMENTS TO AND IMPLEMENTATION OF THE 1968 CONVENTIONS ON ROAD
TRAFFIC AND ON ROAD SIGNS AND SIGNALS AND THE 1971 EUROPEAN
AGREEMENTS SUPPLEMENTING THEM

Driving permits

Note by the secretariat

At the 37th session of the Working Party, it was agreed that the results of the second meeting of the group of experts on driving permits held in St. Petersburg (Russian Federation) on 30 and 31 August 2001 should be circulated to member States for comments. The following comments have been received on document TRANS/WP.1/2002/3.

Bulgaria

4.2, No. 4 Add 4e – sex and 4 f – nationality.

For special categories not covered by categories A-E, instead of using “S”, pictogrammes could be used.

Denmark

No comments.

France

4.4 Agrees to the possibility of adding the credit card format (in conformity with the EU Directive 96/47/CE of 23 July 1996) but not the replacement of the current format.

Norway

1. The words “Permis de Conduire” are acceptable as a “symbol” to indicate a driving permit, since they are well known. It seems necessary to have something to indicate that the document actually is a driving permit. We are not in favour of a symbol resembling a steering wheel. This is hardly self explanatory and it does not include motor cycles. The distinguishing sign should be kept, as proposed by the small group.
2. The introduction of codes to indicate information or restrictions is approved. However, the codes must be understood by all Contracting Parties and definitions are necessary. For this purpose the codes of the European Union could be used as a basis.
3. We are not in favour of using one single letter (S) to indicate other categories of vehicles than those covered by categories A-E. In Norway, for instance, three different letters are already in use, M (for mopeds), S (for snow scooters) and T (for agricultural tractors). It is proposed that we follow the principle laid down by the European Union and simply require that national categories must be indicated by different printing
4. It is proposed by the small group to accept NDPs only in the size of a credit card. Norway introduced the credit card type in 1998, so this will not represent a problem for us. But there are some good reasons not to adopt this principle:
 - a) The Convention was amended, with effect from 3 September 1993, so that i.a. the requirements as to the size of the permit were deleted. The idea then was that the content of the permit was important, not the size. This is still a good idea.
 - b) In the European Union there is an option between two models, with different sizes.
 - c) The mandatory credit card size for NDPs could lead to greater need for IDPs.
 - d) From a security point of view it does not seem logical to ask for a credit card size unless one also makes demands as to the material.
5. If annex 6 is amended it seems necessary to make some transitional provisions in Art. 43.

Slovakia

General Comment

A driving licence issued in Slovakia is in full conformity with the Vienna Convention on Road Traffic.

With respect to the fact that Slovakia is one of the applicant States for accession to the European Union and with respect to the fact that a great number of the ECE countries belong to the European Union, it is proposed that EU legislation concerning driving licences be taken into account when amending the Convention.

Comment to 4.3

The Slovak Republic grants drivers the right to drive vehicles belonging to the category T which includes agriculture and forestry tractors as well as other special vehicles other than those in category C. To the vehicles in this category, an additional vehicle may be coupled. The right to drive vehicles which are in category T is only valid in the territory of Slovakia. The category T appears on the driving licence with a note concerning its territorial restriction.

Spain

Add the word “compulsory” to the following sentence under 4.2 “The particulars under numbers 1-7 are **compulsory** and to be placed on the front side of the card.”
