



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/TRANS/WP.1/106/Add.4  
20 December 2006

ENGLISH  
Original: ENGLISH and FRENCH

---

**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Road Traffic Safety

Fiftieth session  
Geneva, 7-10 November 2006

**REPORT OF THE WORKING PARTY ON ROAD TRAFFIC SAFETY  
ON ITS FIFTIETH SESSION**

Addendum

Revision of the consolidated Resolution on Road Traffic (R.E.1)  
Driving permits

Note by the secretariat

The members of WP.1 will find below the text on driving permits (basis ECE/TRANS/WP.1/2006/9/Rev.2) as modified by the Working Party at its fiftieth session (see ECE/TRANS/WP.1/106, paragraphs 22-23).

The contents of this text will be incorporated into chapter 2 of the Consolidated Resolution R.E.1 as section 2.1.1.1, according to the draft structure of R.E.1 contained in document ECE/TRANS/WP.1/2005/15/Rev.3.

## R.E.1

### Chapter 2 - How to influence behaviour on the road

**The present item covers** the requirements for specific training leading to different driving permits (2.1.1), the requirements for training leading to first aid certificates for medical personnel and drivers (2.1.2) **and the general education which should be provided** by parents, primary and secondary schools (2.1.3) (*see ECE/TRANS/WP.1/2006/10/Rev.1*).

#### 2.1 Educating road users

Ensuring the safety of all road users is a key objective of driver licensing policies in Europe. Lifelong road user training and information to raise awareness about the risk of road accidents, the consequences of unsafe behaviour, enforcement legislation and compliance with key safety rules as well as the importance of a positive attitude to effective countermeasures is a key stand of road safety work

##### 2.1.1 Professional driving instruction

###### 2.1.1.1 Driving permit

Establishing driving permit legislation is indispensable in the process of improving driver behaviour, particularly through the driving tests to obtain a driving licence. Responding to these road safety demands requires in particular minimum conditions to be established for the issue of driving permits, the definition of the knowledge, skills and behaviour necessary for driving a motor vehicle, the structure of the driving test in relation to these concepts and a definition of the minimum standards as regards physical and mental fitness to drive these vehicles. At the same time particular attention should be paid to possible means of attaining these road safety goals, such as promoting progressive access to different categories of permit, checking that drivers are maintaining the required skills and combating all possibilities of fraud.

In this context, greater account also needs to be taken of groups of drivers presenting specific needs such as the handicapped and elderly persons, or specific risks such as young drivers, whether with regard to driving permits or to road safety education. In an effort to reduce the excessively high accident risks among young and inexperienced drivers, several countries have successfully introduced stepped access, from school age, to different categories of permit, combined with specific provisions and continued training.

Penalties for people who commit serious driving offences must naturally be commensurate with the gravity of the offence, but special attention should also be paid to rehabilitation, for example by introducing specific programmes for offenders. In countries that have introduced programmes of this kind the results, notably a reduction in the number of repeat offences, have been encouraging. Countries that also use a probationary or points-based permit system should explore the benefits of rehabilitation courses that offenders must take in order for a permit which has been withdrawn to be restored.

**2.1.1.1.1** *Driving permits and the 1968 Convention on Road Traffic*

The amendments to the 1968 Convention on Road Traffic, which entered into force on 28 March 2006, introduced an entire set of new provisions concerning national and international driving permits with the objective of harmonizing rules for national driving permits at the international level and of clarifying the status of international driving permits (which are only recognized as valid when presented together with the corresponding national driving permit).

The amendments introduce new provisions concerning:

- The conditions for the issuance of national driving permits.
- The harmonization of the content of national and international driving permits, for example the definition of the obligatory and optional features, the categories and subcategories of vehicles (accompanied by pictograms) for which driving permits are valid, etc.

The corresponding provisions are in articles 41 and 42 [...] of the Vienna Convention on Road Traffic as revised. In order to obtain the greatest possible harmonization internationally, it is recommended to countries not **yet** Contracting Parties to **this** Convention **to implement the provisions relating to national driving permits in their territory.**

**It is, moreover, recommended to Contracting Parties to the 1949 Convention on Road Traffic to recognize driving permits issued in conformity with the 1968 Convention on Road Traffic.**

Independently of these measures, countries should pay particular attention to certain fraudulent practices aimed at issuing international driving permits by organizations not authorized by national authorities, including via the Internet.

**2.1.1.1.2** *Driving permit and driving in tunnels (see annex to the report TRANS/WP.1/98, - paragraph 5.1.1.2)*

Tests (theory part) to obtain a driving permit for all categories of vehicles should include questions specifically concerning the special regulations for tunnels indicated by special road signs (Article 25 bis of the Vienna Convention on Road Traffic) as well as the correct behaviour to assume in particular situations, for example in the event of a vehicle breakdown, congestion, accident or fire in a tunnel (see **paragraphs 1.7.2.1 and 1.7.2.2**).

-----