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Working Party on Road Traffic Safety

**AMENDMENTS TO AND IMPLEMENTATION OF THE 1968 CONVENTIONS
ON ROAD TRAFFIC AND ON ROAD SIGNS AND SIGNALS AND THE
1971 EUROPEAN AGREEMENTS SUPPLEMENTING THEM**

**Proposals for amendments to the
Vienna Convention on Road Traffic**

Note by the secretariat

This document is a compilation of the proposals for amendments to the **1968 Convention on Road Traffic** definitively adopted by the Working Party on Road Traffic Safety (WP.1) at its forty-third session.

An **explanatory memorandum** can be found at the end of this document for the proposals submitted.

* * *

I. Proposed amendments to the 1968 Convention on Road Traffic

A. Amendments to the main text of the Convention

ARTICLE 1 (Definitions)

Insert a new subparagraph (g bis) to read:

“(g bis) “Cycle lane” means a part of a carriageway designated for cycles. A cycle lane is distinguished from the rest of the carriageway by longitudinal road markings.”

Insert a new subparagraph (g ter) to read:

“(g ter) “Cycle track” means an independent road or part of a road designated for cycles, signposted as such. A cycle track is separated from other roads or other parts of the same road by structural means.”

ARTICLE 8 (Drivers)

Add a new paragraph 6 to read:

“6. A driver of a vehicle shall at all times minimize any activity other than driving. Domestic legislation should lay down rules on the use of phones by drivers of vehicles. In any case, legislation shall prohibit the use by a driver of a motor vehicle or moped of a hand-held phone while the vehicle is in motion.”

ARTICLE 11 (Overtaking and movement of traffic in lines)

Paragraph 1

Insert a new subparagraph 1 (c) to read:

“(c) Domestic legislation may authorize cyclists and moped riders to pass stationary vehicles or vehicles moving at a low speed other than cycles or mopeds on the side which corresponds to the direction of traffic provided that sufficient space is available.”

ARTICLE 16 (Change of direction)

Paragraph 1

Amend subparagraph (b) to read:

“(b) If he wishes to turn off on the other side, and subject to such other provisions as Contracting Parties or subdivisions thereof may enact for cycles and mopeds enabling them to change direction, for instance by crossing the intersection in two separate stages, move as closely as possible to the centreline of the carriageway if it is a two-way carriageway or to the edge opposite to the side appropriate to the direction of traffic if it is a one-way carriageway and, if he wishes to enter another two-way road, make his turn so as to enter the carriageway of such other road on the side appropriate to the direction of traffic.”

Paragraph 2

Amend to read:

“2. While changing direction, the driver shall, without prejudice to the provisions of Article 21 of this Convention regarding pedestrians, allow road users to pass on the carriageway, or on other parts of the same road he is preparing to leave.”

ARTICLE 23 (Standing and parking)

Paragraph 1

Amend the last sentence to read:

“Both in and outside built-up areas they shall not be stationed on cycle tracks, cycle lanes, bus lanes, tracks for horseback riders, footpaths, pavements or on verges specially provided for pedestrian traffic, save where applicable domestic legislation so permits.”

Paragraph 6

Amend to read:

“6. Nothing in this Article shall be construed as preventing Contracting Parties or subdivisions thereof from introducing other provisions on parking and standing or from making individual provisions for the standing and parking of cycles and mopeds.”

ARTICLE 25 bis (Special regulations for tunnels indicated by special road signs)

Paragraph 1

Delete subparagraph (c)

Paragraph 3

Insert the following text in replacement of existing paragraph 3, which becomes paragraph 4:

“3. Drivers are permitted to stop or park a vehicle only in case of emergency or danger. In doing so, they must, where possible, use the places specially indicated.”

ARTICLE 27 (Special rules applicable to cyclists, moped drivers and motor cyclists)

Paragraph 4

Amend to read:

“4. Where cycle lanes or cycle tracks exist, Contracting Parties or subdivisions thereof may forbid cyclists to use the rest of the carriageway. In the same circumstances, they may authorize moped drivers to use the cycle lane or cycle track and, if they consider it advisable, prohibit them from using the rest of the carriageway. Domestic legislation shall specify under what conditions

other road users may use the cycle lane or cycle track or cross them, maintaining cyclists' safety at all times.”

ARTICLE 37 (Distinguishing sign of the State of registration)

Paragraph 1

Amend and supplement to read:

- “1. (a) Every motor vehicle in international traffic shall display at the rear, in addition to its registration number, the distinguishing sign of the State in which it is registered.
- (b) This sign may either be placed separately from the registration plate or may be incorporated into the registration plate.
- (c) When the distinguishing sign is incorporated into the registration plate, it must also appear on the front registration plate of the vehicle if such is obligatory.”

Paragraph 2

Amend the first sentence to read:

“2. Every trailer coupled to a motor vehicle and required under Article 36 of this Convention to display a registration number at the rear shall also display at the rear, either separately from its registration plate or incorporated into it, the distinguishing sign of the State where the registration number was assigned.”

Paragraph 3

Amend to read:

“3. The composition of the distinguishing sign, and the manner of displaying it or its incorporation into the registration plate, shall conform to the conditions laid down in Annexes 2 and 3 to this Convention.”

ARTICLE 41 (Driving permits)

Paragraph 1

Amend subparagraphs (b) and (c) to read:

“(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.”

Paragraphs 2 to 7

Replace the existing text of these paragraphs by the following:

“2. (a) Contracting Parties shall recognize:

(i) Any domestic permit conforming to the provisions of Annex 6 to this Convention;

(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 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 6 and 7 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 43 (Transitional provisions)

Replace the existing text by:

“1. Contracting Parties shall issue domestic driving permits in accordance with the new provisions of Annex 6 at the latest 5 years after their entry into force. Domestic driving permits issued in accordance with the earlier provisions of Article 41, Article 43 and Annex 6 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 7 at the latest 5 years after their entry into force. International driving permits issued in accordance with the earlier provisions of Article 41, Article 43 and Annex 7 to this Convention prior to the expiry of this period shall be valid according to the conditions defined in Article 41, paragraph 3.”

B. Amendments to the Annexes to the Convention

Annex 1 (EXCEPTIONS TO THE OBLIGATION TO ADMIT MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC)

Paragraph 9

Amend to read:

“9. Contracting Parties may refuse to admit to their territories in international traffic any motor vehicle, or any trailer coupled to a motor vehicle, which displays a distinguishing sign other than one of those prescribed in Article 37 of this Convention. Contracting Parties may not refuse admission to a vehicle which has a distinguishing sign placed separately from the registration plate in conformity with the provisions of this Convention substituting a distinguishing sign which is incorporated into the registration plate and which is not in conformity with the provisions of this Convention.”

Annex 2 (REGISTRATION NUMBER OF MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC)

Amend the title to read:

“REGISTRATION NUMBER AND PLATE OF MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC”

Paragraph 3

Amend the first sentence to read:

“3. When the registration number is displayed on a plate, this plate shall be flat and fixed in a vertical or nearly vertical position and at right angles to the vehicle’s median longitudinal plane.”

Paragraph 4

Replace by the following:

“4. Without prejudice to the provisions of Annex 5, paragraph 61 (g) of this Convention, the background of the registration plate on which the registration number and, where applicable, the distinguishing sign of the State in which the vehicle is registered, possibly completed by the flag or emblem according to the conditions defined in Annex 3, is displayed, may be of a retro-reflective material.”

Insert a new paragraph 5 as follows:

“5. The background of the part of the registration plate on which the distinguishing sign is incorporated shall be of the same material as that used for the background of the part on which the registration number is marked.”

Annex 3 (DISTINGUISHING SIGN OF MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC)

Replace Annex 3 by the following:

“1. The distinguishing sign referred to in Article 37 of this Convention shall consist of one to three letters in capital Latin characters.

2. When the distinguishing sign is displayed separately from the registration plate, it must conform to the following conditions:

(a) The letters shall have a height of at least 0.08 m and their strokes a width of at least 0.01m. The letters shall be in black on a white background having the shape of an ellipse with the major axis horizontal. The white background may be of a retro-reflective material.

(b) When the distinguishing sign consists of only one letter, the major axis of the ellipse may be vertical.

(c) The distinguishing sign shall not be affixed in such a way that it could be confused with the registration number or impair its legibility.

(d) On motorcycles and their trailers, the dimensions of the axes of the ellipse shall be at least 0.175 m and 0.115 m. On other motor vehicles and their trailers, the dimensions of the axes of the ellipse shall be at least:

(i) 0.24 m and 0.145 m if the distinguishing sign comprises three letters.

(ii) 0.175 m and 0.115 m if the distinguishing sign comprises less than three letters.

3. When the distinguishing sign is incorporated into the registration plate(s), the following conditions shall apply:

(a) The letters shall have a height of at least 0.02 m, taking as a reference a registration plate of 0.11 m.

(b) (i) The distinguishing sign of the State of registration, which may be supplemented where applicable by the flag or emblem of the State or the emblem of the regional economic integration organization to which the country belongs, shall be displayed on the far left or right of the rear registration plate, but preferably on the left or the far upper left on plates where the number takes up two lines.

(ii) When, in addition to the distinguishing sign, a non-numerical symbol and/or a flag and/or a regional or local emblem is displayed on the registration plate, the distinguishing sign of the State of registration shall obligatorily be placed on the far left of the plate.

(c) The flag or emblem supplementing where applicable the distinguishing sign of the State of registration shall be positioned so that it cannot impair the legibility of the distinguishing sign and shall preferably be placed above it.

(d) The distinguishing sign of the State of registration shall be positioned so as to be easily identifiable and so that it cannot be confused with the registration number or impair its legibility. The distinguishing sign shall therefore be at least of a different colour from the registration number, or have a different background colour to that reserved for the registration number, or be clearly separated, preferably by a line, from the registration number.

(e) For the registration plates of motorcycles and their trailers and/or for registration plates taking up two lines, the size of the letters of the distinguishing sign as well as, where applicable, the size of the national flag or emblem of the State of registration or the symbol of the regional economic integration organization which the country belongs to may be appropriately modified.

(f) The provisions of this paragraph shall apply according to the same principles to the front registration plate of the vehicle when this plate is obligatory.”

4. The relevant provisions of Annex 2, paragraph 3, shall apply to the distinguishing sign.”

Annex 5 (TECHNICAL CONDITIONS CONCERNING MOTOR VEHICLES AND TRAILERS)

Chapter II, paragraphs 19 and 25:

Corrigendum concerning the Russian version only.

Chapter IV, paragraph 61 (g):

Corrigendum concerning the Russian version only.

Annex 6 (DOMESTIC DRIVING PERMIT)














Replace Annex 6 by the following text:

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 birth¹;
 - 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.
5. If additional information is required by domestic legislation, it shall be entered on the driving permit under the numbers given below:

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

- 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 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.
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	Sub-category code/ Pictogram
A 	A1 
B 	B1 
C 	C1 
D 	D1 
BE 	
CE 	C1E 
DE 	D1E 

Annex 7 (INTERNATIONAL DRIVING PERMIT)

Amend footnote 2 of model page No. 1 (Outside of front page) as follows:

- 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.

Amend model page No. 2 (inside of front cover) as follows:

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).

Replace the left and right hand pages of model No. 3 by the following:

MODEL 3
Left hand page

PARTICULARS CONCERNING THE DRIVER	
Family name:.....1.	
Given name, other names:.....2.	
Place of birth <u>1/</u> :.....3.	
Date of birth:.....4.	
Place of normal residence <u>2/</u> :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 <u>3/</u>	

- 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 <u>4/</u>	STAMP <u>4/</u>	<div style="border: 1px solid black; width: 150px; height: 120px; margin: 0 auto 20px 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;"> 4/ </div> </div> <p style="margin: 0;">photograph</p> <p style="margin: 0;">Signature of the holder</p>
A	A1	
B	B1	
C	C1	
D	D1	
BE		
CE	C1E	
DE	D1E	

DISQUALIFICATIONS:

The holder is deprived of the right to drive in the territory of <u>5/</u> At	until on <u>6/</u>	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> 6/ </div>
The holder is deprived of the right to drive in the territory of <u>5/</u> At	until on <u>6/</u>	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> 6/ </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.”

II. EXPLANATORY MEMORANDUM (Justification of the proposed amendments)

Article 1

Since cyclists are a particularly vulnerable category of users, it is proposed to introduce into the 1968 Convention on Road Traffic new measures to improve and favour their safety. In addition to this article, these measures concern Articles 11, 16, 23 and 27 below.

In this context, it is proposed to add definitions of the concepts of “cycle lane” and “cycle track” (subparagraphs (g) bis and (g) ter) corresponding to the two forms of adaptation of the infrastructure for cycle traffic. These two definitions will at the same time be incorporated into the 1968 Convention on Road Signs and Signals which is the subject of a separate amendment.

Article 8, paragraph 6 (new)

Considering the major risks for road safety caused by the use by drivers of appliances such as the telephone while driving, the proposed amendment is intended to introduce new provisions into the 1968 Convention on Road Traffic inviting the Contracting Parties to take steps to regulate the use of telephones by drivers. They are requested at least to prohibit drivers of a motor vehicle or a moped from using hand-held telephones while their vehicle is in motion.

Article 11, paragraph 1 (c)

The purpose of the amendment proposed is to give Contracting Parties the opportunity of permitting cyclists and moped riders to pass stationary vehicles or vehicles moving at a low speed on the side which corresponds to the direction of traffic. This practice is already applied by countries with significant cycle traffic.

Article 16

Paragraph 1 (b)

Changing direction, particularly making a left turn (right turn for countries which drive on the left) is a particularly delicate manoeuvre for cyclists or moped riders. They will tend to move to the centre of the roadway and, if necessary, cross the lanes one by one in accordance with Article 16 of the Convention, or to keep to the cycle track or the right hand (or left hand) edge of the roadway and cross the intersection in two stages. The purpose of the proposed amendment is to give cyclists and moped riders the opportunity to change direction in two stages. Contracting Parties may in addition enact other provisions.

Paragraph 2

The proposed amendment requires drivers, when preparing to change direction, whether they intend to cross another carriageway or not, to give way to other road users. “Other road users” should be taken to mean not only users of the carriageway (for example, cyclists using cycle lanes) but also users of cycle tracks.

Article 23

Paragraph 1 (last sentence)

The purpose of the amendment proposed is to extend to built-up areas and outside these the prohibition of standing or parking to other types of infrastructure such as cycle lanes, bus lanes, tracks for horseback riders and footpaths.

Paragraph 6

The purpose of the proposal is to permit Contracting Parties to introduce other provisions on standing and parking than those for which article 23 provides and adopt individual provisions for the standing and parking of cycles and mopeds.

Article 25 bis, paragraphs 1 and 3

As the serious accidents which occurred in several European road tunnels in 1999 and 2001 showed, the inappropriate behaviour of drivers in a tunnel and also when an incident occurs in a tunnel may have dramatic consequences. It is therefore proposed that the Convention should specify in more detail the rules to be observed by drivers when in a tunnel.

Article 27, paragraph 4

The proposal is intended on one hand (first sentence) to extend existing provisions to cycle tracks, and on the other (second sentence) to leave it for domestic legislation to specify which other road users may also use the cycle tracks or lanes.

Article 37

Pursuant to existing Article 37 of the 1968 Convention on Road Traffic, only the distinguishing sign of the State of registration affixed to the rear of the vehicle separately from the registration plate is permitted.

The amendments proposed are intended to permit a practice already recognized in the European Union, namely, the incorporation of the distinguishing sign of the State of registration in the registration plate.

In this sense, the amendment to Article 37.1 sets out more clearly and accurately the basic principles under which the distinguishing sign of the State of registration is authorized and with which it must comply; the terms and conditions for its application, defined in Annexes 1, 2 and 3 below, have also had to be revised. In parallel, paragraphs 2 and 3 of Article 37 have been adapted in line with the principles established.

Article 41

It is proposed to introduce a set of new provisions concerning domestic and international driving permits into the 1968 Convention on Road Traffic with a view to increasing the security of international driving permits which have been the object of frequent fraud and also harmonizing internationally the rules for domestic driving permits so as to facilitate international traffic. In addition to the present article, these measures concern Article 43 and Annexes 6 and 7 of the Convention.

In this context, the purpose of the amendments proposed in this article:

- In **paragraph 1**, is to specify and reinforce the conditions of issue of domestic driving permits, in particular by making it an obligation in national legislation to define the content and the conditions for the theoretical and practical exams (subparagraph (a)), and to establish (subparagraph (c)) the conditions required to obtain a driving permit (age, minimum standards for physical and mental fitness to drive a motor vehicle, etc.).
- In **paragraph 2**, is to reinforce the rules relating to the presentation of the international driving permit, in view of the increasing evidence that international permits are more and more frequently fraudulently issued, particularly by means of the Internet. It is therefore proposed (subparagraph (a) (ii)) that the validity of this permit should be recognized only if it is presented together with the corresponding domestic permit on the basis of which it was issued. Subparagraph (a) of existing paragraph 2 was deleted in a concern to simplify the case and thus favour the implementation of harmonized procedures for the international recognition of permits. A point concerning the conditions for the recognition of such permits was inserted in new subparagraph (b). Lastly, the formal presentation of the paragraph was revised to take account of the amendments proposed.
- In **paragraph 3**, is to introduce the principle of the concept of the validity of international driving permits, which to date has only appeared in a footnote to model No. 1 of the international permit as defined in Annex 7 of the Convention, as a principle to be included in the body of the Convention.
- In **paragraph 4**, is to bring the categories of driving permits (subparagraph (c)) into line with those included in the new version of Annex 6 and adapt the paragraph numbering taking into account the introduction of the new paragraph 3 above.
- Is to delete existing paragraphs 4 and 5, the content of which has been transferred to Annexes 6 and 7.
- In **paragraph 5**, is to specify the conditions of issue of international driving permits by Contracting Parties. This paragraph includes the first sentence of existing paragraph 6 but deletes the rest and introduces new provisions in order better to define the conditions for the issue of these permits.
- In **paragraph 6**, is to include here the provisions of existing paragraph 7, which is amended, restricting their coverage to domestic permits.

Article 43

This article, the present provisions of which have become obsolete, is used to define new transitional provisions following radical amendments to domestic (Annex 6) and international (Annex 7) permits. A period of five years is therefore established as from the entry into force of the amendments to this Convention to allow the Contracting Parties to take the necessary measures to introduce driving permits conforming to these new provisions in their territories.

Annex 1, paragraph 9

The amendment proposed is intended to specify the conditions for the admission of a vehicle when the distinguishing sign incorporated into the registration plate does not conform, so as to avoid incorrect or zealous interpretations on the ground when checks are made.

Annex 2

The proposed amendments concerning this Annex are intended to:

- complete the title of the Annex to bring it into line with its content;
- delete “special” before “plate” (paragraph 3, first sentence);
- permit the background of the registration plate to be of a retro-reflective material (paragraph 4) and replace existing references to article 32.5, which became obsolete following an earlier amendment, by paragraph 61 (g) of Annex 5;
- specify (paragraph 5) that the background of the part of the registration plate on which the distinguishing sign is incorporated shall be of the same material as that used for the registration number.

Annex 3

The whole of this Annex has been restructured so as to take into account the introduction of the distinguishing sign on the registration plate when it obeys rules different from those concerning the distinguishing sign displayed separately from the plate, as defined in paragraph 2. When this amendment was drafted, improvements of form and additional clarifications were made to the existing provisions.

The amendments proposed in paragraph 3 are intended to:

- allow for the possibility of affixing to the registration plate, in addition to the distinguishing sign, a national flag or emblem or the symbol of the regional economic integration organization to which the country belongs;
- specify the dimensions the distinguishing sign incorporated into the registration plate must have, and the conditions with which it must comply, particularly as regards its position and its legibility;
- permit a reduction in the size of the letters of the distinguishing sign and of the flag or emblem for the plates of motorcycles and for registration plates taking up two lines;
- permit the inclusion on the registration plate of a symbol and/or a flag and/or a regional or local emblem.

Annex 5

The amendments proposed concern the Russian version only and are intended to correct terminology errors.

Annex 6

The amendment proposed is intended to replace the existing Annex 6 by new and more stringent provisions so as to harmonize the content of domestic driving permits internationally. These new provisions concern in particular:

- permitted categories and subcategories of driving permits together with the corresponding codes and pictograms (paragraphs 8 to 11);
- mandatory or optional particulars to be included in domestic permits (paragraphs 4 and 5);
- the possibility of using plastic to replace paper for driving permits (paragraph 2);

and provide Contracting Parties with guidelines for implementation as to the preferred colour of the driving permit and the preferred dimensions of the plastic format (paragraph 2).

Annex 7

The amendment proposed is intended to replace the existing model of the international permit in order to bring it into line with the provisions of Article 41, paragraph 2, and with the categories and subcategories of driving permits introduced in Annex 6.
