

Report on the DLE workshops organized by CIECA

April 2020

CIECA Secretariat

Avenue de Tervueren 36-38 | 1030 Brussels | info@cieca.be

TABLE OF CONTENTS

TABLE OF CONTENTS	2
1. INTRODUCTION AND BACKGROUND	3
1.1. 1 ST DLE Workshop - Agenda and further details.....	4
1.2. 2 nd DLE Workshop - Agenda and further details	6
2. RECOGNITION AND EXCHANGE OF DRIVING LICENCES ISSUED BY THIRD COUNTRIES	8
2.1. The UN Conventions on Road Traffic	8
2.2. 1 st Questionnaire on DLE issued by third countries.....	8
2.2.1. Questions on the survey.....	9
2.2.2. CIECA Members that answered the questionnaire.....	9
2.2.3. Responses to the 1 st DLE Questionnaire	10
2.3. 2 nd Questionnaire on DLE issued by third countries.	22
2.3.1. CIECA Members that answered the questionnaire.....	22
2.3.2. Further steps	22
3. RETHINKING OVERSEAS LICENCING IN AUSTRALIA	24
4. IMMIGRATION FORM THIRD COUNTRIES IN EU MEMBER STATES.....	25
5. THE IMPACT OF CULTURE BACKGROUND IN ROAD SAFETY.....	27
6. POTENTIAL DEVELOPMENTS IN THE PROCESS OF DLE AMOUNG EU MEMBER STATES	28
6.1. Specifying minimum requirements for the DLE	28
6.1.1. Considerations regarding risk factors related to lack of culture awareness and/or knowledge	28
6.1.2. Considerations regarding risk factors related to fraudulent practices	29
6.1.3. Towards a common standardisation within EU member States.....	30
6.1.4. Further issues and tasks to be explored and discussed among CIECA members	31
7. CONCLUSIONS AND FURTHER STEPS.....	33
DOCUMENT OVERVIEW	
ANNEX I: List of Participants in both workshops.....	34
ANNEX II: Countries and jurisdictions that recognize international Driving Licences	39
ANNEX III: Responses from France to 1 st Questionnaire	49
ANNEX IV: Bibliography and references.....	52
ANNEX V: Templates for CIECA category A and B reports	53
ANNEX VI: Presentations in both workshops	60

1. INTRODUCTION AND BACKGROUND ON THIS ISSUE

This report was produced following the organization of two CIECA workshops held at the request of some CIECA Effective members. Both events focused on the process of recognition and exchange of driver licences issued by non-EU countries within the EU, and the validation of driver competences in this context.

Many CIECA members struggle with (1) allowing foreign licenced drivers to operate vehicles within the European Union using their home country licences, and vice versa, and (2) establishing reciprocal exchange agreements with other countries which enable citizens of both countries to exchange licences with minimal testing requirements.

Citizens of EU Member States have the freedom to travel and work within the EU's internal borders, and under the terms of the 2006/126/EC Directive, the rules on driving licence issuing, especially the minimum requirements for testing, are harmonized.

At the same time, most of CIECA Effective members have ratified the 1949 and the 1968 United Nations Convention on Road Traffic, the most important attempts to standardize the fundamentals that rule the setup of international driving licence principles. In addition to honouring these international agreements, member jurisdictions must also address identity and legal presence requirements and implement measures to verify the information provided to meet these requirements.

However, despite the number of people residing in EU Member States with citizenship of a non-member country (on 1 January 2017 they were 21.6 million people, representing 4.2 % of the EU-28 population) the recognition and exchange of non-EU driving licences is not harmonized. Many of these citizens were driver licence holders before moving to the EU and having their driving licences recognized and exchanged after living within EU borders for more than 183 days. Individuals and families have become increasingly mobile and many choose to reside temporarily or permanently in a country other than their “home” country. As a result, individuals often must obtain a driver's licence in their new place of residence even though they may be already licenced in a previous country of residence. Whether a theory and/or practical test should be required when licenced drivers change their residency from one country to another, or vice versa, must be addressed.

This represents a challenge for all EU Member States because, on one hand, they must make sure that the policies for the recognition of driving licences from third countries guarantees the similarity of driving competences with the ones established for their own citizens. On another hand, the exchange of these licences has an impact on road safety in all EU countries, including the one in which the new licence is issued, as the outcome of the exchange is an EU driving licence valid in all EU territory.

This report contains information on the content of the discussions held during the CIECA workshops organized around this topic, and provides information on the systems and principles for the exchange of driving licences among many CIECA organizations: e.g. reference to licencing procedures, mentions to legislation, the sharing of information on procedures and regulations that may help to develop harmonized systems, and the exchange of information that may contribute to the development of reciprocity agreements with third countries. In summary, the goal of this report is to provide the basis for a series of recommendations for an exchange process that ensures the presence of safe drivers in their new living areas, and contribute to the harmonization of the recognition of driving licences in Europe.

The information contained on this report is for general information purposes only. You should not rely upon the material or information on this document as a basis for making any legal decisions.

When reading this report, please bear in mind that the information discussed and collected in the working groups has been blended in the document without making an explicit mention of which groups came up with specific ideas. Therefore, all the conclusions reached by different working groups have been combined and distributed under different headings. Following this idea, the information collected in both events has also been merged so the content is structured following a logical framework.

1.1. 1ST DLE WORKSHOP – AGENDA AND FURTHER DETAILS

The first workshop organized by CIECA in its programme for 2018-2019, took place on 16 November 2018 in Lisbon (Portugal) thanks to the generosity and help of the Instituto da Mobilidade e dos Transportes (IMT), one of our CIECA Effective Members in Portugal. The event was chaired by Susana Paulino, CIECA Vice-President, and Manager of Training and Certification Services of the IMT.

In the first workshop the following issues were discussed:

1. The different models of recognition and exchange of driving licences.
2. The role of the culture background for behaviour in traffic and the attitudes about safe driving.
3. Drivers' knowledge and competences in relation to their driving education.
4. What should be trained or tested in the process of exchanging a driving licence.
5. We hope to find recommendations for an exchange process that ensure safe drivers in their new living area and contribute to the harmonization of the recognition of driving licences in Europe.

In this event, 46 people participated distributed as follows (The list of participants can be found in Annex I):

- 39 CIECA members
- 5 Observers
- 2 External presenters

In order to facilitate and encourage the active participation of all members attending the event, participants were distributed in five discussion groups guided by moderators chosen among CIECA members:

- Henna Antila (Traficom, Finland)
- Kirsti Jørstad (NPRA, Norway)
- Chris Parr (DVSA, UK)
- Olivera Scheibner (DVR, Germany)
- Kay Schulte (DVR, Germany)

Henna Antila, Kirsti Jørstad, Chris Parr, and Kay Schulte also contributed to the workshop with presentations (please refer to the agenda of the event in page 4).

AGENDA		
	CONTRIBUTIONS / ACTIVITIES	PRESENTER
9.00 – 9.30	Registration	
9.30 – 9.45	Welcoming words	Augusta Sica , CIECA Business Manager Eduardo Elísio Silva Peralta Feio , IMT President (Portugal) Susana Paulino , CIECA Vice-President
9.45 – 10.30	Recognition and exchange driving licences between countries: Group discussions and results of questionnaires	Lurdes Bernardo , IMT
10.30 – 10.45	Driving Exchange Licence System in Norway	Kirsti Bjørnaas Jørstad , NPRA (Norway)
10.45 – 11.00	Driving Exchange Licence System in the UK	Chris Parr , DVSA (UK)
11.00 – 11.30	Driving Exchange Licence System in Finland	Henna Antila , Traficom (Finland)
11.30 – 11.45	Coffee break	
11.45 – 12.05	<i>The increase of international migration and integration policies</i>	Stella Bettencourt da Câmara , Institute of Social and Political Sciences, University of Lisbon (Portugal)
12.05 – 12.35	<i>The influence of social or culture background as an important factor for misinterpretation of written or not written rules in traffic</i>	Kay Schulte , DVR (Germany)
12.35 – 13.30	Lunch	
13.30 – 14.00	<i>The exchange of driving licences in Australia, and harmonization of procedures among Australian states</i>	Helen Lindner , VicRoads (Australia)
14.00 – 15.00	Working group discussions	All participants
14.45 – 15.15	Coffee break	
15.15 – 15.45	Presentation of working groups' conclusions	Chairs of working groups
15.45 – 16.00	Conclusions and closing words	Susana Paulino , CIECA Vice-President
16.00	<i>End of the workshop</i>	

1.2. 2ND DLE WORKSHOP – AGENDA AND FURTHER DETAILS

The second event was held in Berlin (Germany) on 14 November 2019 thanks to the help of DVR, one of our Associated members, and was chaired by Kay Schulte, representative of this organization. This workshop abounded on the discussion, and set up a line of work that CIECA intends to continue to develop focusing on the following points:

1. Sharing with CIECA members information about each country DLE regime and decide on the format and distribution of such information (discussion on the CIECA questionnaire distributed among CIECA members to collect the information on this issue).
2. Thinking about the challenges of recognizing competences for driving of drivers that obtained their driving licences in third countries. We will address issues like the importance of cultural background, driving experience, age, integration in the rules and legislation of the country where drivers intend to exchange their driving licences, etc.
3. Minimum competences for driving in a safe way to be ensured in a DLE process.
4. Discussion of the practicalities of the implementation of certain conditions to grant the exchange of a licence, e.g.:
 - Should the driver have a minimum knowledge of the language of the country where he intends to acquire the licence? On what grounds this condition should be set up?
 - If it is necessary to pass a practical test, what should be tested? Should this test be the same as the one taken by novice drivers? If the practical test should be different, how should it be?

This event was attended by 25 CIECA members. (The list of participants can be found in Annex I).

In order to facilitate and encourage the active participation of all members attending the event, participants were distributed in four discussion groups guided by moderators chosen among CIECA members:

- • Henna Antila (Traficom, Finland)
- • Kirsti Jørstad (NPRA, Norway)
- • Olivera Scheibner (DVR, Germany)
- • Kay Schulte (DVR, Germany)

AGENDA		
	CONTRIBUTIONS / ACTIVITIES	PRESENTER
9.00 – 9.15	Registration	
9.15 – 9.30	Welcoming words	Susana Paulino, CIECA Vice-President Kay Schulte, Chair
9.30 – 10.00	<i>State of art of the CIECA DLE project</i>	Susana Paulino, CIECA Vice-President
10.00 – 10.30	<i>Educational background differences and their impact on driving safety and social integration</i>	Kay Schulte, Chair
10.30 – 11.00	Coffee break	
11.00 – 12.45	Activity 1 – DRAFTING OF RECOMMENDATIONS	All participants
12.45 – 13.30	Lunch	
13.30 – 14.30	Activity 1 (continued) – DRAFTING OF RECOMMENDATIONS	All participants
14.30 – 15.15	Activity 2 – REVISION OF THE FORMAT OF THE QUESTIONNAIRE	All participants
15.15 – 15.30	Coffee break	
15.30 – 15.45	Presentation of working groups' conclusions	Chairs of working groups
15.45 – 16.00	Conclusions and closing words	Kay Schulte, DVR (Germany)
16.00	<i>End of the workshop</i>	

2. RECOGNITION AND EXCHANGE OF DRIVING LICENCES ISSUED BY THIRD COUNTRIES

2.1. THE UN CONVENTIONS ON ROAD TRAFFIC

International Driving Licences are governed by three international conventions: the 1926 Paris International Convention which related to Motor Traffic, the 1949 Geneva Convention on Road Traffic, and the 1968 Vienna Convention on Road Traffic. When a state signs more than one convention, the most recent signed convention is applied. (For a full list of countries that have signed and/or ratified the conventions, please see Annex II).

The Convention on Road Traffic of Geneva (19 September 1949), and the Convention on Road Traffic in Vienna (8 November 1968) provide the main legal texts that help to address the most critical international road safety issues. The application of both conventions aims at improving road safety standards around the globe. There are 78 parties to the 1968 Convention in Europe, Africa, the Middle East, Asia, and Latin America. When a country ratifies the Convention, it agrees to transpose uniform road regulations in their national traffic legislation for safe driving behaviour. Countries' reciprocal recognition of documents issued in accordance to these regulations further facilitates safe international road transport. Particularly, the 1968 Convention on Road Traffic developed to promote road safety through the exchange of good practices in order to find the best common solutions, is the key legal tool for the development of the majority of legal principles applying to the exchange of driver licences issued by non-EU countries within the EU.

As a rule, a driver holding a driver licence issued in a non-EU must change such licence for the driving licence of the EU country where he/she resides. If the state issuing the driving licence is a contracting state to the Paris Convention on Motor Traffic (1926), the Geneva Convention on Road Traffic (1949) or the Vienna Convention on Road Traffic (1968), the national driving licences can be exchanged with more or less easiness depending on the administration procedures that have been set up in each European State. These procedures might differ, and not only that. There are also important differences in the driver testing and training requirements that apply in each of these European countries when granting the exchange. These differences aggravate the lack of standardization in the exchange process among member states, which may also bring a difference in the standards of road behaviour among drivers from third countries within Europe.

In summary, these powerful legal tools that enable and facilitate the mobility of citizens around the world do not guarantee the standardization of the process of licence exchange, and, in turn, this also rises road safety concerns.

2.2. 1st Questionnaire on Exchanging Driving Licences Issued by Third Countries

In order to have a clearer idea about the exchange process within CIECA Effective members, a questionnaire was developed and set up in the Driving Licence Guide that is accessible for all CIECA members in the CIECA website. The survey was answered by 15 CIECA Effective members.

The questions in the questionnaire (called Survey no. 9 in the CIECA website) and the answers submitted by members can be viewed at the CIECA website by simply clicking on the following link:

https://www.cieca.eu/surveys?category_id=52

Answers to the questionnaire were compiled by Lurdes Bernardo from IMT, and she presented them during the workshop to all participants. The presentation is self-explanatory and can be found in Annex V of this document.

2.2.1. QUESTIONS IN THE SURVEY

This is the list of questions in the survey that were answered by CIECA members.

- (1) Is it possible in your country to exchange foreigner driver licences?
- (2) What are the administrative requirements to be fulfilled in order to make the exchange effective?
- (3) Do foreign drivers have to pass any tests to be able to exchange their licences? Please give details about the types of tests, and the conditions for passing these tests.
- (4) Are foreign drivers expected to attend any sort of training? If so, could you please elaborate?
- (5) What are the main difficulties in exchanging driving licences?
- (6) How long does it take to exchange a driving licence in this situation?
- (7) During the exchange process, are the foreign driving licence holders allowed to drive?

2.2.2. CIECA MEMBERS THAT ANSWERED THE QUESTIONNAIRE

The CIECA members that answered the questionnaire that was set up in the CIECA website are:

1. Austria: Bundesministerium für Verkehr, Innovation und Technologie (BmVIT)
2. Belgium: Flemish Administration, Mobility and Public Works Department
3. Belgium: Groupement des Organismes de Contrôle Automobile (GOCA)
4. Canada: Société de l'Assurance Automobile du Québec (SAAQ)
5. Finland: Finnish Transport and Communications Agency (Traficom)
6. France: Ministère de l'Intérieur, Délégation à la sécurité et à la circulation routières (DSCR)
7. Germany: DEKRA Automobil GmbH
8. Germany: Verband der Technischen Überwachungsvereine e.V. (VdTÜV)
9. Germany: TÜV / DEKRA argetp21
10. Great Britain: Driver and Vehicle Standards Agency (DVSA)
11. Hungary: Ministry of National Development
12. Iceland: Icelandic Transport Authority
13. Ireland: Road Safety Authority (RSA)
14. Latvia: Ministry of Transport, Road Traffic Safety Directorate
15. Lithuania: REGITRA State Enterprise
16. Northern Ireland: Driver and Vehicle Agency (DVA)
17. Norway: Norwegian Public Roads Administration (Statens Vegvesen Vegdirektoratet)
18. Poland: Ministry of Infrastructure and Construction, Road Transport Department
19. Portugal: Associação Nacional dos Industriais do Ensino de Condução Automóvel (ANIECA)
20. Portugal: Institute for Mobility and Transport (Instituto da Mobilidade e dos Transportes, I.P., IMT)
21. Spain: Ministry of Interior, Dirección General de Tráfico (DGT)
22. The Netherlands: Centraal Bureau Rijvaardigheidsbewijzen (CBR)

2.2.3. RESPONSES TO THE 1st DLE QUESTIONNAIRE

The warm-up session that open the workshop discussed the questions posed by the questionnaire prepare by the CIECA Secretariat.

All the questions and the responses collected can be found in the following pages as they provide valuable information on the decision process followed by some of our CIECA Effective members when dealing with the exchange of driving licences issue by third countries.

(1) Is it possible in your country to exchange foreigner driver licences?

Country	Response
Austria	Yes
Belgium	Yes
Canada (Québec)	Yes
Finland	Yes
France*	Yes
Germany	Yes
Great Britain	Yes
Hungary	Yes
Iceland	Yes)
Ireland	Yes

Country	Response
Latvia	Yes
Lithuania	Yes
Northern Ireland	Yes
Norway	Yes
Poland	Yes
Portugal	Yes
Spain	Yes)
The Netherlands	Yes

*Responses from France can be found in Annex III of this document.

(2) What are the administrative requirements to be fulfilled in order to make the exchange effective?

Country	Response
Austria	All the information in the rest of responses provided must be seen with regard on NON-EU-Licences (EU-licences don't need to be exchanged!) A medical certificate is required and the tax of 60,50 Euro is to be paid. The authority can submit the licence for a criminal technical Investigation in order to check if the licence is genuine. This is done on occasion and is the decision of each authority (not mandatory).
Belgium	Recognized driver licences (based on the Geneva and/or Vienna Convention on Road Traffic or based on a bilateral agreement with Belgium) can be exchanged without any training or tests. Unrecognized driver licences can only be exchanged after succeeding the theoretical and practical driving tests. In Wallonia, the same rules apply as for all other candidates. In Flanders and Brussels, the owner of an unrecognized foreign driver licence is exempt from training. In order to be able to exchange a recognized driver licence: <ul style="list-style-type: none"> The foreigner driver licence must be issued by the country where the owner of the driver licence lived on the actual moment of the delivery. The foreigner driver licence must be issued before the owner was registered in a Belgian municipality.
Canada (Québec)	CANADA Any licence issued by a Canadian province is exchanged without any other requirement.

Country	Response
	<p>UNITED STATES To exchange a valid (or expired for less than three years) licence within the 12 months following arrival in Canada:</p> <ul style="list-style-type: none"> • Heavy vehicles (class 1, 2, 3, 4): The theoretical and practical tests must be passed to exchange the licence. • Passenger car (class 5): The exchange is done without any requirements. • Motorbikes (class 6A, 6B, 6C): The theoretical and practical tests must be passed to exchange the licence. • Mopeds (6D): The exchange is done without any requirements. <p>To exchange a licence that has been expired for more than three years, within the 12 months following arrival in Canada:</p> <ul style="list-style-type: none"> • All licence classes: The theoretical and practical tests must be passed to exchange the licence. <p>To exchange a licence after more than 12 months following arrival in Canada, whether it is valid or has been expired for less than three years or more than 3 years: All licence classes: The theoretical and practical test must be passed to exchange the licence.</p> <p>COUNTRIES WITH A RECIPROCITY AGREEMENT</p> <p>To exchange a valid (or expired for less than three years) licence within the 12 months following arrival in Canada:</p> <ul style="list-style-type: none"> • Heavy vehicles (class 1, 2, 3, 4): No exchange possible. • Passenger car (class 5): The exchange is done without any requirements. • Motorbikes (class 6A, 6B, 6C): The theoretical and practical tests must be passed to exchange the licence. • Mopeds (6D): The exchange is done without any requirements. <p>To exchange a licence that has been expired for more than three years, within the 12 months following arrival in Canada:</p> <ul style="list-style-type: none"> • Heavy vehicles (class 1, 2, 3, 4): No exchange possible. • Passenger car (class 5): The theoretical and practical tests must be passed to exchange the licence. • Motorbikes (class 6A, 6B, 6C): The theoretical and practical tests must be passed to exchange the licence. • Mopeds (6D): The theoretical test must be passed to exchange the licence. <p>To exchange a licence after more than 12 months following his/her arrival in Canada, whether it is valid or has been expired for less than three years or more than 3 years: All licence classes: No exchange possible.</p> <p>COUNTRIES WITHOUT A RECIPROCITY AGREEMENT</p> <p>To exchange a licence within the 12 months following arrival in Canada, whether it is valid or has been expired for less than three years or more than 3 years:</p> <ul style="list-style-type: none"> • Heavy vehicles (class 1, 2, 3, 4): No exchange possible. • Passenger car (class 5): The theoretical and practical tests must be passed to exchange the licence. • Motorbikes (class 6A, 6B, 6C): No exchange possible. • Mopeds (6D): The theoretical test must be passed to exchange the licence. <p>To exchange a valid (or expired for less than three years) licence after more than 12 months following arrival in Canada:</p> <ul style="list-style-type: none"> • Heavy vehicles (class 1, 2, 3, 4): No exchange possible. • Passenger car (class 5): The theoretical and practical tests must be passed to exchange the licence. • Motorbikes (class 6A, 6B, 6C): No exchange possible. • Mopeds (6D): The theoretical test must be passed to exchange the licence.

Country	Response
	<p>To exchange a licence after the 12 months following arrival in Canada, that has been expired for more than 3 years:</p> <ul style="list-style-type: none"> • All licence classes: No exchange possible.
Finland	<p>In order to get a foreign driving licence exchanged, you need to have permanent residency in Finland. This is checked from the Finnish Population Information System (population register) and it is a requirement for applying.</p> <p>There are three levels in exchanging foreign driving licences in Finland:</p> <ol style="list-style-type: none"> 1. Driving licences issued in EU/EEA member states are valid for the exchange anytime during their validity and for all categories. Driving licence with heavy classes (Group 2) is also valid for the exchange for one year after expiry and driving licence with light classes (Group 1) two years after expiry. Exchanging is not mandatory until the driving licence expires. If the exchange is applied after the driving licence has expired, a medical certificate must be enclosed to an application. You may drive in Finland based on a licence issued in an EU or EEA Member State, for as long as the licence is valid. 2. Driving licences issued in Contracting States (issued in Hong Kong, Macao, Taiwan, or a country that has ratified the Geneva or Vienna Road Traffic Convention) are valid for driving in Finland when visiting as a tourist until the licence expires. It is also valid for two years after its holder moves permanently to Finland. Within this two-year period a valid driving licence can be exchanged directly without a driver examination. If the driving licence has expired or two-year time limit has passed, exchange is made through driver examination without any mandatory lessons. In both cases a medical certificate must be enclosed to an application. 3. Driving licences issued in other nation recognised by Finland are valid for driving categories A1, A2, A or B when visiting Finland as a tourist unless the licence has expired. Driving licence is also valid for one year starting the date licence holder is marked to population register if it was not expired during that time. Driving licence can be exchanged to a Finnish driving licence by taking the driver examination without any mandatory lessons. <p>If the driving licence is issued in any country other than previous or it has been issued while living permanently in Finland, it is not valid for driving nor for the exchange. In this case person can only get a Finnish driving licence by taking all the mandatory lessons and a driver examination.</p>
Germany	<p>The requirements and the agreements with the respective partner country must be met. .</p>
Great Britain	<p>Drivers with current full non-GB licences or International Driving Permits can drive any small vehicle (e.g. car or motorcycle) listed on their driving licence for 12 months from when they entered Great Britain. After this, different arrangements apply depending on the country where the driving licence was issued.</p> <p>To exchange a licence, the driver must be resident in Great Britain (with a permanent address in Great Britain that they have lived in for at least 185 days). For all drivers, to exchange, form D1 must be used. This is obtainable from the Driver and Vehicle Licensing Agency (DVLA). These must be sent, with any documents needed and, where applicable, fee, to DVLA.</p> <p>The different requirements for drivers and vehicle types from particular countries are as follows:</p> <ul style="list-style-type: none"> • Car or motorcycle Drivers from the EU -. Drivers can drive in Great Britain on a full, valid driving licence from another EU country until the age of 70. If a

Country	Response
	<p>driver is 68 or over when they become resident, they can drive for 3 years. After this, the licence must be exchanged. There is a fee of £43 to exchange.</p> <ul style="list-style-type: none"> • Northern Ireland -. Drivers can exchange a licence if it was issued on or after 1 January 1976. There is no fee. • Jersey, Guernsey, or Isle of Man. Drivers can exchange a licence if it was issued on or after 1 April 1991. The fee is £43. Designated countries. • Drivers from several countries can exchange their licences. They must do this after 12 months to keep driving. They can exchange it up to 5 years after becoming resident if it has not expired. There is a fee of £43 to exchange. These measures apply to: • Andorra, Australia, Barbados, British Virgin Islands, Falkland Islands, Gibraltar, Hong Kong, Monaco, Singapore, Switzerland, and Zimbabwe. <p>These provisions also apply to the following countries, with these additional requirements for the following:</p> <ul style="list-style-type: none"> • Drivers from Canada and New Zealand can only drive manual vehicles if they can prove they passed a manual vehicle test, otherwise, they must drive an automatic. • Drivers from the Faroe Islands cannot exchange their motorcycle entitlement - they need to take a theory test and motorcycle practical test in the UK. • Drivers from Japan need to provide an official translation of their licence– they are advised to contact their embassy. • Drivers from the Republic of Korea are unable to exchange their motorcycle entitlement – they need to take a theory test and motorcycle practical test in the UK. They also need to provide an official translation of their licence and are advised to contact their embassy. • Drivers from South Africa can no longer drive in the UK with an old South African book of life-style licence or letter of entitlement to one, and they cannot exchange these for a UK licence. They must have a new credit-card style licence or a letter of entitlement to one. • Other - Drivers from other countries cannot exchange their licence but can drive for up to 12 months on their foreign licence. <p>After 12 months, they need to take a theory test and practical test to obtain a Great Britain issued driving licence. Lorry, bus or minibus</p> <ul style="list-style-type: none"> • Northern Ireland. Drivers can exchange their licence, provided it was issued on or after 1 April 1986. They can also drive in Great Britain on their licence until it expires. EU - Drivers can exchange their licences. They can also drive in Great Britain on their licence until they are 45, or for 5 years after they become resident in Great Britain, whichever is longer. (If they are over 45 but under 65 they can drive for 5 years or until they are 66, whichever is shorter). They must register their details with the Driver and Vehicle Licensing Agency (DVLA) within 12 months of becoming resident. Switzerland, Gibraltar - Drivers can exchange their licence up to five years after becoming resident in Great Britain. • Jersey, Guernsey, or Isle of Man – Drivers can exchange their licence, provided it was issued on or after 1 April 1991, up to one year after becoming resident in Great Britain. • Other countries - Drivers from countries not referred to above, cannot exchange their licences. They must apply for a GB provisional driving licence and then pass the theory and practical driving tests to continue driving in Great Britain.

Country	Response
Hungary	The administrative requirements depend on the agreements with the respective partner country.
Iceland	Permanent residency, valid driving licence from third country.
Ireland	Ireland has given Recognised State status to a number of Countries (and Canadian Provinces). Essentially, we establish if the driver testing and licencing regime in the prospective Recognised State is sufficiently similar to our own licencing and testing rules such that we are confident about the driving standard of those drivers who have been licenced in those Countries.
Latvia	<ul style="list-style-type: none"> • Living permit (personal code), live in Latvia at least for 185 days. • Declared address. • Confirmation from issuing country that licence is valid.
Lithuania	<p>To exchange a driving licence of a third country (except Republic of Korea and United Arab Emirates) a person must meet these requirements:</p> <ul style="list-style-type: none"> • permanently reside in the Republic of Lithuania, • pass driving theory and practical exams, • present these documents: <ol style="list-style-type: none"> 1. valid ID document; 2. valid driver's medical certificate; 3. health knowledge assessment (first aid) certificate; 4. foreign national driving licence which complies with requirements of the convention on road traffic (1949 Geneva convention or 1968 Vienna convention). If it does not comply with requirements of the conventions, the applicant must also present an international driving permit, which should comply with requirements of the conventions mentioned above; otranslation of a foreign national driving licence to Lithuanian, confirmed by the translator's signature. <p>To exchange a driving licence of the Republic of Korea a person must present these documents:</p> <ol style="list-style-type: none"> 1. residence permit; 2. Korean driving licence and its translation to Lithuanian; 3. valid driver's medical certificate. These requirements apply to the Republic of Korea driving licences of the categories B, BE. <p>To exchange a driving licence of the United Arab Emirates a person must be a citizen of Lithuania or of the United Arab Emirates, also must be of a certain age from which the right to drive can be entitled and must present these documents:</p> <ol style="list-style-type: none"> 1. valid residence permit; 2. valid United Arab Emirates driving licence, issued not to a novicedriver, and its translation to Lithuanian; 3. valid driver's medical certificate. <p>These requirements apply to the United Arab Emirates driving licences of the categories A1, A2, A, B, D1.</p>
Northern Ireland	<p>EU licences are exchanged in accordance with the Directives on Driving Licences. Non-EU licences may be exchanged is the country of issue has been designated countries by Northern Ireland law on licence exchange.</p> <p>Only small vehicles (car, motorcycle) entitlements may be exchanged.</p> <p>Countries designated for exchange purposes in Northern Ireland are:</p> <p>Australia, Barbados, British Virgin Islands, Provinces and Territories of Canada, Falkland Islands, Faroe Islands (excludes motorcycles), Hong Kong, Japan, New Zealand, Monaco, Republic of Korea (excludes motorcycles), Singapore, South Africa,</p>

Country	Response
	Switzerland, Zimbabwe. Licences may be exchanged up to 5 years after the person becomes resident in Northern Ireland, provided the licence remains valid at time of exchange.
Norway	<p>Valid Driving Licence from EU countries may be exchanged without any additional courses or tests.</p> <p>Other countries than from the EU: Valid Driving Licences from: Australia, Canada, Hong Kong, Israel, Monaco, New Zealand, San Marino, South-Korea, and USA may be exchanged after passed theory and practical testes.</p> <p>Category B Valid Driving Licence from Japan can be exchanged without any additional courses or tests.</p> <p>The driving licence has been exchanged within one year after the holder has taken residence in Norway permanently.</p> <p>Driving licences from other states than mentioned above cannot be exchanged.</p>
Poland	<p>If country is part of Vienna convention or Geneva convention and issuing a model of driving licence compatible with model described in one of convention</p> <ol style="list-style-type: none"> 1. Application, 2. Photo, 3. Certified translation of driving licence, 4. Copy of document of driving licence, 5. Proof of legal stay in Poland, 6. Confirmation of normal residence in Poland, 7. Polish authority will obligatorily confirm legality of document of driving licence in country of issue, 8. After confirming Polish authority will issue polish driving licence with code. 9. Before issuing polish driving licence the driver is obliged to live his original driving licence. <p>If Country is not side of conventions or issuing driving licence model incompatible with model in convention in additionally to above requirements driver must pass test of competence.</p>
Portugal	<p>Foreigner driver licences may not be seized or have been revoked or cancelled by determination of another State.</p> <p>The exchange is conditional on the fulfilment of all the requirements established in the Regulation of the Legal Qualification to Drive to obtain a licence, (minimum age, physical and mental fitness).</p> <p>Portugal may exchange the following driver licences, without submission to driving test:</p> <ol style="list-style-type: none"> 1. Issued by a foreign State in accordance with Annex 9 of the Geneva Convention of 19 September 1949 on Annex 6 to the Vienna International Convention of 8 November 1968 on road traffic. 2. issued by a foreign State provided that it recognizes the same validity as Portuguese securities <p>In the above cases, the exchange is conditional on the fulfilment of all the requirements established in the Regulation of the Legal Qualification to Drive to obtain a licence, except for the submission to driving test (minimum age, physical and mental fitness).</p> <p>The exchange of a foreign driving licence is subject to the approval of the applicant in a driving test when:</p> <ol style="list-style-type: none"> a) it is not possible to prove that the driving licence was obtained by passing a driving test with the same degree of demand as the Portuguese law,

Country	Response
	<ul style="list-style-type: none"> b) there are justified doubts about the authenticity of the driving licence, c) If the exchange is not requested within 90 days after residence in Portugal, d) there is a registration of the holder having performed a practical test in Portugal, with result of disapproval, at a date subsequent to obtaining the foreign title. <p>The exchange of foreign driving licence is conditioned to the approval of the applicant in a theoretical test when there is registration of a theoretical test carried out in Portugal, with result of disapproval, at a date subsequent to the obtaining of the foreign title.</p>
Spain	Firstly, it is necessary to sign a Bilateral Agreement and establish an automatic system between the countries to check the licences.
The Netherlands	It is possible to exchange driving licences from the countries of the European Union and some specific other countries: Aruba, Israel, Japan, South Korea, Andorra, Aruba and parts of Canada.

(3) Do foreign drivers have to pass any tests to be able to exchange their licences? Please give details about the types of tests, and the conditions for passing these tests.

Country	Response
Austria	<ul style="list-style-type: none"> • Principally a practical test (NO theoretical because of language Problems!) must be passed by the applicant. • For the licence of some countries NO test is required (some countries for all classes and some countries only for class B) • No test for any class required is for licences from: Andorra, Guernsey, Isle of Man, Japan, Jersey, Monaco, San Marino, Switzerland and Serbia • No test for class B is required (for other classes it is required): Australia, Bosnia and Herzegovina, Hong-Kong, Israel, CDN, Makedonia, New Zealand, South Africa, South Korea, UAE and USA
Belgium	<ul style="list-style-type: none"> • Recognized driver licences: no. • Unrecognized driver licences: yes, the ordinary theoretical and practical driving tests.
Canada (Québec)	<ul style="list-style-type: none"> • Category B: Drivers immigrating from countries that do not have an agreement with us, must pass the regular theoretical and practical tests to get a licence. • Category A, C, CE, D: No matter what country the person immigrates from, he/she must pass the regular theoretical and practical tests to get a licence.
Finland	If a driver examination is demanded for the exchange, a foreign licence holder takes a normal theory and driving test as a Finnish person would do applying for same category/ies.
Germany	<ul style="list-style-type: none"> • Depending on the partner country, the driving licence can be rewritten without any further examinations. • For some partner countries, the theoretical and / or practical test must be repeated. This information is available from our authorities and can be requested there.

Country	Response
Great Britain	Not to exchange their licences. But, after twelve months have expired, drivers from countries not specified above will need to pass a theory and practical test to continue to drive.
Hungary	<ul style="list-style-type: none"> • Drivers from third countries may have to pass tests to exchange their licences. • The tests may be theoretical or practical or both. • The type of the obligatory test is determined by the competent authority and depends on the agreements with the respective partner country. • Depending on the agreements the driving licence can be exchange without any further tests.
Iceland	Theory test for category B and practical driving test in traffic for each category in the foreign licence to be exchanged.
Ireland	<ul style="list-style-type: none"> • No, where the driver holds a licence from a Recognised State, we will exchange the licence. • In the vast majority of cases we only exchange Category B licences. • Also, we will only exchange like for like- we will only allow an automatic transmission vehicle where that is the licence held by the licence holder.
Latvia	To exchange driving licence from third countries applicant must pass category B driving test. After passing the driving test applicant receives all categories corresponding to licence.
Lithuania	<ul style="list-style-type: none"> • All the foreign drivers exchanging driving licences of the third countries must pass driving theory and practical tests, except for the Republic of Korea and for the United Arab Emirates driving licences. • If the foreign driver has the right to drive more than one category of vehicles, he/she must pass driving tests of the most complex vehicle category according to the peculiarities of driving (the complexity is increasing as follows: B1, B, BE, C1/D1, C1E/D1E, C, D, DE, CE). • If the driver has the right to drive vehicles of categories A1, A2 or A, he/she must also pass driving tests of these categories.
Northern Ireland	A test is not required if exchanging a licence from an EU or designated country.
Norway	<ul style="list-style-type: none"> • Valid Driving Licences from: Australia, Canada, Hong Kong, Israel, Monaco, New Zealand, San Marino, South-Korea, and USA may be exchanged after passed practical test within year after taking up permanent residence in Norway. • If applying for an exchange after having had permanent residence in Norway one year, but before having had permanent residence in Norway in 2 years, courses in dark driving, first aid and the safety on a practice track have to be taken in addition to practical and theoretical tests. • Valid driving licences from Switzerland can be exchanged after passing a practical test if Application is submitted more than 1 year after the holder took up permanent residence in Norway.
Poland	If Country is not part of the UN conventions or issuing driving licence model incompatible with model in convention in additionally to above requirements driver must pass test of competence.
Portugal	<ul style="list-style-type: none"> • Foreign drivers must pass theoretical or practical tests according to the conditions previously described.

Country	Response
	<ul style="list-style-type: none"> These tests are not specific for foreign drivers. They are the ones that integrate all driving exam for national driving candidates, in accordance with national legislation. So, they are equal for all candidates (also for foreign drivers) depending on the categories pretended.
Spain	<ul style="list-style-type: none"> It is not necessary to pass any test to be able to exchange the licence category B or A but it is necessary to pass a practical test to exchange the category C and D. In the future, in the new bilateral agreement, we would like to introduce a compulsory practical test for all the categories.
The Netherlands	<ul style="list-style-type: none"> Drivers from the countries mentioned previously do not have to pass any test. Drivers from other countries have to take a theory test and a practical test.

(4) Are foreign drivers expected to attend any sort of training? If so, could you please elaborate?

Country	Response
Austria	No
Belgium	<p>Recognized driver licences: no.</p> <p>Unrecognized driver licences:</p> <p>(i) In Flanders and Brussels: no.</p> <p>(ii) In Wallonia: yes, the same practical training as for new candidates.</p>
Canada (Québec)	Yes, if the person has been a Quebec resident for more than 12 months. In this case, if he/she wishes to exchange his/her licence he/she must successfully complete the mandatory driver's training.
Finland	If mandatory lessons are required, the amount and the content of the lessons will be the same as is obligatory for a Finnish applicant.
Germany	Yes, this is partially required. This information is filed with the authorities.
Great Britain	Not for exchange of licence. But, if they wish to ride a motorcycle with Compulsory Basic Training or maintain their Certificate of Professional Competence in Great Britain, training will be involved.
Hungary	Drivers from third countries may have to attend training to exchange their licences. The type of the training may be theoretical or practical or both. The type of the obligatory training is determined by the competent authority and depends on the agreements with the respective partner country. Depending on the agreements the driving licence can be exchange without any further training.
Iceland	No
Ireland	No further training required.
Latvia	In this case training is voluntary.
Lithuania	No, they are not.
Northern Ireland	No driver training is required for holders of EU or exchangeable licences.
Norway	No additional training other than what is listed above is required.
Poland	

Country	Response
Portugal	If the foreign drivers are not in the conditions described on point 2, the exchange is not possible. In this case, if they want to get a Portuguese driving licence, they must do it through a driving school as like the national candidates.
Spain	It is not necessary to attend any sort of training.
The Netherlands	Only if they must pass a theory and practical test, they are advised to take driving lessons.

(5) What are the main difficulties in exchanging driving licences?

Country	Response
Austria	Driving examiners want to have introduced a mandatory Training. If the licence is sent to the criminal Investigation in original form, the holder has no licence and so he is not allowed to drive for this period, there are complaints about this.
Belgium	Once the holder is registered in a Belgian municipality, he is no longer allowed to drive with his non-EU foreign driving licence. During the exchange, the holder is not allowed to drive.
Canada (Québec)	Checking the validity of the licence issued by the country which the person is immigrating from.
Finland	Clearing out the permanent residency and addresses of the applicant, which have an effect to the exchange. In some cases, the authenticity of the driving licence, when necessary information is not available (usually concerns some countries).
Germany	The different requirements between the different countries.
Great Britain	There should be no difficulties in exchanging driving licences if the correct documentation is available.
Hungary	The different requirements between the different countries.
Iceland	Language
Ireland	Establishing that the driver licencing regimes have the necessary similarity We also have difficulties getting the necessary confirmation of individual licence holder details from the third country Licencing Authority to enable the licence exchange to proceed.
Latvia	Get confirmation from third countries that licence is valid (legal).
Lithuania	To evaluate the authenticity of the foreign national driving licence and of the international driving permit.
Northern Ireland	Only licences which are valid may be exchanged. Most difficulties encountered relate to verification of licences tendered for exchange, due to lack of timely response from issuing authorities.
Norway	Controlling that the driving licence is valid and not a forgery if there is a suspicion that the driving licence might not be authentic. Getting in touch with the issuing authorities regarding such questions.
Poland	Confirmation of legality of presented document and confirmation of entitlements presented on driving licence.
Portugal	Sometimes we come across driving licences in which it is difficult to know if they are authentic and we find that others are not authentic. Foreign drivers may have

Country	Response
	difficulties to understand the Portuguese language especial when submitted to national theoretical or practical tests.
Spain	To obtain a clear information about the licences.
The Netherlands	-

(6) How long does it take to exchange a driving licence in this situation?

Country	Response
Austria	The criminal technical procedure can take some time (up to several months). But without regard on this Point, the Exchange takes some 2 weeks to one month depending on getting a date for the practical test (if this is necessary).
Belgium	The exchange of a non-EU foreign licence takes at least 6 weeks.
Canada (Québec)	It is difficult to provide an approximative duration considering the variation we face in the delays when certifying the validity of the licence. If the licence is certified valid, the person usually has access to the theoretical and practical tests within approximately 30 days.
Finland	Depending on the case the exchange process takes something from about 2 weeks to about 3,5 months. This time does not include the time person needs for passing the driver examination if its demanded.
Germany	It depends between one day and one week.
Great Britain	The licence should be received within three weeks.
Hungary	The length of the procedure depends on the type of the obligatory training or tests.
Iceland	It can be done within two weeks (depending on tests)
Ireland	The duration from application to exchange can vary from a number of weeks to several months (in the case of a small number of countries)
Latvia	Depending how fast we get confirmation, otherwise full licencing process, driving school, theory, practical test etc.
Lithuania	It depends on how long it takes for the person to pass driving tests.
Northern Ireland	EU and non-EU exchanges are normally processed within 10-15 days.
Norway	Only the time needed to have the test taken, or if it is required, to take the necessary courses.
Poland	from 1 to 6 months. It depends from confirmation in country of origin.
Portugal	Waiting times are dependent on many circumstances (for example, need to confirm or not the authenticity of the driving licence) of the exchange process and therefore are varied. Waiting times may be longer, depending on the regional service of the Institute for Mobility and Transport (IMT, I.P.) issuing the title.
Spain	It depends on the time it takes each country to check the licences and send us the information.
The Netherlands	Five days.

(7) During the exchange process, are the foreign driving licence holders allowed to drive?

Country	Response
Austria	They are allowed to drive for six months after taking up residence in Austria. If the licence is sent to the criminal Investigation in original form, the holder has no licence and so he is not allowed to drive for this period.
Belgium	No.
Canada (Québec)	Only for the first six months Following their arrival in the province of Quebec.
Finland	If the driver licence which is exchange is still valid and person would have a right to drive with it in Finland, but he or she must hand it over to authority for the exchange procedure, it is replaced with a temporary driving licence, which is only valid in Finland. Otherwise no.
Germany	In Germany, the owner of a foreign driver's licence may drive for half a year, then he must have his driver's licence rewritten. If he has the driver's licence rewritten this half-year, he can go on immediately otherwise.
Great Britain	Driving will depend on the criteria above. For those countries where this is limited to twelve months, drivers will not be able to drive if they are applying to exchange after this.
Hungary	The owner of a foreign driver's licence may drive for a year, then he must have his driver's licence exchange.
Iceland	Yes
Ireland	They must hold a valid licence to drive- In practice its likely they will have an International Driving Permit that will enable them to drive.
Latvia	One year with category B
Lithuania	The foreign driver can drive until he becomes a permanent resident of Lithuania.
Northern Ireland	Non-EU licences provide authorisation to drive for a period of 12 months from the date the person becomes resident in Northern Ireland (although the licences may be exchanged for up to 5 years from the date the person becomes resident). The holder of an exchangeable licence may drive (or continue to drive) irrespective as to whether the application was made before or after the expiry of the 12 month period, but only if the exchangeable licence was valid at the time of the application.
Norway	Yes, a temporary driving permit is issued for three months (only once).
Poland	It depends on the kind of driving licence and from the date of start of procedure. Normally no.
Portugal	Foreign driving licence holders are allowed to drive during the first 185 days following their entry into the country provided they are not residents and after fixing the residence in Portugal they must exchange the driving licence within 90 days. During the exchange process, if it is not necessary to submit to tests, IMT issues a driving licences replacement guide. and the foreigner can drive. But, if it is necessary to submit to tests, IMT does not issues a replacement guide, and the foreigner can't drive.
Spain	They are allowed to drive just six months since entering our country.
The Netherlands	Yes, they are. The licence must be exchanged within 6 months.

2.3. 2ND QUESTIONNAIRE ON THE EXCHANGE OF DRIVING LICENCES ISSUED BY THIRD COUNTRIES

With the objective of preparing a new workshop on this same topic matter, a second questionnaire was designed with the help of Christian Lapierre (EAG member and representative of SAAQ, Canada), Susana Paulino (IMT), Kay Schulte (DVR), and Declan Naughton (RSA).

2.3.1. CIECA MEMBERS THAT ANSWERED THE QUESTIONNAIRE

The CIECA members that answered the 2nd questionnaire set up in the CIECA website are:

1. Austria: Bundesministerium für Verkehr, Innovation und Technologie (BmVIT)
2. Canada: Société de l'Assurance Automobile du Québec (SAAQ)
3. Finland: Finnish Transport and Communications Agency (Traficom)
4. France: Ministère de l'Intérieur, Délégation à la sécurité et à la circulation routières (DSCR)
5. Germany: German Road Safety Council (DVR)
6. Germany: Verband der Technischen Überwachungsvereine e.V. (VdTÜV)
7. Great Britain: Driver and Vehicle Standards Agency (DVSA)
8. Latvia: Ministry of Transport, Road Traffic Safety Directorate
9. Luxembourg: Ministère du Développement durable et des Infrastructures, Département des transports
10. Monaco: Ministère de l'Etat, Service des Titres de Circulation
11. Norway: Norwegian Public Roads Administration (Statens Vegvesen Vegdirektoratet)
12. Portugal: Institute for Mobility and Transport (Instituto da Mobilidade e dos Transportes, I.P., IMT)
13. Spain: Ministry of Interior, Dirección General de Tráfico (DGT)
14. Sweden: Swedish Transport Agency (Transportstyrelsen)
15. Switzerland: Association of Road Traffic Services (Vereinigung der Strassenverkehrsämter, ASA)

The questionnaire was submitted to all CIECA members and the responses received have been included in a separated annex (Annex VI).

2.3.2. FURTHER STEPS

The collected information was blended and made available to the rest of members during the workshop in Berlin where the need to revise the format of the questionnaire was discussed. Participants in the workshop proposed a series of suggestions to improve the document and facilitate the access to this information:

- The aim of the questionnaire should be clear enough to spur to answer. The questionnaire should be easy to answer giving preference to listing of countries and the use of ticking boxes for different kind of requirements.
- Collected information should be easily comparable, so questions should be revised and streamlined.
- Answers of this questionnaire should contemplate the **regular** procedures of exchange of driving licences where the driving licence to be exchanged is still valid and the period to make a direct exchange is still possible, i.e. the time limit for direct exchange has not yet expired.
- The questionnaire could be filled directly in the [Guide on Driver Licencing](#) available on the CIECA website, and all results should be accessible to CIECA members.

- It is important to develop a Glossary that would establish a “common language” that will be used by all CIECA member organizations. It will help to ensure common understanding of concepts, and uniformity and consistency in the terminology used.

The filled questionnaire to be revised has been sent together with his report, and CIECA members have been asked to review the document in order to identify the questions that should be listed in such document, and to make suggestions on how to proceed with their drafting.

3. RETHINKING OVERSEAS LICENCING IN AUSTRALIA

(Text provided by Helen Lindner, Director Practice, Standards & Solutions, in the Department of Registration and Licensing in VicRoads)

Australia has for long been a favoured holiday destination for Europeans and North Americans, and its own citizens are enthusiastic world travellers. These arrangements are supported by Australia's participation in the Geneva and Vienna conventions, allowing generations of travellers to enjoy reciprocal driving rights and the use of international driving permits.

Australia welcomes over nine million international visitors per year. Arrivals from all countries can drive on their overseas licence for the length of their tourist, student, or temporary visa in most of the country. However, they must obtain an Australian driver licence once they become a permanent resident or citizen.

Australia operates a two-tiered recognition scheme which allows citizens from most European countries, North America, and Japan to obtain a local driver licence without testing. Persons from other countries must pass written and practical tests in order to acquire an Australian licence. These newly licenced drivers are then transitioned to the appropriate stage in Australia's Graduated Licensing Scheme or given a full licence, depending on driving experience and age.

Australia's visitor and population demographics have been changing considerably over the last 10 to 20 years. Tourists from Asia now represent about 50 per cent of all overseas travellers in Australia, while migration patterns have also changed with large numbers arriving from India and the Middle East, and net immigration overall increasing almost threefold in the last 15 years. Australia also attracts large numbers of overseas students, especially from Asia. In overall terms, the majority of people (roughly 60 per cent) applying to transfer their overseas licence to an Australian one are from the non-recognised group of countries.

Austroads, the peak body in Australia and New Zealand for road agencies (the equivalent of EReg in Europe), commenced a review of overseas driver licensing policy in 2018, partly in response to this changing composition of visitors and migrants. The verification of driver history is particularly challenging in relation to less developed countries owing to the lower quality and integrity of their driver licence cards and processes. Increasing migration volumes from non-recognised countries increases the pressure on road agency customer services to efficiently verify driver history and process larger transaction numbers.

The review is also examining the representation of overseas licenced drivers in Australian road crash data. In Australia, which is a left-hand drive country, there are additional road safety risks for visiting drivers on unfamiliar roads, especially outside the major cities. With its vast distances, there are additional risks relating to fatigue and distraction that the traveller to Australia may encounter. In regional areas it is not uncommon for several hundred kilometres to separate towns and facilities.

Apart from the Austroads review, work has also been undertaken in the southern state of Victoria to apply user-design based approaches to better understand the experience of overseas licenced drivers in Australia. This has involved understanding the journeys, motivations, and experiences of different customer segments to identify appropriate policy and customer service responses. Leading this work, and the national review, Helen Lindner, states, "the increasing global mobility of students, workers and general populations is an exciting and enriching fact of life across the world. We need to develop strategies and policies which allow these people to travel safely".

4. IMMIGRATION FROM THIRD COUNTRIES IN EU MEMBER STATES

Migration is the result of the conjunction of several factors: economic, environmental, political, and social. Traditionally, immigrants from third countries are attracted by the political and economic stability within the EU states.

The terminology 'third country' is used in the Treaties, where it means a country that is not a member of the European Union. Therefore, any person who is not a citizen of the European Union within the meaning of Art. 20(1) of the Treaty on the Functioning of the European Union¹ and who is not a person enjoying the European Union right to free movement as defined in Art. 2(5) of the Regulation (EU) 2016/399 (Schengen Borders Code)² is a third country national. However, it is also important to highlight that mobility across the European Union of third country nationals is a fact, and therefore, this is a factor that should be taken into account in order to guarantee (1) the right to mobility to all citizens, but also (2) the importance to build any standards and procedures around the goal of road safety for all participants in society.

According to the last figures available, on 1 January 2016, there were 35.1 million people born outside the EU-28 living in an EU Member State. At the same time, the number of people living in an EU Member State with non-EU citizenship was 20.7 million, representing 4.1% of the EU-28 population³.

In July 2011, the Commission set up a European agenda to support the integration of third country nationals, focusing on initiatives to favour economic, social, cultural, and political participation by migrants and highlighting the importance of local actions. This new agenda focused on challenges that needed to be tackled so all involved in the migration process, migrants, and host countries, could fully benefit from the potential offered by migration and the value of multiculturalism. In recent years, the continued consideration, development and inclusion of European migration strategies (1) in EU policies have been and continue to be decisive elements to solve existing and emergent challenges within this context, and (2) intend to make the most of the opportunities that immigration can bring to EU development. More specifically, successful immigrant integration into the social fabric of any host European country is measured in terms of employment, health, education, social inclusion, and active citizenship.

These main elements to be considered to attain the successful integration of immigrants are the fundamentals of the Common Basic Principles for the Immigrant Integration Policy, which were adopted by the Justice and Home Affairs Council in November 2004 and reaffirmed in 2014.

Following these initiatives, on 7 June 2016, the European Commission approved an Action Plan on the integration of third-country nationals. This Action Plan provides a detailed framework to support

¹ Art. 20(1) Citizenship of the Union is hereby established. Every person holding the nationality of a Member State shall be a citizen of the Union. Citizenship of the Union shall be additional to and not replace national citizenship.

² Art. 2(5) of the Regulation (EU) 2016/399 'persons enjoying the right of free movement under Union law' means:

(a) Union citizens within the meaning of Article 20(1) TFEU, and third-country nationals who are members of the family of a Union citizen exercising his or her right to free movement to whom Directive 2004/38/EC of the European Parliament and of the Council (21) applies;

(b) Third-country nationals and their family members, whatever their nationality, who, under agreements between the Union and its Member States, on the one hand, and those third countries, on the other hand, enjoy rights of free movement equivalent to those of Union citizens; Migrant Integration, Eurostat, Luxembourg: Publications Office of the European Union, 2017, page 14.

³ Migrant Integration, Eurostat, Luxembourg: Publications Office of the European Union, 2017, page 14.

EU countries' endeavours in the formulation and reinforcing of their integration policies. It also provides a detailed description of the concrete actions that will be implemented by the Commission in order to enable and fulfil the integration of third-country nationals as well as refugees.

The main integration challenges identified by EU Member States have been mostly linked to the integration of third country nationals into the labour market (Figure 1). In relation to this, it is important to note that many of the representatives of CIECA organizations present in the workshops mentioned the access to work as one of the main reasons to apply for the exchange of their licences by third country nationals. This may be so because a great number of jobs available across EU Member States that could help people to improve their economic situation require that the applicants have access to reliable transportation. In employment sectors like construction, manufacturing, and in jobs like electricians, plumbers, etc. employers know that the work to be completed will be located at different sites across a territory and need employees to be able to get there reliably and on time. Under this perspective, it is important to provide clear guidelines for the recognition of driving licences issued by third countries.

The same could be said about another common obstacle that third country nationals confront when trying to find a suitable job: the lack of language skills. This aspect should also be considered when building provisions to grant the exchange of driving licences.

Employment and language skills should of course be considered when setting up procedures for the exchange, but decisions should be made taking into consideration road safety issues.

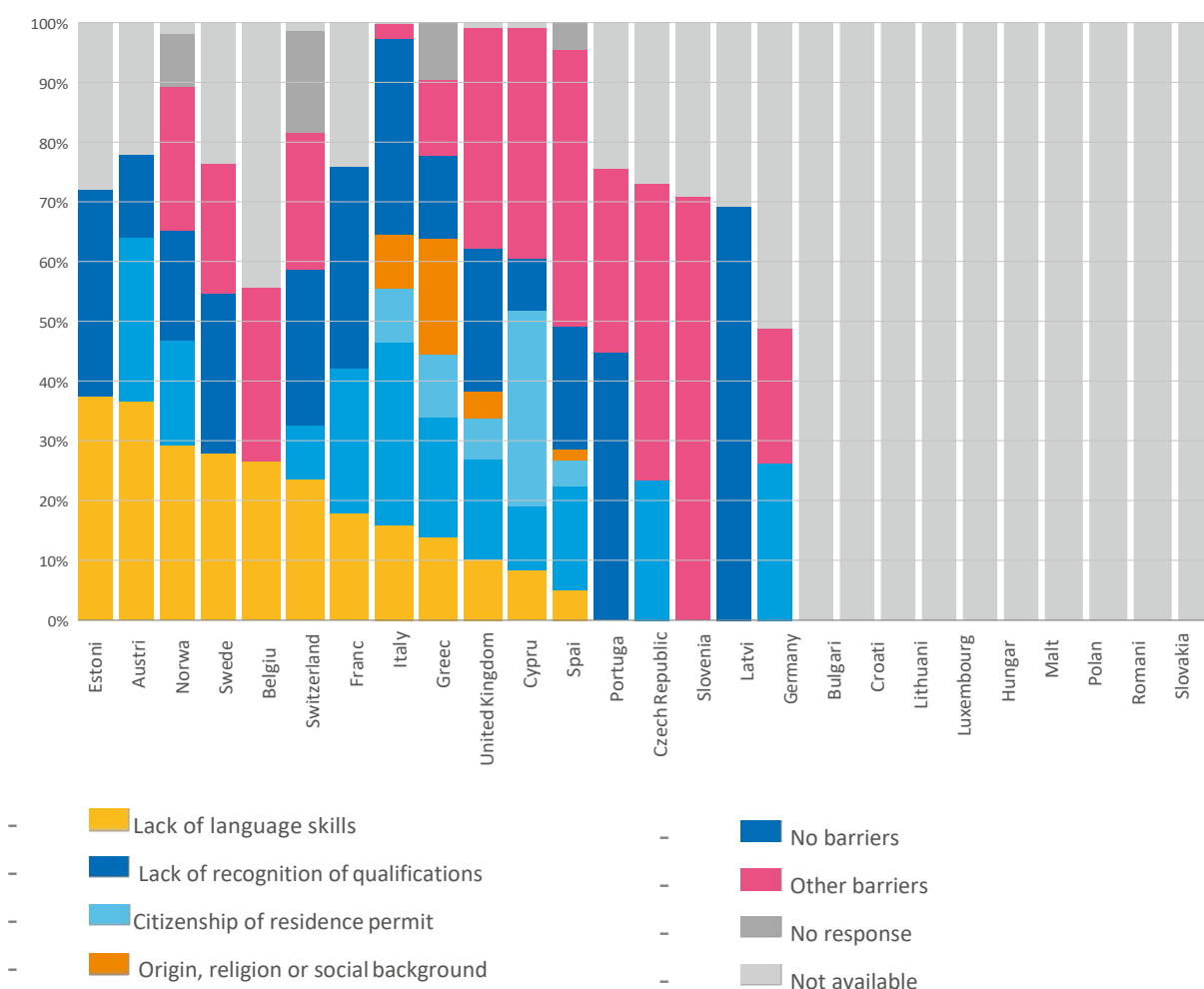


Figure X: Reported obstacles to accessing suitable employment reported by first generation third country nationals in 2014 (%) Obstacles to getting a suitable job by migration status, labour status and citizenship - Source: EMN Study on Labour Market Integration of Third Country Nationals in EU member States, page 44.

5. THE IMPACT OF CULTURE BACKGROUND IN ROAD SAFETY

The role of cultural factors on road safety has been hardly documented. Traditionally, research on road safety has focused on individual driver performance as the main cause of dangerous driver's behaviour.

However, in recent years, there has been an increasing interest in the role that culture has in road safety, considering this influence as a social issue of general interest for all citizens. This research points to the fact that driver's lifestyle and cultural background is closely related to their behaviour and attitudes while participating in traffic. Therefore, it is extremely important to acknowledge that cultural background has an impact in the lifestyle of drivers, their strategic thinking, their capacity to make decisions and to communicate with other road users, vehicle control, and handling issues. Throughout the years, CIECA expert groups (Expert Advisory Group and the Theory Advisory Group) have been examining driving licencing systems across CIECA member organizations and have been witnesses to the importance of culture in the driving experience. This influence of the cultural background on the driving experience is crucial.

Defining culture is a difficult task (Jahoda 2012), but as mentioned above, culture is understood as the set of rules, behavioural patterns, decision styles, and opinions for how people should behave within a given social context. From this perspective, safety boundaries may not be immediately visible to an individual, as they are built in accordance to his beliefs, priorities, and values, i.e. to his culture. While driving, drivers constantly make decisions about their next steps: speed selection, distance to other vehicles and road users, levels of attentiveness at the wheel, etc. All these decisions are made according to the expectations that the drivers have regarding the behaviour of other people on the road, the infrastructure, and the overall environment. A foreign driver can make a mistake induced by foreign cultural backgrounds as he might be unable to comprehend the new driving reality because his expectations might be wrong, and this could lead to a mistake in driving behaviour. Cultural differences, and cultural misunderstandings, have an impact on road safety across the world.

Driving a vehicle is a complex task influenced by many factors, and people from different geographical areas show differences in attitudes and behaviour towards driving which may be reasons for dangerous traffic behaviour. A behaviour mistake entails a behaviour which is wrong when applied in a different cultural environment and circumstances.

When a driver with a certain cultural background drives in a foreign country, his reactions to traffic situations might differ from local drivers. This means that the driver drives and decides differently than the socially accepted local traffic rules, driving customs, or opinions. This also results in foreign drivers having a higher probability of suffering traffic accidents with the consequent danger for all stakeholders involved. Transferring driving skills from one environment to another, as well as poor knowledge of local traffic rules, leads to bad driving performance. For example, these differences might entail differing ideas on the use of child restraints or safety belts, certain driving styles favoured by the lack of equipment (interior mirrors) equipment, the levels of social acceptance of speed limits, aggressiveness at the wheel, specific traffic signs that belong only to certain countries, etc.

Given the difficulties described above, and the increased presence of immigrants, and refugees in European countries, governments should work to eradicate driving mistakes that arise from cultural differences and misunderstandings, and that may result in unsafe traffic situations, and accidents. These driving cultural misunderstandings have become more apparent and governmental authorities are willing to change policies so that third country citizens willing to participate in the social life of their new adopted countries can participate in traffic in a safe way.

6. POTENTIAL DEVELOPMENTS IN THE PROCESS OF DLE AMONG EU MEMBER STATES

The purpose of this publication is to discuss initiatives and ideas that might help to improve regulatory exchange driving licence exchange policy among CIECA Member countries, and to favour the harmonization of these exchange systems.

6.1. SPECIFYING MINIMUM REQUIREMENTS FOR THE EXCHANGE OF DRIVING LICENCES

All CIECA Effective members exchange foreign driving licences. All CIECA Effective members provide mutual recognition of driver licences within EU Member States. However, the exchange of driving licences with third countries differs greatly from one country to another. Some of the countries have more strict requirements than others, and in most CIECA countries, the right to drive with a foreign driving licence is fairly short as normally this period is of three to six months (Finland is the country which allows to drive with a foreign licence for longer -1 to 2 years- before the exchange is compulsory).

The first question raised among the groups would be if it is appropriate to refer to this large group of countries from outside of the EU/EEA as “*third countries*”. Should countries like USA, Canada, Switzerland, and Australia be in the same group as e.g. Nigeria, India, or Pakistan? Even when you consider these countries from an individual point of view, there is different education and testing systems among them, so comparisons among countries is even more difficult. Consequently, there is a need to discuss and define the categorization of countries according to criteria like the level of training, quality of their test, preparation of their examiners, and characteristics of their road safety culture.

Research should be conducted on the minimum requirements in these so called third countries for the issuing of a licence in order to be able to compare its standards with that of European countries, and to avoid the potential risks and hazards that may result from the exchanges of licences from third countries under the current conditions. The information sought should also include the accident statistics in the original country during the last five years.

Other key issues are (1) to determine the level of driver experience, and (2) the verification of the identity of a customer.

All these questions will continue to be matters of concern in a globalised economy characterised by high levels of human mobility, and therefore, efforts should be put on solving both issues.

6.1.1. CONSIDERATIONS REGARDING RISK FACTORS RELATED TO LACK OF CULTURE AWARENESS AND/OR KNOWLEDGE

Overall, more detailed information and knowledge is needed in order to reach further conclusions on harmonization of practices, but some of the elements that might inform future guidelines for the exchange should consider the following mistakes made by third country nationals while driving in non-familiar environments:

- Wrong practice and understanding of the rules.
- Wrong interpretation of the behaviour and signals of local road users.
- Wrong reaction in critical situations.
- Lack of awareness of local road safety principles, and of the local traffic culture.

This would facilitate the design of a common future model or guidelines for exchanges, in which a competence framework should be built. Probably the best combination for this future model may include:

- (1) an element of training provided by driving schools followed by a practical test, or
- (2) a practical test similar to the one taken by local candidates, and in case of failure, some mandatory lessons, or
- (3) a test that differs from the one taken by local candidates, although this could entail administrative burdens for the host country issuing the new licence, or
- (4) a supervised drive or a practical test, or
- (5) a theoretical test (e. g. rules and hazard perception) followed by a practical test, as in many countries there are many rules that are not known/used in third countries, i.e. trams with special traffic regulations, wintertime in northern countries in Europe, etc.,
- (6) if in a third country there are not existing regulations, the theoretical test should be mandatory,
- (7) the theoretical test should be adapted to avoid possible language problems, and therefore should be adapted to the language level of candidates,
- (8) the theoretical test should be adapted to the education level of candidates,
- (9) the language used during the practical test should also be adapted to the level of the candidate,
- (10) there should be different approaches to the exchange of different categories of driving licences that should follow regulations stipulated in the EU Directive,
- (11) only proceed with the exchange of definite driving licences, not graduated licences,
- (12) a system that includes some sort of hazard perception test/identification to make sure that the driver understands what is understood as local risks and hazards in traffic.

There was an agreement that the training followed by drivers from third countries should be different to the training of “beginner” learner drivers because drivers who request an exchange of licence are mainly experienced. The training should include use of new cars, new technology and technical equipment in cars to make sure that the candidate is able to handle it. The result of this discussion was not clear because a lot of countries in Europe have no regulation on mandatory lessons in place.

Among CIECA members there is also the belief that geographical conditions in a country that is different from what host countries normally have (i.e. winter conditions, snow, driving in bad weather and other special risks) should be factors to determine if applicants willing to exchange their licences should undergo training and/or testing. The same principles should apply to countries with (or without) certain road infrastructures, i.e. countries with no roundabouts. There is also a shared opinion among CIECA members to stipulate that the skills that cannot be tested in a practical test should be part of mandatory training.

There should be different approaches to the exchange of different categories of driving licences that should follow regulations stipulated in the EU Directive. One possibility could be to have compulsory practical tests for heavy categories, and theoretical tests for A and B-categories. If there is a reciprocal agreement between countries regulating this issue, this must be clearly regulated in the agreements.

In short, the common element to any shared model of exchange is the belief that the exchange process should consider the driving competence of each individual driver applying for a licence. The participants agreed that it is necessary to define guidelines that should address the need of training and/or testing of drivers from third countries willing to exchange their licences.

6.1.2. CONSIDERATIONS REGARDING RISK FACTORS RELATED TO FRAUDULENT PRACTICES

European jurisdictions experience great difficulties trying to validate some licences issued by third country authorities. These difficulties could be related to doubts on the authenticity of driving licences, the impossibility to verify the identity of candidates, and/or control the validity of the licence. High quality fake licences are more and more available in the black market, creating additional problems for road safety agencies.

All these circumstances very often result in delays in the exchange process and increase of customer

dissatisfaction. Therefore, it is also important to have clear procedures in place to confirm the details of third countries' licences through the relevant official channels. Measures that could be taken could entail the following actions:

- (1) Greater collaboration between countries concerning identity management and authentication services is needed.
- (2) It is important to check that the country of origin allows the exchange of personal data.
- (3) It might also be advisable to request the help of Embassies in third countries to double check the information on driving licences to be exchanged.
- (4) Depending on the country, it might be advisable to check corruption levels in the country of origin of third country nationals tied to information provided by Transparency International.

6.1.3. TOWARDS A COMMON STANDARDISATION WITHIN EU MEMBER STATES

All CIECA members understand that there is a need to harmonize these administrative procedures, and it is also clear that many problems might surround this harmonization. These problems must be identified, and alternative solutions should be sought in order to standardize requirements across EU Member States.

CIECA Members have identified a series of matters that could offer a starting point to examine the possibility of this standardisation among EU Member States. CIECA Members believe that there is a shared responsibility between the EU Member States and EU institutions to solve the problems stemming from Member States' differing legislation regarding the issue of the exchange of driving licences, and they would welcome the help from the relevant EU institutions to rectify the shortcomings. A standardisation of EU Member States' regulations on the exchange of driving licences might contribute to the amelioration of the situation of third country nationals living in the European Union. After completion of both workshops, some matters to be discussed have already been identified, and could be the start of a working agenda on the issue:

(a) There is a clear need to set up a series of harmonized administrative procedures common to all European countries that guarantee that mobility across the European area does not jeopardize road safety in any of its territories. These procedures should contemplate, as a common minimum, the following administrative requirements:

- permanent residency based on the population system, not on temporary residency or based on residency permits,
- consistent identity checks (as stated above),
- minimum age requirements (not granting the exchange to persons under the minimum age requested in the host country issuing the licence),
- 1-year maximum time limit for driving and direct exchange of foreign driving licence,
- after 1 year a driving licence issued by a third country should no longer be valid for driving, nor suitable for the exchange, and the exchange should be granted only through testing,
- only valid driving licence should be considered for direct exchange,
- only full licence can be exchanged,
- only the original and authentic driving licence can be considered, other documents cannot be considered,
- only official translations of documents can be considered,
- there should be driving licence categories compatible to those of EU Member States.
- a medical certificate (including vision test).

(b) Clarify the necessary minimum requirements for setting up reciprocal agreements without the further need of training and/or testing (direct exchange), i.e. it could be decided that direct exchange should be granted:

- If the testing and licencing system, issuance of licence, examiners' training system, validity control, possibility to control the authenticity of the licence, acceptable level of transparency of the country, etc. are at the same level as the minimum requirements set up in the [Directive 2006/126/EC](#), and
- If the country has a proper data system for the driving licence registry and that it is possible to communicate with it in the same terms as RESPER does.

(c) For how long can a third country national drive in an EU country with his original driving licence after having justified his new residence? At the moment, this period changes from country to country: six months in Germany, one year in Spain, two years in Estonia, etc.

(d) What happens to the original driving licence after the exchange is granted? Should the document be given back to the holder, send it back to the authorities in the country of origin, be destroyed?

(e) Should there be differences in the exchange of licences for temporary or permanent residents? For example, how to deal with students with a temporary three-year residency permit?

(f) As mentioned in section 3.1., the denomination "third countries" can be problematic. CIECA members believe that the EC could provide help in the drafting of approved countries that could help to clarify which procedures to follow in the exchange of the licence. The EC could provide recommendations regarding how to proceed with the exchange of C and D licences.

Another alternative to classify third countries was presented and could be considered in further discussions:

1. Countries accepted for direct exchange
2. Countries where A and B categories can be exchanged directly while categories C and D require a test
3. Countries where A and B can be exchanged directly while demanding mandatory training before exchanging C and D.

In short, CIECA would offer its resources to work with its members and the relevant EU agencies to cooperate with a view to reach an agreement on the development and adoption of more uniform standards to apply regarding the exchange of driving licences within EU Member States. This would contribute to the improvements and maintenance of road safety standards across the European Union.

6.2. FURTHER ISSUES AND TASKS TO BE EXPLORED AND DISCUSSED AMONG CIECA MEMBERS

(1) There is a general need among all CIECA member countries for collecting information from one another, and there have already been two questionnaires distributed among CIECA Members by CIECA on this regard (available with this document).

Further discussions among CIECA members on the type of information to be collected, and further steps to contact these countries are needed.

The questionnaires developed by CIECA until this moment can be considered as a good start, but there is a need to review the documents in order to compile the information in a more coherent manner so the information among countries is easily found and compared. As mentioned before, the 2nd questionnaire has been sent together with this report, and CIECA Effective members have been asked to review the document to identify the crucial questions to be listed in a future survey/questionnaire that will help to define the exchange of licences in a more coherent way.

(2) It is necessary to develop a Glossary that would help to harmonize the terminology used by all CIECA members in relation to the procedures for the exchange of licences.

(3) There is a clear need to compile information from third countries regarding the structure and level of their training system, the features of their testing system, and information on the road safety culture

and records. This information would provide the criteria for (1) a clearer classification of third countries, and (2) the setting up of requirements according to the testing systems in place in such countries.

(4) Finally, it is necessary to pin down which information on third countries driving licencing systems should be compiled, and how this could be shared by all CIECA Effective members.

As a starting point for discussion regarding the development of a document to compile information on testing systems, CIECA would like to present the template used in the CIECA Category A and B reports. The documents were developed by the CIECA Expert Advisory Group and can be found in Annex IV of this publication.

7. FINAL CONCLUSIONS AND FURTHER STEPS

Both workshops finished with lots of unanswered questions, fact that should not be seen as a negative but as the need for continued dialogue. It was obvious for all participants that that further work on this matter was necessary, and there was a need to widened the scope of the discussions as, during the discussions, it soon became clear that experts from the Licencing (administrative process) and Driver Testing departments should be involved in the discussions. It was felt that any further discussions would benefit from having experts from both fields.

There is a need to harmonise the exchange driving licence process among all EU countries. For example, Finland exchanges with all Convention countries (which is nearly all Nations) while Ireland, UK and Norway take a much more restrictive approach. There are some countries that apply further tests before granting a licence while others do not. These huge differences within the exchange systems are also the root of obvious concerns among many participants on the acceptance of licences under the Geneva Convention, and the fact that, in some instances, driving licences within Europe are issued to third country nationals without having their driving standards properly checked.

Most participants admitted that, in many instances, political considerations rather than driver licencing, and road safety factors drove the exchange process, and this is a difficult element to manage. Having said that, there was also interest in exploring the possibility of drafting some basic guidelines that could govern the process in the future: e.g. should a test be applied? Should this test be practical, theoretical or both? Should a detailed questionnaire, like the one used by UK authorities, form the basis of any agreement? Any agreed guidelines would help the road safety bodies in various countries to make the case to the politicians so that some basic rules should apply in the exchanging driving process.

The Conventions of 48 and 68 were motivated by road safety rather than granting driving privileges. Any EU country that grants a driving licence exchange is effectively allowing a person the opportunity to drive in all other EU countries so for that reason the way in which driving licences are exchanged and regulated should be a matter of interest for the European Commission.

The discussion started within CIECA aims to assist CIECA Members to understand how other licencing authorities are responding to ongoing policy and operational challenges. The final goal of these discussions is to inform better policy developments by all CIECA Members and help discussions in European and international forums. CIECA hopes that the information in this document will ultimately improve links with regulators around the world.

Ultimately, CIECA's aim is to draft a document containing a set of recommendations and guidelines on this matter to be sent to the European Commission.

ANNEX I – LIST OF PARTICIPANTS IN BOTH WORKSHOPS

1st Driver Licence Exchange under Recognition of Competences for Safe Drivers Workshop, Lisbon, Portugal

Venue: Estação de Caminhos de Ferro do Rossio (Rossio Railway Station)
R. 1º de Dezembro, 1249-970 Lisboa, Portugal.

Participants

1.	ABREU	Fátima	IMT, IP	Portugal
2.	ALBINO	António	ANIECA	Portugal
3.	ANTILA	Henna	Trafi	Finland
4.	BABIN	Pierre Jean	Ministry of the Interior /Délégation à la sécurité routière	France
5.	BERNARDO	Maria de Lurdes	IMT	Portugal
6.	BORGES	António	ANIECA	Portugal
7.	CARDOSO	Jorge	IMT	Portugal
8.	CHEN	Chen	CAS	United Kingdom
9.	COSTA	Joana	ANIECA	Portugal
10.	CRESPO ALONSO	Paula	DGT	Spain
11.	DECLAN	Naughton	Road Safety Authority	Ireland
12.	DISIVISCOUR	Alain	Department for Transport Luxembourg	Luxembourg
13.	FRISING	Guy	Department for Transport Luxembourg	Luxembourg
14.	GAVELAS	Liliana	IMT	Portugal
15.	GIRÃO	Helena	IMT	Portugal
16.	GREEN	Shane	Driver & Vehicle Standards Agency	United Kingdom
17.	JØRSTAD BJØRNAAS	Kirsti	NPRA	Norway
18.	LAMAS	Paulo	IMT	Portugal
19.	LEHEILLEIX ZINK	Myriam	Ministry of the Interior /Délégation à la sécurité routière	France
20.	LORCA	ENRIQUE	CNAE	Spain
21.	MONAGHAN	Stephen	DVA	Northern Ireland

22.	NASCIMENTO	Manuela	IMT	Portugal
23.	NEACY	Conor	Prometric	Ireland
24.	PAIS NETO	António	ANIECA	Portugal
25.	PANTOJO	ALMUDENA	DGT SPAIN	Spain
26.	PARR	Chris	DVSA	United Kingdom
27.	PAULINO	Susana	IMT	Portugal
28.	PAULO	Figueiredo	ANIECA	Portugal
29.	PEDROSO	Carla	IMT	Portugal
30.	PICARDI	Manuel	EFA	Great Britain
31.	POLL	Tiit	Estonian Road Administration	Estonia
32.	REIS	António	ANIECA	Portugal
33.	SALDANHA	Pedro	ANIECA	Portugal
34.	SANTOS	Fernando	ANIECA	Portugal
35.	SCHEIBNER	Olivera	German Road Safety Council (DVR)	Germany
36.	SCHULTE	Kay	German Road Safety Council (DVR)	Germany
37.	SEIPIÃO	Carlos	ANIECA	Portugal
38.	SILVA	Anabela	IMT	Portugal
39.	SILVA PERALTA FEIO	Eduardo Elísio	IMT	Portugal

OBSERVERS

40.	ARRAIOLOS	Anabela	Portuguese Road Safety Authority	Portugal
41.	FREITAS	Madalena	Regional Director of driving and transports from the Autonomous Region of Madeira	Portugal
42.	JANSEN	Bruno	Service public fédéral Mobilité et Transports	Belgium
43.	JORDÃO	Marlene	High Commission for Migration	Portugal
44.	SILVA	Pedro	Portuguese Road Safety Authority	Portugal

PRESENTERS

45.	LINDNER	Helen	VicRoads	Australia
46.	BETTENCOURT DA CÂMARA	Stella	Institute of Social and Political Sciences	Portugal

CIECA Secretariat

47.	SICA	Augusta	CIECA	Belgium
48.	MATEO	Eva	CIECA	Belgium

2nd Driver Licence Exchange under Recognition of Competences for Safe Drivers Workshop Berlin, Germany

Venue: NH Collection Berlin Friedrichstrasse, Friedrichstrasse 96
10117, Berlin, Germany

Participants

49.	ANTILA	Henna	Traficom	Finland
50.	APARICIO SANCHIZ	Maria José	DGT	Spain
51.	BABIN	Pierre Jean	Ministry of the Interior /Délégation à la sécurité routière	France
52.	BERTRAND	Matthieu	Service des Titres de Circulation	Monaco
53.	DISIVISCOUR	Alain	Ministry for Mobility and Public works	Luxembourg
54.	FRISING	Guy	Ministry for Mobility and Public works	Luxembourg
55.	GARRETT	Sherry	Prometric	Ireland
56.	GONZALEZ	Arcadio	CNAE	Spain
57.	JØRSTAD BJØRNAAS	Kirsti	NPRA	Norway
58.	KAUP	Marcellus	TÜV SÜD	Germany
59.	LEHEILLEIX ZINK	Myriam	Ministry of the Interior /Délégation à la sécurité routière	France
60.	MONAGHAN	Stephen	DVA	Northern Ireland
61.	NAUGHTON	Declan	RSA	Ireland
62.	NEACY	Conor	Prometric	Ireland
63.	PAIS NETO	António	ANIECA	Portugal
64.	PANTOJO	Almudena	DGT	Spain
65.	PAULINO	Susana	IMT	Portugal
66.	PIZZIO	David	Service des Titres de Circulation	Monaco
67.	POLL	Tiit	Estonian Road Administration	Estonia
68.	SANTOS	Fernando	ANIECA	Portugal
69.	SATZ	Jörg-Michael	Moving	International
70.	SCHEIBNER	Olivera	German Road Safety Council (DVR)	Germany

71.	SCHULTE	Kay	German Road Safety Council (DVR)	Germany
72.	WASCHKE	Marc-Philipp	TÜV	Germany

CIECA Secretariat

73.	MATEO	Eva	CIECA	Belgium
-----	-------	-----	-------	---------

ANNEX II: Countries and jurisdictions that recognize International Driving Permits

Participant	Party to 1968 Vienna Convention	Party to 1949 Geneva Convention	Party to 1926 Paris Convention
Albania	Yes	Yes	
Algeria		Yes	
Argentina		Yes	
Armenia	Yes		
Australia		Yes	
Austria	Yes	Yes	Yes
Azerbaijan	Yes		
Bahamas	Yes		
Bahrain	Yes		
Bangladesh		Yes	
Barbados		Yes	
Belarus	Yes		
Belgium	Yes	Yes	
Benin		Yes	

Participant	Party to 1968 Vienna Convention	Party to 1949 Geneva Convention	Party to 1926 Paris Convention
Bosnia and Herzegovina	Yes		
Botswana		Yes	
Brazil	Yes		
Bulgaria	Yes	Yes	Yes
Burkina Faso		Yes	
Cabo Verde	Yes		
Cambodia**		Yes	
Canada		Yes	
Central African Republic	Yes	Yes	
Chile	Yes	Yes	Yes
Congo		Yes	
Costa Rica	Yes		
Côte d'Ivoire	Yes	Yes	
Croatia	Yes		
Cuba	Yes	Yes	Yes

Participant	Party to 1968 Vienna Convention	Party to 1949 Geneva Convention	Party to 1926 Paris Convention
Cyprus		Yes	
Czech Republic	Yes	Yes	
Democratic Republic of the Congo	Yes	Yes	
Denmark	Yes	Yes	
Dominican Republic		Yes	
Ecuador	Yes	Yes	
Egypt		Yes	Yes
Estonia	Yes		
Fiji		Yes	
Finland	Yes	Yes	
France	Yes	Yes	Yes
Georgia	Yes	Yes	
Germany	Yes		
Ghana	Yes	Yes	
Greece	Yes	Yes	

Participant	Party to 1968 Vienna Convention	Party to 1949 Geneva Convention	Party to 1926 Paris Convention
Guatemala		Yes	Yes
Guyana	Yes		
Haiti		Yes	
Holy See	Yes	Yes	
Hungary	Yes	Yes	Yes
Iceland		Yes	
India		Yes	
Indonesia	Yes		
Iran (Islamic Republic of)	Yes		
Iraq	Yes		
Ireland		Yes	
Israel	Yes	Yes	
Italy	Yes	Yes	Yes
Jamaica		Yes	
Japan		Yes	

Participant	Party to 1968 Vienna Convention	Party to 1949 Geneva Convention	Party to 1926 Paris Convention
Jordan		Yes	
Kyrgyzstan		Yes	
Kazakhstan	Yes		
Kenya	Yes		
Kuwait	Yes		
Kyrgyzstan	Yes		
Lao People's Democratic Republic		Yes	
Latvia	Yes		
Liberia	Yes		
Lebanon		Yes	
Lesotho		Yes	
Lithuania	Yes	Yes	
Luxembourg	Yes	Yes	Yes
Madagascar		Yes	
Malawi		Yes	

Participant	Party to 1968 Vienna Convention	Party to 1949 Geneva Convention	Party to 1926 Paris Convention
Malaysia		Yes	
Mali		Yes	
Malta		Yes	
Mexico	Yes		Yes
Monaco	Yes	Yes	Yes
Mongolia	Yes		
Montenegro	Yes	Yes	
Morocco	Yes	Yes	Yes
Myanmar	Yes		
Namibia		Yes	
Netherlands	Yes	Yes	
New Zealand		Yes	
Niger	Yes	Yes	
Nigeria	Yes	Yes	
North Macedonia	Yes		

Participant	Party to 1968 Vienna Convention	Party to 1949 Geneva Convention	Party to 1926 Paris Convention
Norway	Yes	Yes	
Pakistan	Yes		
Papua New Guinea		Yes	
Paraguay		Yes	
Peru	Yes	Yes	Yes
Philippines	Yes	Yes	
Poland	Yes	Yes	Yes
Portugal	Yes	Yes	Yes
Qatar	Yes		
Republic of Korea	Yes	Yes	
Republic of Moldova	Yes		
Romania	Yes	Yes	Yes
Russian Federation	Yes	Yes	
Rwanda		Yes	
San Marino	Yes	Yes	

Participant	Party to 1968 Vienna Convention	Party to 1949 Geneva Convention	Party to 1926 Paris Convention
Saudi Arabia	Yes		
Senegal	Yes	Yes	
Serbia	Yes	Yes	
Seychelles	Yes		
Sierra Leone		Yes	
Singapore		Yes	
Slovakia	Yes	Yes	
Slovenia	Yes	Yes	
South Africa	Yes	Yes	
Spain	Yes	Yes	
Sri Lanka		Yes	
Sweden	Yes	Yes	
Switzerland	Yes	Yes	Yes
Syrian Arab Republic		Yes	
Tajikistan	Yes		

Participant	Party to 1968 Vienna Convention	Party to 1949 Geneva Convention	Party to 1926 Paris Convention
Thailand	Yes	Yes	
Togo		Yes	
Trinidad and Tobago		Yes	
Tunisia	Yes	Yes	Yes
Turkey	Yes	Yes	
Turkmenistan	Yes		
Uganda		Yes	
Ukraine	Yes		
United Arab Emirates	Yes	Yes	
United Kingdom of Great Britain and Northern Ireland	Yes	Yes	
United States of America		Yes	
Uruguay	Yes		Yes
Uzbekistan	Yes		
Venezuela (Bolivarian Republic of)	Yes	Yes	

Participant	Party to 1968 Vienna Convention	Party to 1949 Geneva Convention	Party to 1926 Paris Convention
Viet Nam	Yes	Yes	
Zimbabwe	Yes	Yes	

Source: Wikipedia, accessed on 26 March 2020

ANNEX III: CIECA / GUIDE ON DRIVER LICENSING / DRIVING LICENCE

SURVEY 09. Exchanging Driving Licences Issued by third countries

FRANCE (Ministère de l'intérieur – Délégation à la sécurité routière)

QUESTION 1

Is it possible in your country to exchange foreigner driver licences?

Yes

QUESTION 2

What are the administrative requirements to be fulfilled in order to make the exchange effective? If there are different regimes depending on the countries where driving licences were issued, or previous conventions, please give details for each one.

The following requirements apply only to driving licences issued **outside the EU and the EEA** (EU and EEA driving licences are recognised and do not need to be exchanged for as long as the licence remains valid and there is no driving conviction).

Holders of a **non-EU/EEA ("third country")** valid driving licence who have taken up normal residence in France may drive on French territory on the foreign licence up to one year following the date of establishment of their normal residence. Applications for an exchange must be lodged within that one-year period.

The exchange of a non-EU/EEA ("third country") driving licence for a French licence is subject to the following requirements:

- Exchange agreement between France and the third country where the foreign driving licence was issued (however, under current French legislation, this does not apply to holders with a refugee status or other international protection).

French legislation is committed to applying the exchange procedure only to third countries where a French driving licence can be exchanged for an *equivalent* foreign driving licence and where the *standards for driving tests and licensing are in accordance with French and European standards* in the area of road safety. Accordingly, the list of third countries (over 150, very different in size and population and including several States in federal States) potentially affected by the exchange procedure with France is currently being revised. The main criteria used for this assessment are: level of theoretical and practical test, training standards, driving licence categories, driving licence security features, overall security of the issuing system, overall road safety performance...(non exhaustive).

In most cases, all categories (group 1 and group 2) are eligible for an exchange but driving licences issued by some third countries can only be exchanged for a licence for small vehicles (e.g. car or motorcycle).

- Normal residence in France (at least 185 days on account of personal and/or occupational ties...). Applicants are required to submit any appropriate and relevant documents showing that their normal residence is in France: a residence permit (for non-EU/EEE, Swiss or Monaco citizens), otherwise: tax bill, employment contract, business registration, pays slips, lease agreement, utility bills etc.
- Driving licence obtained lawfully, in a State where the applicant had her/his normal residence. Accordingly:
 - the authenticity of the driving licence is checked systematically (as appropriate, by a department specialized in the field of anti-fraud protection; the representations of the French Foreign office in third countries can also forward a request for authentication to the authorities of the State where the licence was issued).

- the applicant is required to produce a *certificate of entitlement* dated within the past three months (if necessary, the issuing country may be requested to confirm, through diplomatic channels, whether the licence is valid) and *proof of normal residence* in country of issue when the driving licence was issued (except where the applicant has no other nationality than that of the issuing country).

- No current driving ban, cancellation etc of driving licence in country of issue.
- No cancellation of a French driving licence prior to obtaining the foreign driving licence.
- Driving licence obtained before taking up normal residence in France.
- Application made within one year of establishment of normal residence in France.
- Driving licence valid (e.g. not expired) on the day of the application (this requirement may be waived if licence held by a refugee or person with other international protection).
- Official translation of the driving licence.
- Minimum age (as provided by the French Highway code) at the time of exchange.
- Compliance with additional mentions or restrictions written on the licence (as appropriate: for example, restricted to vehicle with automatic transmission).
- Medical examination (as provided by the French Highway code, specifically as regards categories in group 2).

Moreover, all applicants are required to provide evidence of their *identity* (photographic identity: passport, identity card...) and of their *address*.

If the person has held the foreign driving licence for less than three years (novice driver), a probationary licence ("permis probatoire") is issued for the remaining period.

The exchanged foreign driving licence must be surrendered to the French authorities.

QUESTION 3

Do foreign drivers have to pass any tests to be able to exchange their licences? Please give details about the types of tests, and the conditions for passing these tests. If there are different regimes depending on the countries where driving licences were issued, or previous conventions, please give details for each one.

No test is required to exchange a foreign licence for a French licence.

Holders not eligible for an exchange must undergo, before the end of the one-year period mentioned above (Question 2) and below (Question 7), a full driving test (theory and practical) in order to obtain a French driving licence (some holders may be exempt from the mandatory number of driving lessons - a minimum of 20 hours - required for the practical driving test).

QUESTION 4

Are foreign drivers expected to attend any sort of training? If so, could you please elaborate? If there are different regimes depending on the countries where driving licences were issued, or previous conventions, please give details for each one.

No. The driving licence can be exchanged without any further training (but if they wish to drive professionally in group 2, a training will be involved as a Certificate of Professional Competence will, of course, be necessary).

QUESTION 5

What are the main difficulties in exchanging driving licences?

Correct and updated documentation on third country driving licences is not always available.

Getting, when needed, confirmation from some third countries that the licence is valid (authenticity entitlements) may be difficult at times.

Identifying equivalences between driving licence categories may be difficult at times.

Administrative burden of exchange processing.

QUESTION 6

How long does it take to exchange a driving licence in this situation?

The standard turnaround is over 6 months.

The proceedings may, in some cases, take up to one year (depending on various circumstances, partly on confirmation of entitlement by issuing country if needed).

QUESTION 7

During the exchange process, are the foreign driving licence holders allowed to drive?

As stated above, holders of a third country valid driving licence who have taken up normal residence in France may drive on French territory on the foreign licence up to one year following the date of establishment of their normal residence.

Such drivers must apply, within that one-year period, for a French licence through a licence exchange procedure or, if there is no exchange agreement between France and the third country, undergo a full driving test (theory and practical) if they intend to continue driving in France.

When applicants eligible for an exchange submit their foreign driving licence for purposes of authentication, they are issued with a certificate ("Attestation de dépôt de permis de conduire") which allows them to drive during the one –year period where the exchange is being processed.

ANNEX IV: BIBLIOGRAPHY AND REFERENCES

European Migration Network (2019). Labour market integration of third-country nationals in EU Member States – Synthesis Report. Brussels: European Migration Network.

Migrant Integration, Eurostat, Luxembourg: Publications Office of the European Union, 2017.

Castillo-Manzano, J.I., Castro-Nuño, M., López-Valpuesta, L., & Vassallo, F. (in press). An assessment of road traffic accidents in Spain: the role of tourism. *Current Issues in Tourism*. <https://doi.org/10.1080/13683500.2018.1548581>.

Jahoda, G. (2012). Critical reflections on some recent definitions of “culture”. *Culture & Psychology*, 18, 289–303.

Nordfjærn, T., & Zahadeh, M.F. (2016). Individualism, collectivism and pedestrian safety: A comparative study of young adults from Iran and Pakistan. *Safety Science*, 87, 8–17.

Shinohara, Y., & Nishizaki, Y. (2018). Where Do Drivers Look When Driving in a Foreign Country? In R. Lee (ed.), *Software Engineering, Artificial Intelligence, Networking and Parallel/Distributed Computing*, Studies in Computational Intelligence 721, Springer, 151–163. https://doi.org/10.1007/978-3-319-62048-0_11.

Wang, W., Cheng, Q., Li, Ch., André, D., & Jiang, X. (2019). A cross-cultural analysis of driving behavior under critical situations: A driving simulator study. *Transportation Research Part F*, 62, 483–493.

Ward, S.J., Wogalter, M.S., & Melcer, A.W. (2004). Comprehension and training of international road signs. *Proceedings of the Human Factors and Ergonomics Society Annual Meeting*, 48, 2104–2108.

Yannis, G., Golias, J., & Papadimitriou, E. (2007). Accident risk of foreign drivers in various road environments. *Journal of Safety Research*, 38, 471–480. <https://doi.org/10.1016/j.jsr.2007.01.014>.

Zhang, X., Xiang, H., Wheeler, K. K., Smith, G. A., & Stallones, L. (2010). Road traffic injuries to foreigners in the People’s Republic of China, 2000-2008. *Journal of safety research*, 41(6), 521–523. <https://doi.org/10.1016/j.jsr.2010.09.003>.

ANNEX V: TEMPLATE FOR CIECA CATEGORY A AND B REPORTS

COUNTRY – CATEGORY B LICENCING SYSTEM

A. TRAINING

A.1 Access to training

	A.1.1 Minimum age for learning to drive	
	A.1.2. Provisional licence required for pre-test practice/training	

A.2 Curriculum

	A.2.1. Official curriculum	
	A.2.2. Designed by	
	A.2.3. Theoretical training mandatory	
	A.2.4. Number of mandatory theoretical hours	
	A.2.5. Mandatory practical training	
	A.2.6. Number of mandatory practical hours	
	A.2.7. Options for driver training	
	A.2.8 Any other obligatory training	

A.3 Accompanied driving

	A.3.1. Year of introduction	
	A.3.2. Allowed or mandatory	
	A.3.3. If allowed number or hours recommended	
	A.3.4. Requirements for accompanying person	
	Please specify:	
	A.3.5. Requirements related to vehicle specification	

A.4 Pre-test practice

	A.4.1. Allowed or mandatory	
	A.4.2. Total average number of hours	

B. DRIVER ASSESSMENT

B.1 Theory test

	B.1.1. Age of eligibility	
	B.1.2. Position of theory test	
	B.1.3. Medium used	

	B.1.4. Number of questions	
	B.1.5. Themes tested	
	B.1.6. Current pass rate 1 st time at theory test	
B.2 Hazard perception test (HPT)		
	B.2.1. Age of eligibility	
	B.2.2. Included in theory test or distinct?	
	B.2.3. Position of HPT	
	B.2.4. Medium used	
	B.2.5. Current pass rate 1st time at HPT	
B.3 Practical test		
	B.3.1. Closed track testing	
	B.3.2. Age of eligibility	
	B.3.3. Total length of the test (minutes)	
	B.3.4. Special maneuvers	
	B.3.5. On road testing	
	B.3.6. Age of eligibility	
	B.3.7. Total length of the test (minutes)	
	B.3.8. Independent driving time (minutes)	
	B.3.9. Current pass rate 1 st time at practical	
	B.3.10. Vehicle specifications	
C. SOLO DRIVING		
	C.1. Allowed or mandatory before practical test	
	C.2 Age of eligibility	
	C.3 Year of introduction	
D. POST-TEST		
D.1 Probationary period		
	D.1.1. Length of probationary period	
	D.1.2. Conditions of probationary period	

	D.1.3. Consequences of penalties	
D.2 Post-licence training		
	D.2.1. Allowed or mandatory	
	D.2.2. Year of introduction	
E. ESTIMATED AVERAGE COST FOR NOVICE DRIVER LICENCING PROCESS		
G. GENERAL SUMMARY OF LICENCING PROCESS		
H. FOR MORE INFORMATION, PLEASE REFER TO THE FOLLOWING SOURCES		
I. CONTACT PERSON IF MORE INFORMATION IS NEEDED		
J. FORM FILLED BY (Name and signature)		

COUNTRY – CATEGORY A LICENCING SYSTEM		
A. TRAINING		
A.1 Access to training		
	A.1.1 Minimum age for learning to drive	
	A.1.2. Provisional licence required for pre-test practice/training	
A.2 Training Curriculum		
	A.2.1. Official curriculum	
	A.2.2. Designed by	
	A.2.3. Theoretical training mandatory	
	A.2.4. Number of mandatory theoretical hours	
	A.2.5. Mandatory practical training	
	A.2.6. Number of mandatory practical hours	
	A.2.7. Options for driver training	
	A.2.8 Any other obligatory training	
A.3 Accompanied driving (IF APPLICABLE)		
	A.3.1. Year of introduction	
	A.3.2. Allowed or mandatory	
	A.3.3. If allowed number or hours recommended	
	A.3.4. Requirements for accompanying person	
	Please specify:	
	A.3.5. Vehicle specifications	
A.4 Pre-test practice		
	A.4.1. Allowed or mandatory	
	A.4.2. Total average number of hours	
B. RIDER ASSESSMENT		
B.1 Theory test		
	B.1.1. Age of eligibility	
	B.1.2. Position of theory test	
	B.1.3. Medium used	
	B.1.4. Number of questions	
	B.1.5. Themes tested	
	B.1.6. Current pass rate 1st time at theory test	

B.2 Hazard perception test (HPT)		
	B.2.1. Age of eligibility	
	B.2.2. Included in theory test or distinct?	
	B.2.3. Position of HPT	
	B.2.4. Medium used	
	B.2.5. Current pass rate 1st time at HPT	
B.3 Practical test		
	B.3.1. Closed track testing (IF APPLICABLE)	
	B.3.2. Age of eligibility	
	B.3.3. Total length of the test (minutes)	
	B.3.4. Special manoeuvres (Please provide visual information if available)	
	B.3.5. On road testing	
	B.3.6. Age of eligibility	
	B.3.7. Total length of the test (minutes)	
	B.3.8. Independent driving time (minutes)	
B.3.9. Current pass rate 1st time at practical		
B.3.10. Vehicle specifications		
C. SOLO DRIVING (IF APPLICABLE)		
	C.1. Allowed or mandatory before practical test	
	C.2 Age of eligibility	
	C.3 Year of introduction	

D. POST-TEST (IF APPLICABLE)		
D.1 Probationary period		
	D.1.1. Length of probationary period	
	D.1.2. Conditions of probationary period	
	D.1.3. Consequences of penalties	
D.2 Post-licence training		
	D.2.1. Allowed or mandatory	
	D.2.2. Year of introduction	
E. ESTIMATED AVERAGE COST FOR NOVICE DRIVER LICENCING PROCESS		
H. FOR MORE INFORMATION, PLEASE REFER TO THE FOLLOWING SOURCES		
G. GENERAL SUMMARY OF LICENCING PROCESS		
H. CONTACT PERSON IF MORE INFORMATION IS NEEDED		
I. FORM FILLED BY (Name and signature)		

ANNEX V: PRESENTATIONS OF WORKSHOPS

Driver Licence Exchange under Recognition of Competences for Safe Drivers Workshop

**Recognition and exchange driving licences between countries: Group discussions and results of
questionnaires**



Why approach this topic?

- ❑ **The globalization** - In a global world, there is an increasing integration among countries and people are on the move around the world;
- ❑ **The migratory flow** - with the movement of people there is an interaction of information and cultures and the need to adapt the realities of the countries to these migratory flows;
- ❑ **The need for harmonization** - The recognition and exchange of non-EU driving licences is not harmonized in the 28-EU Member States

Workshop Goals:

To focus on the process of recognition and exchange of driver licences issued by non-EU countries within the EU, and the validation of driver competences in this context.

In this workshop we will discuss and evaluate the following:

- ❑ The different models of recognition and exchange of driving licences;
- ❑ The role of the culture background for behaviour in traffic and the attitudes about safe driving;
- ❑ Driver's knowledge and competences in relation to their driving education;
- ❑ What should be trained or tested in the process of exchanging a driving licence.

Recognition and exchange driving licenses between countries: Group discussions and results of questionnaires



For the preparation of this workshop CIECA sent a questionnaire to all members

Country		Question						
		1	2	3	4	5	6	7
Austria		✓	✓	✓	✓	✓	✓	✓
Belgium		✓	✓	✓	✓	✓	✓	✓
Canada (Québec)		✓	✓	✓	✓	✓	✓	✓
Finland		✓	✓	✓	✓	✓	✓	✓
France		✓	✓	✓	✓	✓	✓	✓
Germany		✓	✓	✓	✓	✓	✓	✓
Great Britain		✓	✓	✓	✓	✓	✓	✓
Hungary		✓	✓	✓	✓	✓	✓	✓
Iceland		✓	✓	✓	✓	✓	✓	✓
Latvia		✓	✓	✓	✓	✓	✓	✓
Lithuania		✓	✓	✓	✓	✓	✓	✓
Norway		✓	✓	✓	✓		✓	✓
Poland		✓	✓	✓		✓	✓	✓
Portugal		✓	✓	✓	✓	✓	✓	✓
The Netherlands		✓	✓	✓	✓		✓	✓

Lurdes Bernardo



Recognition and exchange driving licenses between countries: Group discussions and results of questionnaires



What are the administrative requirements to be fulfilled in order to make the exchange effective? Question number 2

Country		Medical certificate	Permanent residence	Valid driving licences	Check if the licence is genuine	Official translation	Age	Tax/Fee
Austria		✓			✓			✓
Belgium								
Canada (Québec)				✓	✓			
Finland		✓	✓		✓			
France		✓	✓	✓	✓	✓	✓	
Germany								
Great Britain			✓	✓		✓	✓	✓
Hungary								
Iceland			✓	✓				
Latvia			✓	✓	✓			
Lithuania		✓	✓	✓	✓	✓	✓	
Norway			✓	✓				
Poland			✓		✓	✓		
Portugal		✓	✓	✓	✓	✓	✓	
The Netherlands								

Lurdes Bernardo



Do foreign drivers have to pass any tests to be able to exchange their licences? Question number 3 [1/4]

✓ **No tests required:**

- e.g. according to the Geneva and/or Vienna Conventions on Road Traffic – Belgium, Finland, Poland, Portugal
- e.g. according to bilateral agreements – Austria (Andorra, Guernsey, Isle of Man, Japan, Jersey, Monaco, San Marino, Switzerland, Serbia), Belgium, Finland (Hong Kong, Macau, Taiwan), France, Germany, Great Britain, Hungary, Lithuania (Republic of Korea, United Arab Emirates), Portugal, The Netherlands (Aruba, Israel, Japan, South Korea, Andorra, Aruba, Canada provinces)

Do foreign drivers have to pass any tests to be able to exchange their licences? Question number 3 [2/4]

✓ **No test for category B:**

- e.g. Austria – for countries such as Australia, BiH, Hong-Kong, Israel, CDN, Makedonia, Newzealand, South Africa, South Korea, UAE, USA
- e.g. Canada (Québec) – for countries such as USA and countries with a reciprocity agreement and also for Mopeds (Class 6D)
- e.g. Lithuania – for certain countries and certain categories (Republic of Korea for categories B, BE, United Arab Emirates for categories A1, A2, A, B, B1)
- e.g. Norway – for Japan

Do foreign drivers have to pass any tests to be able to exchange their licences? Question number 3 [3/4]

✓ **Theoretical tests only or practical tests only:**

- e.g. Austria, mainly a practical test
- e.g. Hungary, depending on the agreement with the respective partner country
- e.g. Poland, if country have not signed the conventions or issuing driving licence model incompatible with model in convention
- e.g. Portugal, when it is not possible to prove that the driving licence was obtained by passing a driving test with the national requirements

Do foreign drivers have to pass any tests to be able to exchange their licences? Question number 3 [4/4]

✓ **The theoretical and practical driving tests:**

- e.g. contracting parties of Conventions and not contracting parties – Lithuania
- e.g. unrecognized driving licences and no bilateral agreement – Belgium
- e.g. for certain countries and categories – Canada (Québec) – for Heavy vehicles and Motorbikes, Germany, Great Britain, Hungary, Lithuania, Norway, The Netherlands
- e.g. if the foreign driving licence has expired or two year time limit has passed since its holder moved permanently to the country – Finland

Are foreign drivers expected to attend any sort of training? Question number 4

- ✓ **Without training** – Austria, France, Hungary (depending on the agreements), Iceland, Lithuania, Norway, Portugal
- ✓ **Practical training** – Belgium (just in Wallonia), Hungary (depending on the agreements), The Netherlands (only if they have to pass a theory and practical test)
- ✓ **Theoretical and Practical training** – Canada (Québec) for residents in the country for more than twelve months, Finland, Great Britain (Motorcycles), Hungary (depending on the agreements), Portugal (when the exchange is not possible)
- ✓ **Partly required** – Germany (situations not specified)
- ✓ **Voluntary training** – Latvia

What are the main difficulties in exchanging driving licences? Question number 5 [1/2]

- ✓ **Driving examiners want to have introduced a mandatory training** - Austria
- ✓ **During the exchange, the applicant is not allowed to drive** – Austria, Belgium
- ✓ **After the exchange, the applicant is not allowed to drive with his non-EU foreign driving licence** – Belgium
- ✓ **Checking the validity/authenticity of the driving licence issued by the foreign country** – Canada (Québec), Finland, France, Latvia, Lithuania, Poland, Portugal

What are the main difficulties in exchanging driving licences? Question number 5 [2/2]

- ✓ **Clearing out the permanent residence and address of the applicant** – Finland
- ✓ **Identifying equivalences between driving licences categories** – France
- ✓ **The different requirements between the different countries** – Germany, Hungary
- ✓ **To have the correct documentation available** – France, Great Britain
- ✓ **Language** – Iceland, Portugal

How long does it take to exchange a driving licence in this situation? Question number 6

- ✓ **One day to one week** – Germany
- ✓ **5 days** – The Netherlands
- ✓ **Within 2 weeks** – Iceland
- ✓ **2 weeks to one month** – Austria (but the criminal technical procedure can take some time – up to several months), Canada (Québec)
- ✓ **2 weeks to about 3,5 months** – Finland (this time doesn't include the time person needs for passing the driver examination if its demanded)
- ✓ **Within 3 weeks** – Great Britain
- ✓ **At least 6 weeks** – Belgium
- ✓ **One month to 6 months** – Poland (it depends of confirmation from the origin country)
- ✓ **More than 6 months** – France
- ✓ **Variable** – Hungary, Latvia, Lithuania, Portugal (it depends on several factors)

During the exchange process, are the foreign driving licence holders allowed to drive? Question number 7 [1/2]

- ✓ **Not allowed to drive** – Austria (if the licence is sent to the criminal investigation in original form), Belgium, Great Britain (for countries limited to twelve months to drive), Poland (normally), Portugal (if it is necessary to submit to tests)
- ✓ **Allowed to drive** – Finland (if the foreign driving licence is valid and replaced with a temporary driving licence), Iceland, Norway (a temporary driving permit is issued for three months – only once), Portugal (if it is not necessary to submit to tests, a driving licence replacement guide is issued), The Netherlands (the licence has to be exchanged within 6 months)

During the exchange process, are the foreign driving licence holders allowed to drive? Question number 7 [2/2]

- ✓ **Allowed to drive for 6 months following their arrival in the country** – Canada (Québec), Germany, Portugal (185 days)
- ✓ **Allowed to drive for 6 months after taking residence in the country** – Austria
- ✓ **Allowed to drive for one year after taking residence in the country** – France
- ✓ **Allowed to drive until the holder becomes a permanent resident** – Lithuania
- ✓ **Allowed to drive for one year** – Hungary, Latvia (for category B)

Some conclusions [1/2]

- 1** There are previous requirements and conditions that countries may provide in the process of exchanging a driving licence, in order to guarantee the similarity of driving competences established for their own citizens
- 2** Some of these requirements may be a difficulty to the exchange process, e.g. Checking the validity/authenticity of the original driving licence
- 3** There are different models of recognition and exchange of driving licences among countries and inside the country, which may lead to difficulties dealing with the process
- 4** Different models are sometimes related whether or not the country has signed/ratified the Conventions or agreements

Some conclusions [2/2]

- 5** These different models provide different requirements, which lead to a great variability in whether or not the foreign driver has to pass tests, even in the different components (theoretical and practical)
- 6** There are also great variability among countries, and maybe within the country, about the time needed to the exchange process
- 7** There are differences in allowing or not to drive in the country and sometimes related to the fact that the foreign driver is a permanent resident or not

Exchange of non-EEA driving licenses in Norway

| 16 November 2018

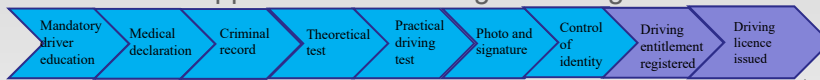
Kirsti JØRSTAD BJØRNAAS
NPRA, Norway



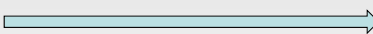
Issuing of a driving license in Norway



- First time application for Norwegian driving license:



Exchange non-EEA driving licenses: 

Exchange of EU/EEA driving licenses: 

- Exchange is a simpler way to a Norwegian driving license.

footer

List of third countries



- Driving licences from the following non-EU/EEA countries may be exchanged:

- Australia
- Canada
- Hong Kong
- Israel
- Monaco
- New Zealand
- San Marino
- South Korea
- USA
- Switzerland (direct exchange the first year)
- Greenland
- Japan (direct exchange the first year)

footer

Full driving licences



- Only «full» driving entitlements (without restrictions) can be exchanged. Intermediate and provisional driving licenses etc. are not accepted for exchange
- The driving entitlement must have been «full» and valid at the time the holder left the issuing country
- The driving license must also be valid when the application for exchange is submitted to the NPRA

footer

Practical driving test



- Third country driving licenses can only be exchanged by (minimum) passing a practical driving test
- Exceptions: driving licenses from Japan and Switzerland – direct exchange within 1 year from establishing permanent residence in Norway.

footer

Time limit



- The practical driving test must be passed within 1 year from establishing normal residence in Norway
- For the categories A, C and D: If the one year time limit is exceeded, or the practical test is not passed in 2 attempts, a Norwegian driving license can only be obtained as a first time applicant (full mandatory driver training and theoretical and practical test).

footer

2 year time limit for exchange of category B and BE



- If the practical driving test in category B or BE is failed, or if the application is submitted more than one year after the holder took permanent residence in Norway, driving licence can be exchanged on the following conditions:

footer

Conditions for exchange



- Night driving instruction, first aid and a safety and skid pan driving course (total 11 lessons), and
- Theoretical and practical driving test
- Must be completed within 2 years from establishing permanent residence in Norway.
- After 2 years: No exchange (as a first time applicant)

footer

Exchange of EEA/EU driving licenses with code 70 (third country)



- EEA/EU-driving licenses issued after exchange of a third country driving license is treated as a non-EEA driving license, and follow the same regulations as original third country driving licenses
- If the origin of the third country is not in the list of third country that we exchange driving licenses from, the driving license is not accepted for exchange.

footer

Exceptions



- If the driver has had and EEA-driving entitlement for more than 10 years continuous before taking permanent residence in Norway, and if the holder took up permanent residence in Norway before 19. January 2013
- If the exchange into an EEA-driving license required both a practical and a theoretical test, the driving license is considered an EEA-driving license

Driving Exchange Licence System in the UK

Chris Parr - DVSA



Driving licence exchange - UK



For the UK to enter into a licence exchange agreement we must be satisfied that such an agreement supports the integrity of the UK driver/rider qualification regime and is compatible with domestic legislation and road safety aims.

The key factors for licence exchange purposes are the applicant country having satisfactory testing and licensing arrangements in place which meet this criteria.

footer

Driving licence exchange - UK



Any country wishing to enter in a driving licence exchange agreement with the UK must contact DVLA (Driver and Vehicle Licensing Agency) who will send out a list of questions.

Once responses are received, DVLA liaise DVSA's technical standards team to evaluate the suitability of the request.

footer

Driving licence exchange - UK



So, what information is considered?

- By what organisation(s) is the driving test conducted?
- What is the duration of the practical part of the driving test? (including off-road manoeuvres for Cars and Motorcycles)
- What are the specified requirements for the practical driving test – is it conducted on road?
- Is there a theoretical test and what does this include?
- What is the system of marking to determine whether a candidate passes or fails the theory and practical driving test?
- Is there an eyesight test?
- How long has this particular form of the test been used?

footer

Driving licence exchange - UK



- If the practical test is taken in a vehicle with automatic only transmission does the driving licence state that the holder is restricted to such vehicles?
- Following the passing of a driving test for a motorcar, are there other entitlements granted.
- How do you ensure uniformity of testing and assessment throughout your state?
- Are driving examiners supervised/checked? Is regular training (continuous professional development) undertaken? How often?
- Is statistical information collected to provide an evaluation of uniformity of the practical driving test?
- Is it compulsory for those taking a test to have had formal lessons to drive a vehicle?
- If so, how many lessons must a person have? Is there a minimum learning period?

footer

Driving licence exchange - UK



- Is there an official process to qualify as a driving instructor?
- Are there any restrictions on newly qualified drivers?
- What learning material is available, for example leaflets, books, videos?
- If a licence holder is disqualified from driving, is the licence confiscated?
- Has your country entered into an exchange agreement with other countries and if so, who?
- Details of medical guidelines relating to the issue of driving licences
- Road accident statistics covering the past 5 years.
- Details of the identity checks undertaken by the authorities when issuing driving licences, do you issue a photo card licence?.

Exchange of foreign driving licences in Finland

Henna Antila, TRAFI, Finland | 16 November 2018



Finnish Transport Safety Agency (TRAFI)

(1.1.2019 Finnish Transport and Communications Agency Traficom)

- Aviation, maritime inc. boating, railways, road traffic, information
- Fusion of agencies next year with the Finnish Communications Regulatory Authority and some parts of the Finnish Transport Agency
- Latest news in Finland in the field of driving licences:
 - mobile driving licence, which is expected to come into force as an official driving license alongside a physical driving license
 - amendments to the Driving licence Act on the beginning of July 2018: lightening the regulations on driver training and examination
- Since 1.1.2016 the driving licencing authority in Finland instead of the Police
 - Includes e.g. driving licences, taxi driver permits, driving instruction permits, driving teacher's licences and also driving examination services
- Trafi uses private partner network for assisting in administrative tasks
 - e.g. receiving and handling the applications
 - More than 100 locations around Finland
- Trafi controls and upholds data system / information in its register
- A back-up service for the private contract partner (service provider)
 - Guidelines, fact sheets, training, consultation service (phone/email)
- Trafi is responsible for the quality of service (monitoring and audits)

Foreign driving licence's validity for driving in Finland



Issuing country	Valid	Classes	Residency	Right to drive Y/N
EU / EEA (31)	X	all	Not relevant	Y
Contracting States (* (103)	X	all	Max two years from the date permanent residency started	Y
States recognised by Finland	X	A1, A2, A, B	Max one year from the date first registered in Finnish Population Information System	Y
Non recognised country				N
DL issued while living in Finland permanently		Not relevant		N

*) Countries that have made ratification or accession the Geneva or Vienna Road Traffic Convention

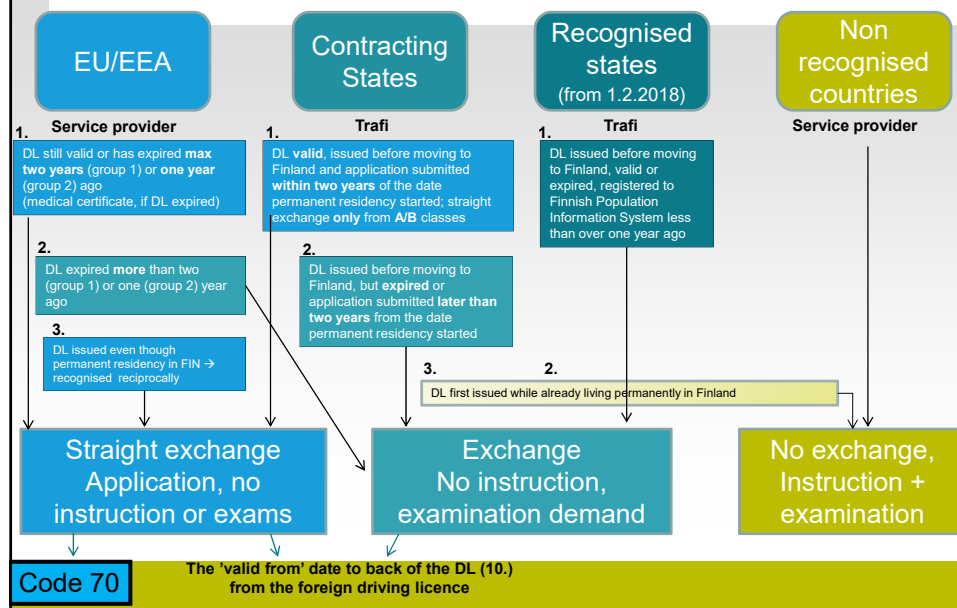
Submitting an application for the exchange Ways to make certain



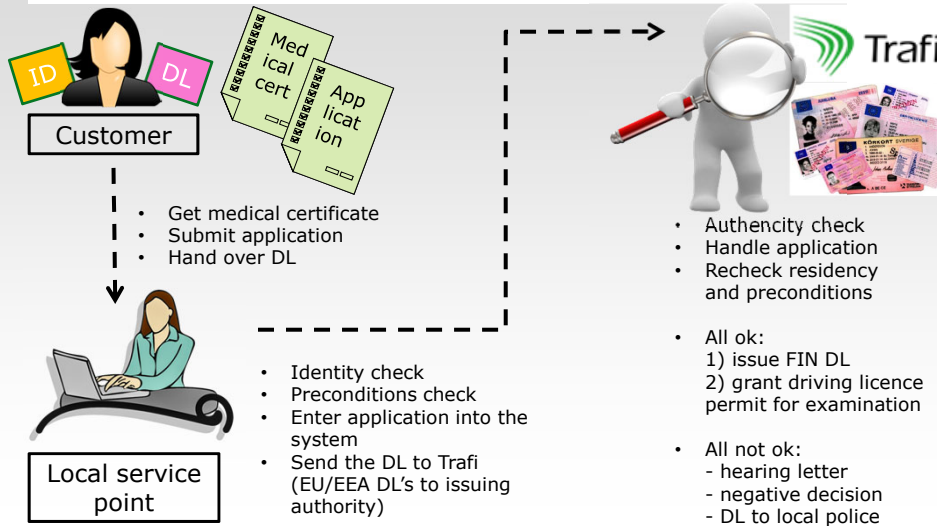
- Person identification
 - Passport, identity card etc.
 - Not with the foreign DL which is presented for the exchange
- Preconditions:
 - Permanent residency in Finland → Finnish identity number (no visitor or e.g. asylum seeker)
 - Not in a driving ban
- Enclosures
 - Medical certificate
 - Not demanded if exchanging a valid DL issued in EU/EEA Member State
 - Foreign DL → is taken possession of Trafi
 - Extract of the driver information from issuing authority, if the DL lost/stolen/wrecked
- Foreign DL is examined by Trafi
 - Large number of cards in archive to compare
 - Information from the databases
 - If necessary sent to National Bureau of Investigation's Crime Lab

footer

Exchange process



Contracting and recognised states Exchange process



Statistics

	EU/EEA		Contracting States	Contracting States (1.1.2016-31.12.2017)	Contracting States or Recognised states (from 1.2.2018)
Sampling 25.6.2018	Straight exchange with code 70 or 71	Exchange via examination	Straight exchange with code 70	Exchange via examination	Exchange via examination
2016	3315	86	3106	359	-
2017	3749	55	3639	469	-
2018	2792	32	3218	-	718

1.11.2018 75 203 valid Finnish driving licences with code 70/71



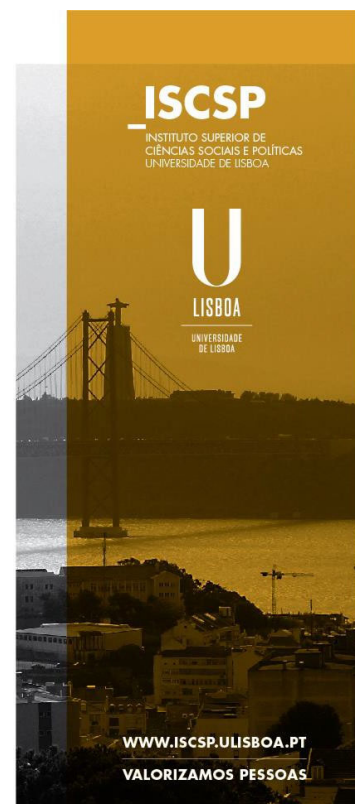
CIECA Workshop
Driver Licence Exchange under Recognition
of Competences for Safe Drivers

Lisbon, 16, november,2018

The Increase of International
Migration and Integration
Policies

Stella Bettencourt da Câmara

scamara@iscsp.ulisboa.pt



Agenda

- 1 – Concepts:
 - Migration
 - Immigrant
 - Refugee
- 2 – Causes of Migration:
 - Environmental;
 - Economic;
 - Cultural;
 - Political;
 - Social.
- 3 – Factors of Migration:
 - Pull Factors;
 - Push Factors.
- 4– International Migration: Facts.
- 5 – Integration Policies.

Stella Bettencourt da Câmara
scamara@iscsp.ulisboa.pt
www.iscsp.ulisboa.pt
 The increase of international migration and integration policies - SBC

c/ieca CIECA Workshop - Driver licence Exchange under Recognition of Competences for Safe Drivers
The International Commission for Driver Testing

1

1 – Concepts

Migration

Movement of people to a new area or country in order to find work or better living conditions.

Immigrant

\neq

Refugee

A person who comes to live permanently in a foreign country.

A person who has been forced to leave their country in order to escape war, persecution, or natural disaster.

Stella Bettencourt da Câmara
scamara@iscsp.ulisboa.pt
www.iscsp.ulisboa.pt
 The increase of international Migration and Integration Policies - SBC

c/ieca CIECA Workshop - Driver licence Exchange under Recognition of Competences for Safe Drivers
The International Commission for Driver Testing

2

2 - Causes of Migration

1 - Environmental

Better climate, calamities, and natural disasters

2 - Economic

Moving to find work or moving to follow a particular career path

3 - Cultural

Religious freedom and education

4 - Political

Civil war or escaping from political persecution

5 - Social

Moving for a better quality of life or moving closer to a family member or Friends



CIECA Workshop - Driver licence Exchange under Recognition of Competences for Safe Drivers

Stella Bettencourt da Câmara

scamara@iscsp.ulisboa.pt

WWW.ISCSP.ULISBOA.PT

The increase of international Migration and Integration Policies - SBC

3

3 – Factors of Migration

Push Factors



CIECA Workshop - Driver licence Exchange under Recognition of Competences for Safe Drivers

WWW.ISCSP.ULISBOA.PT

The increase of international migration and integration policies – scamara@iscsp.ulisboa.pt

4

4. International Migration – Facts*

The world counted 258 million international migrants in 2017, representing 3.4 per cent of global population

1. Since 2000, the total number of international migrants increased by almost 50 per cent

During the period from 2000 to 2017, the total number of international migrants increased from 173 to 258 million persons, an increase of 85 million (49 per cent).

2. Asia and Europe host the largest numbers of international migrants

Six of every ten international migrants reside in Asia or Europe. In 2017, Asia hosted the largest number of international migrants (80 million), followed by Europe (78 million) and Northern America (58 million).

Between 2000 and 2017, the global share of international migrants residing in Asia increased from 29 to 31 per cent, while Europe's share declined from 33 to 30 per cent.



CIECA Workshop - Driver licence Exchange under recognition of competences for safe drivers

WWW.ISCSP.U LISBOA.PT

The increase of international migration and integration policies – scamara@iscsp.ulisboa.pt

5

3. Although migration is a global phenomenon, most movements take place within a limited set of countries

The top 10 countries of destination host about half of all international migrants.

- 1 - United States (49.8 million);
- 2 - Saudi Arabia (12.2 million);
- 3 - **Germany (12.2 million);**
- 4 - Russian Federation (11.7 million);
- 5 - **United Kingdom (8.8 million);**
- 6 - United Arab Emirates (8.3 million);
- 7 - **France (7.9 million);**
- 8 - Canada (7.9 million);
- 9 - Australia (7.0 million);
- 10 - **Spain (5.9 million).**

26,4%

* United Nations, Department of Economic and Social Affairs, Population Division (2017). *Trends in International Migrant Stock: The 2017 revision* (United Nations database, POP/DB/MIG/Stock/Rev.2017).



CIECA Workshop - Driver licence Exchange under Recognition of Competences for Safe Drivers

WWW.ISCSP.U LISBOA.PT

Stella Bettencourt da Câmara
scamara@iscsp.ulisboa.pt

The increase of international migration and integration policies SBC

6

The increase of international migration and integration policies -

Between 2000 and 2017, the countries reporting the largest relative increase in the number of international migrants included:

- Spain (260 per cent);
- the United Arab Emirates (240 per cent);
- and Saudi Arabia (130 per cent).

Stella Bettencourt da Câmara
scamara@iscsp.ulisboa.pt

WWW.ISCSP.U LISBOA.PT
The increase of international Migration and Integration Policies - SBC



CIECA Workshop - Driver licence Exchange under Recognition of Competences for Safe Drivers

7

Gender

There were slightly **more men than women** (55 % compared with 45 %).

The Member State reporting the **highest share of male immigrants** was **Slovenia (63 %)**; by contrast, the **highest share of female immigrants** was reported in **France (51 %)**.

Median Age

Immigrants into EU Member States in 2016 were, on average, much younger than the total population already resident in their country of destination.

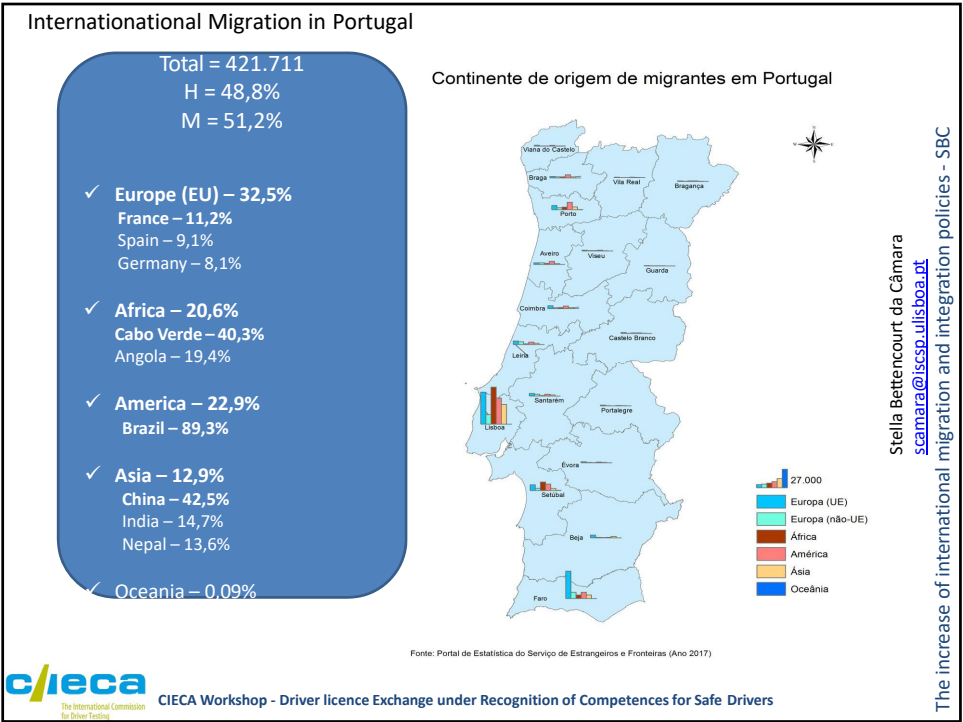
On 1 January 2017, **the median age of the total population of the EU-28 stood at 42.9 years**, while it was **27.9 years for immigrants to EU-28 in 2016**.



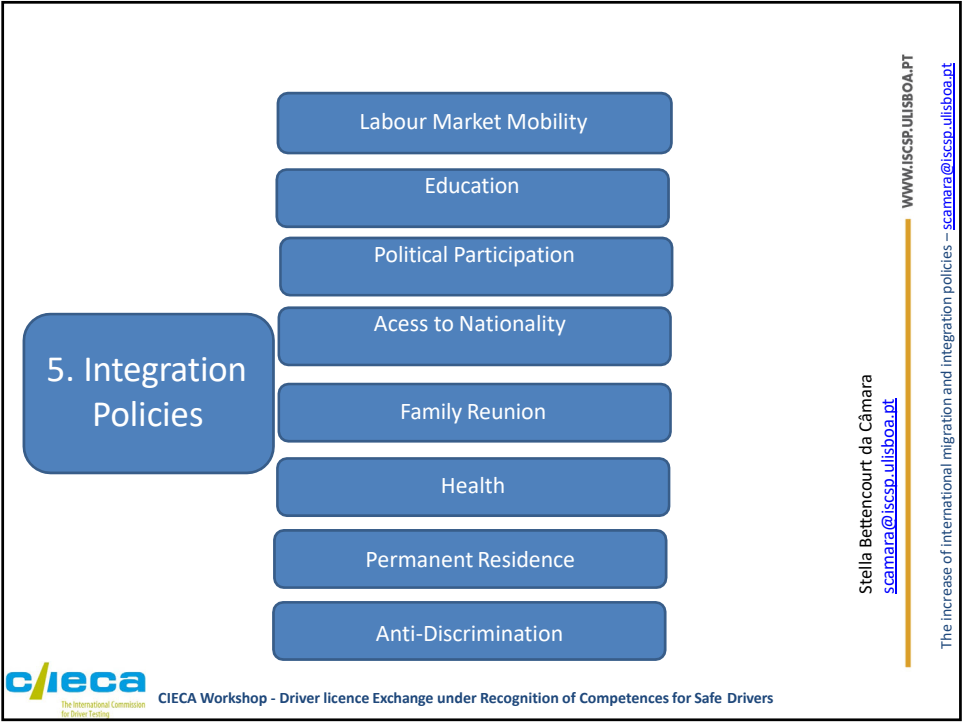
CIECA Workshop - Driver licence Exchange under Recognition of Competences for Safe Drivers

WWW.ISCSP.U LISBOA.PT
The increase of international migration and integration policies - SBC

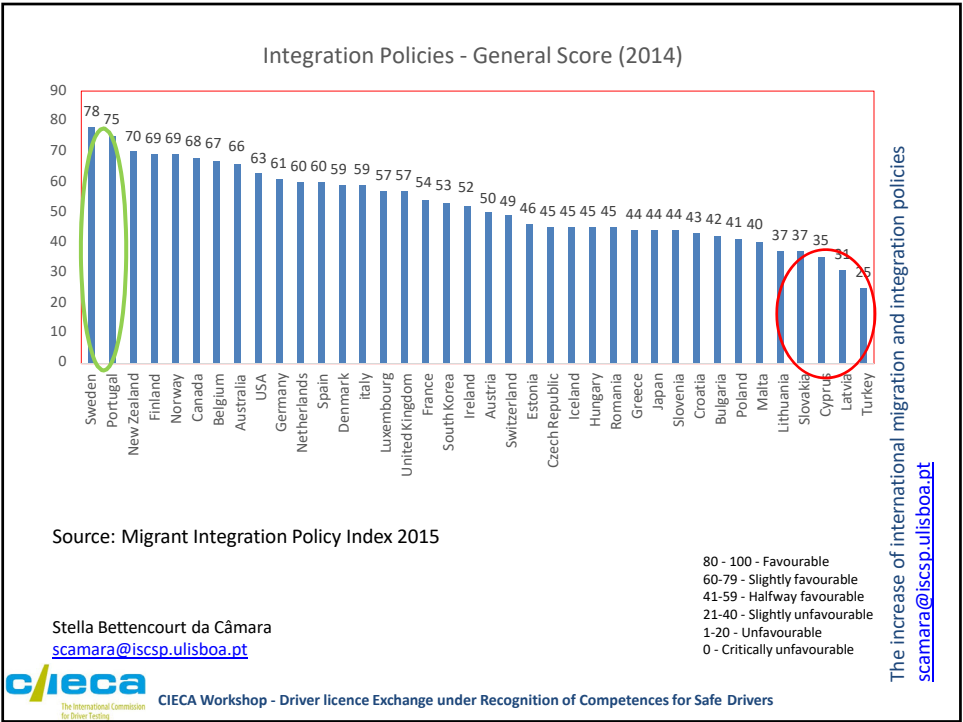
8



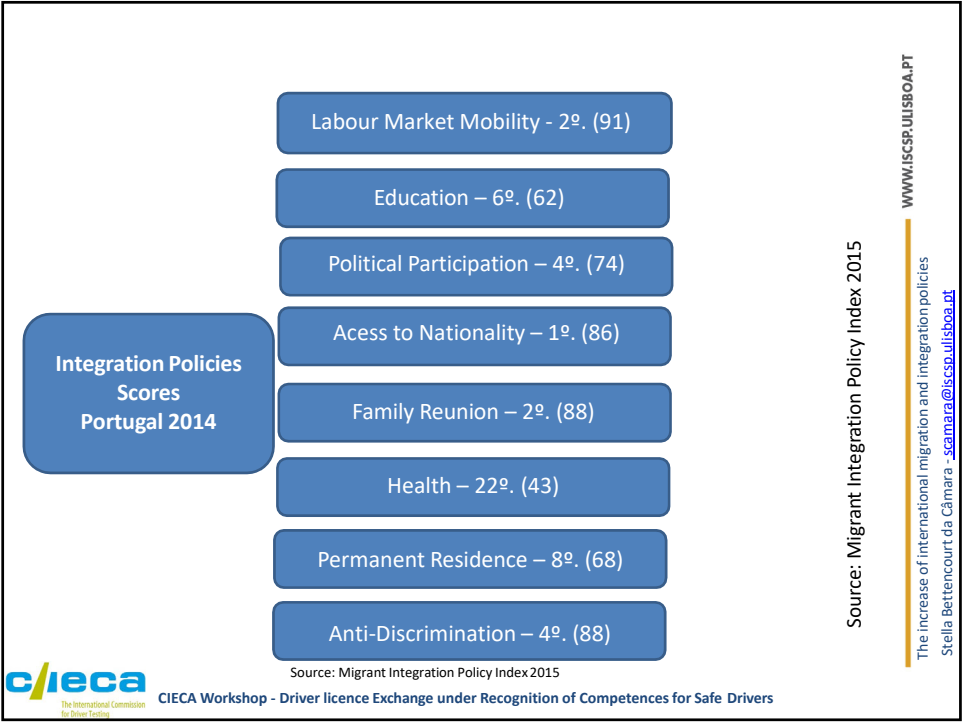
9



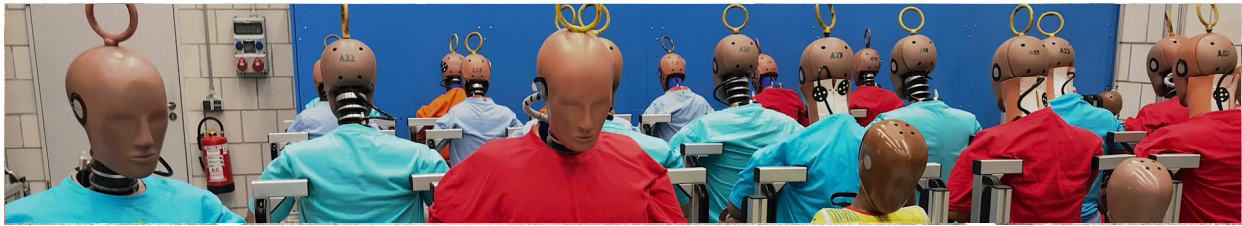
10



11



12



The influence of social or culture background as an important factor for misinterpretation of written or not written rules in traffic

Lisbon, 16th November 2018

Kay Schulte
German Road Safety Council

VISION ZERO.
Keiner kommt um. Alle kommen an.

German regulation of exchange of a driving licence

- Education in theory and practice in a driving school
- Examination in theory and practice

except ———→ EU and EWR

except ———→ attachment 11 FeV

1

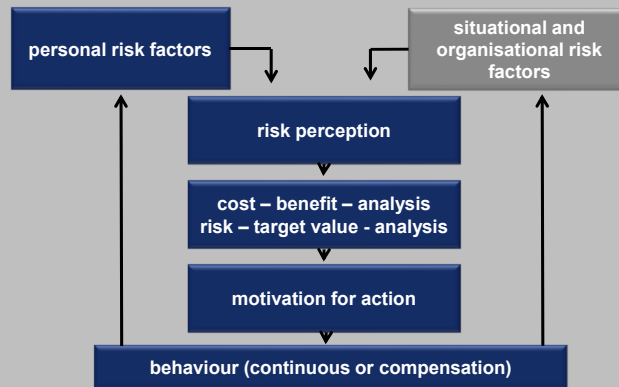
Attachment 11 FeV – List of countries

Andorra	Korea	Australian Capital Territory
Bosnia	New Zealand	New South Wales
Guernsey	Switzerland	Northern Territory
Isle of Man	San Marino	Queensland
Israel	Serbia	South Australia
Japan	Singapur	Tasmania
Jersey	South Africa	Western Australia
Monaco		
Namibia		

following

2

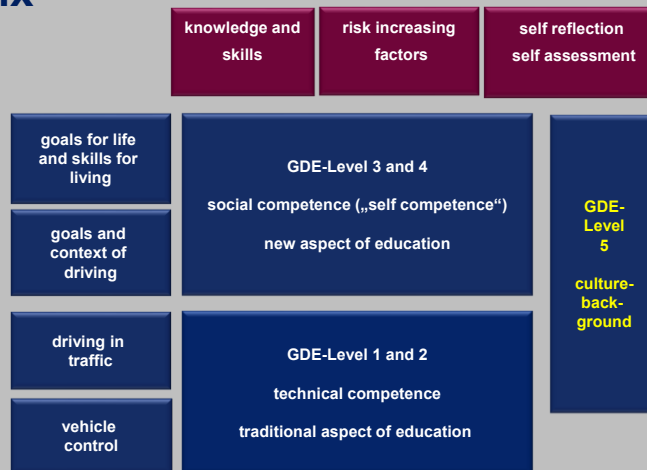
Risk motivation theory



Risk-motivation-theory – Prof. Dr. Trimpop 1994

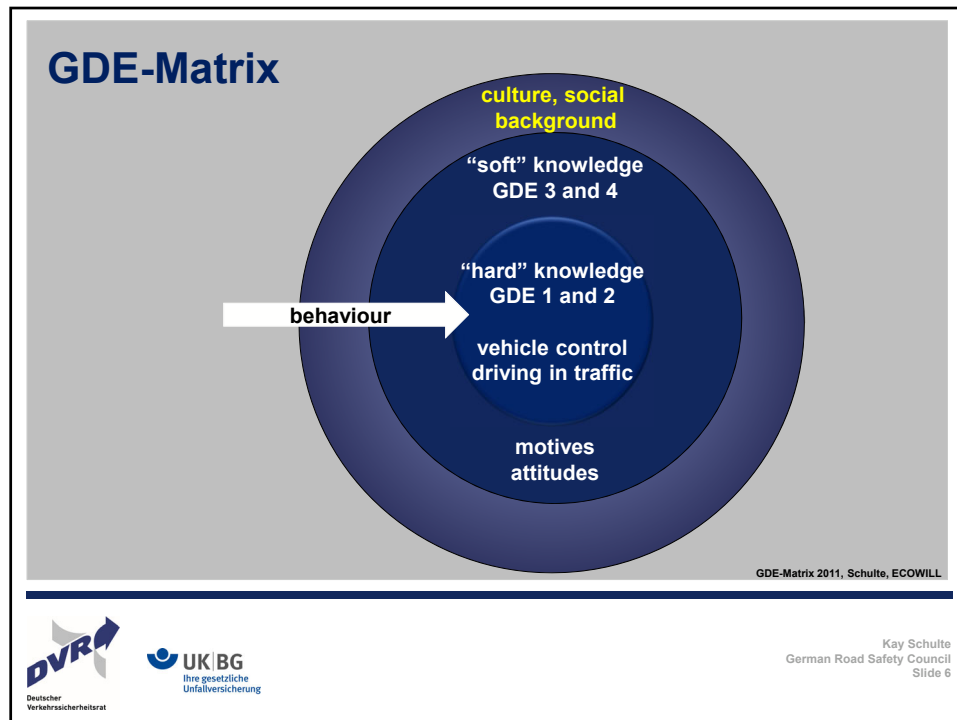
3

GDE-Matrix

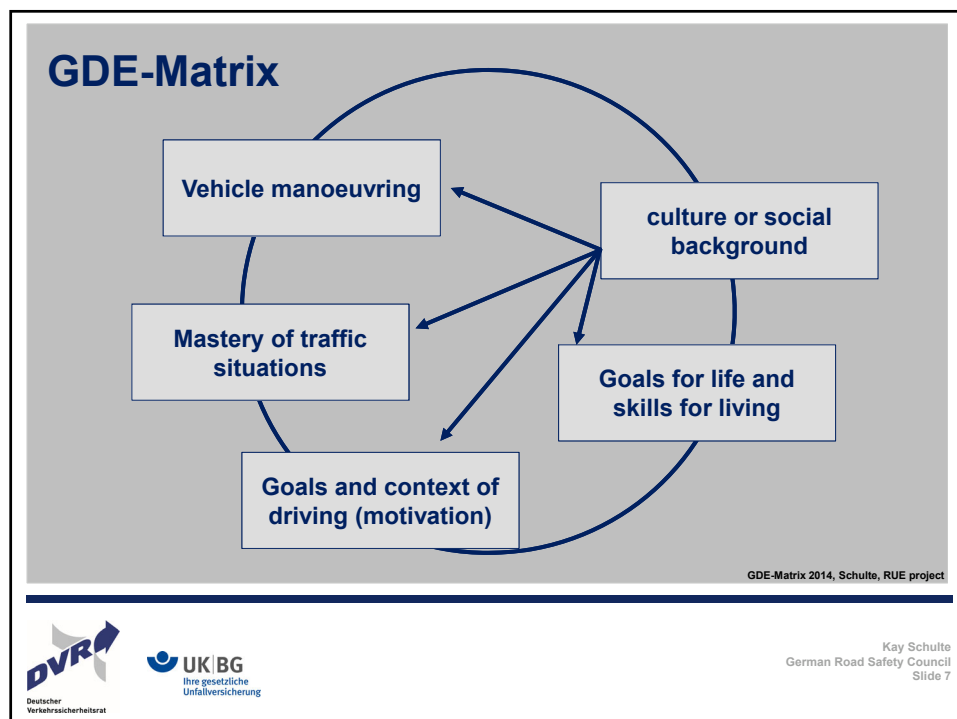


GDE-Matrix 2010, Keskinen et. al.

4

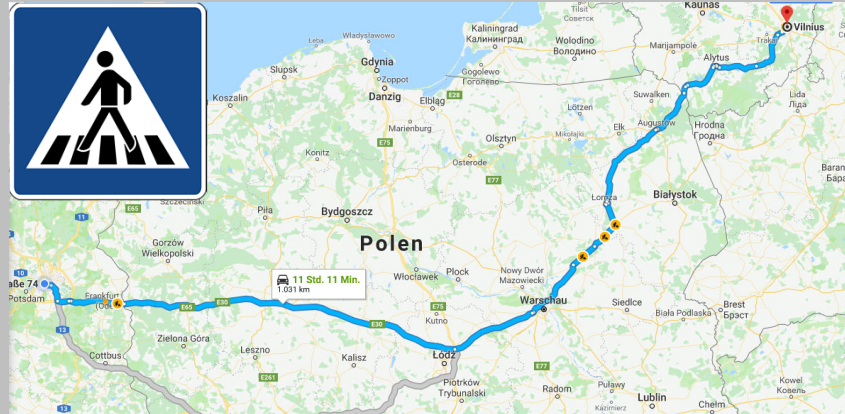


5



6

Written and not written rules



Kay Schulte
German Road Safety Council
Slide 9

7



Kay Schulte
German Road Safety Council
Slide 9

8

Speeding

„In areas with police control, I will accept the speed limit, because the punishment is severe. On the countryside is no control and the speed limit signs are not important.“

„Speedlimit plus 20 % is tolerable, because the punishment is very low.“





11



12

Conclusiones

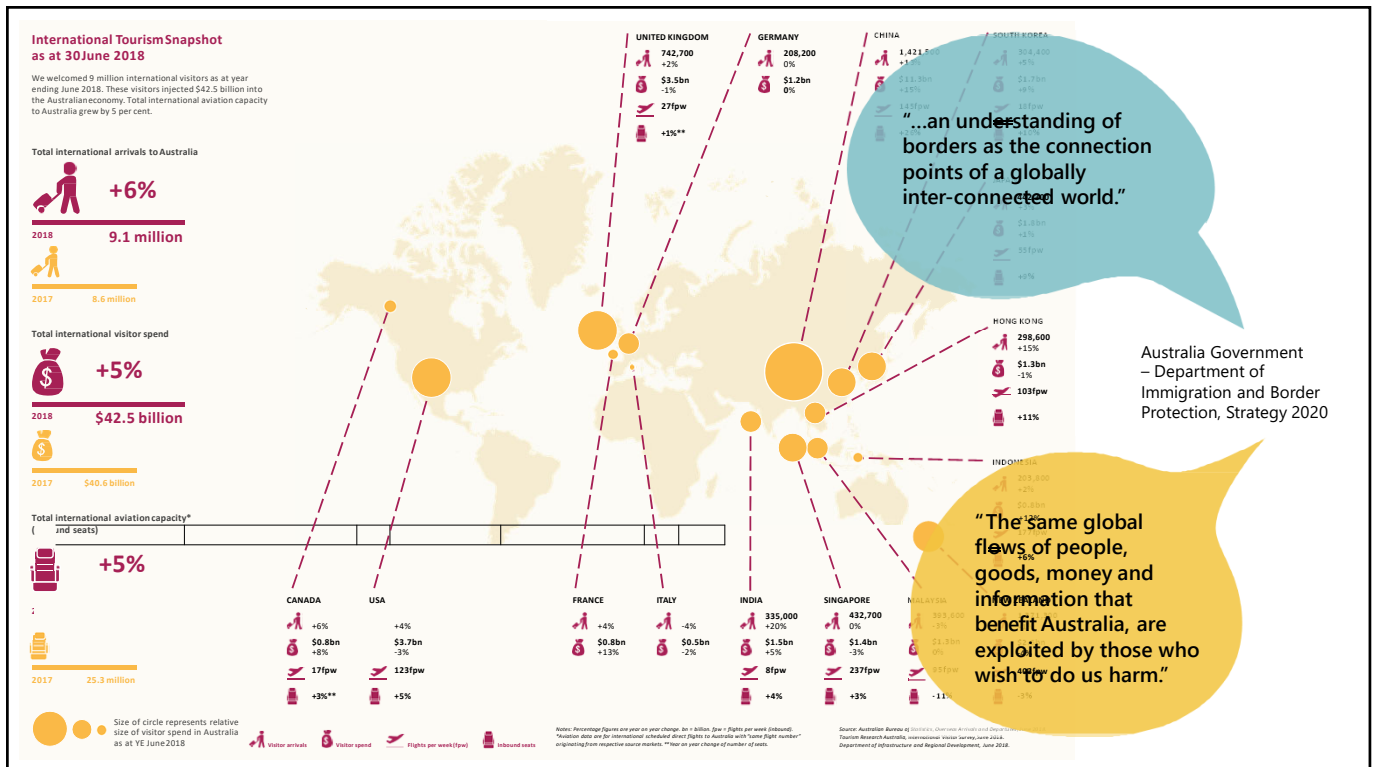
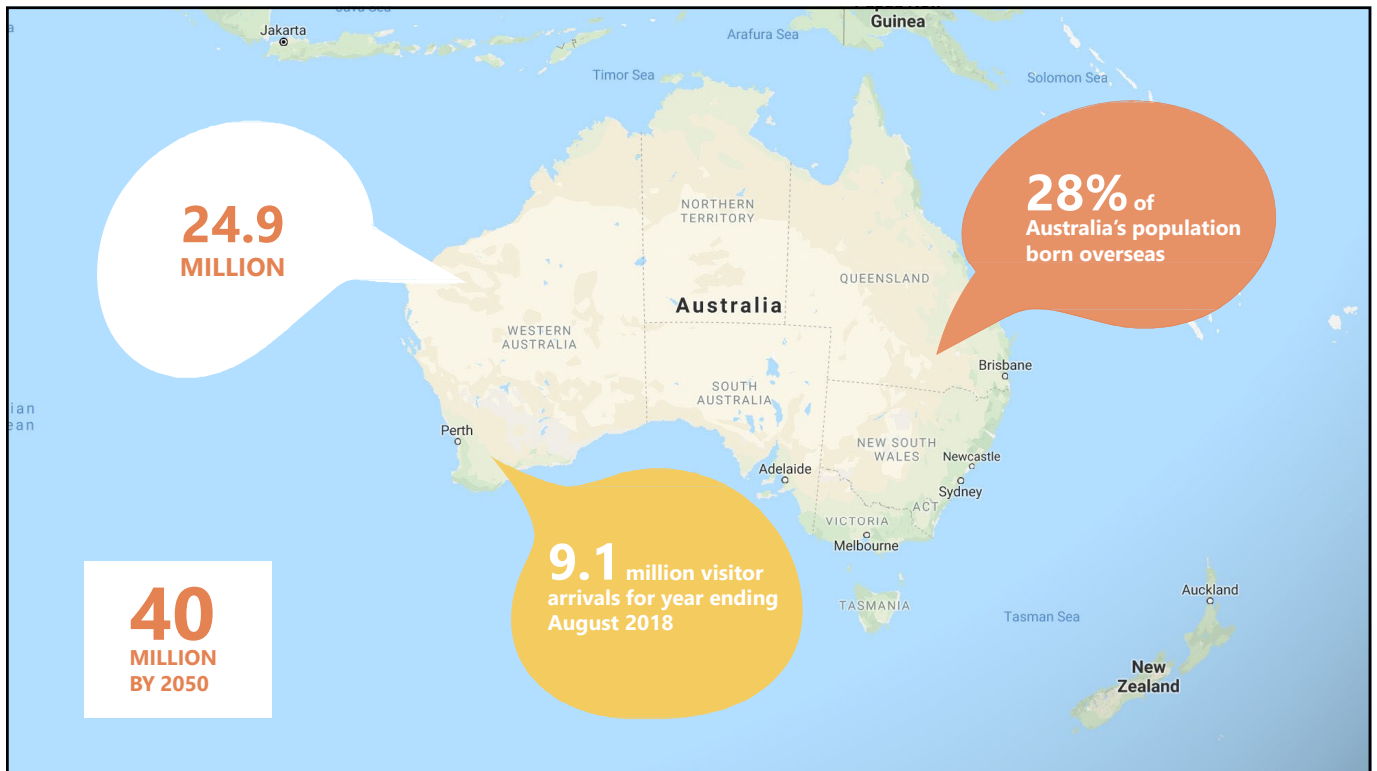
- **Experiences in traffic are unique.**
- **Behaviour is related to the culture behavior.**
- **No common description of criterias can be formulated.**
- **We need a supervision drive to define the regulations and tasks before the exchange of the driving licence.**

Welcome to Australia

Rethinking Global Mobility

Helen Lindner





Four licensed driver groups



**Australians
(8 jurisdictions)**



New Zealanders

**DEFENCE
FORCE**

**Australian Defence
Force holders**



**Other: overseas
licence holders**

- Permanent residence visa
- Temporary residence visa
- Tourists

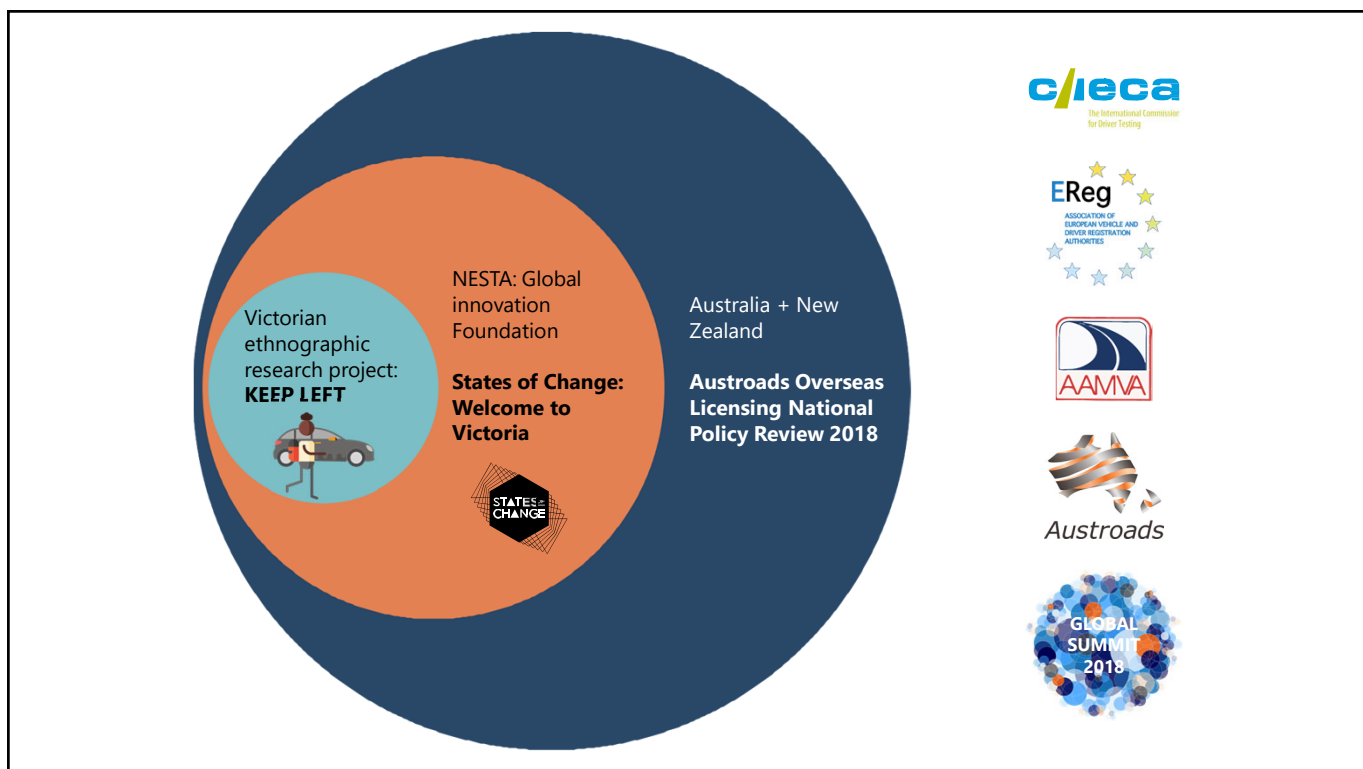
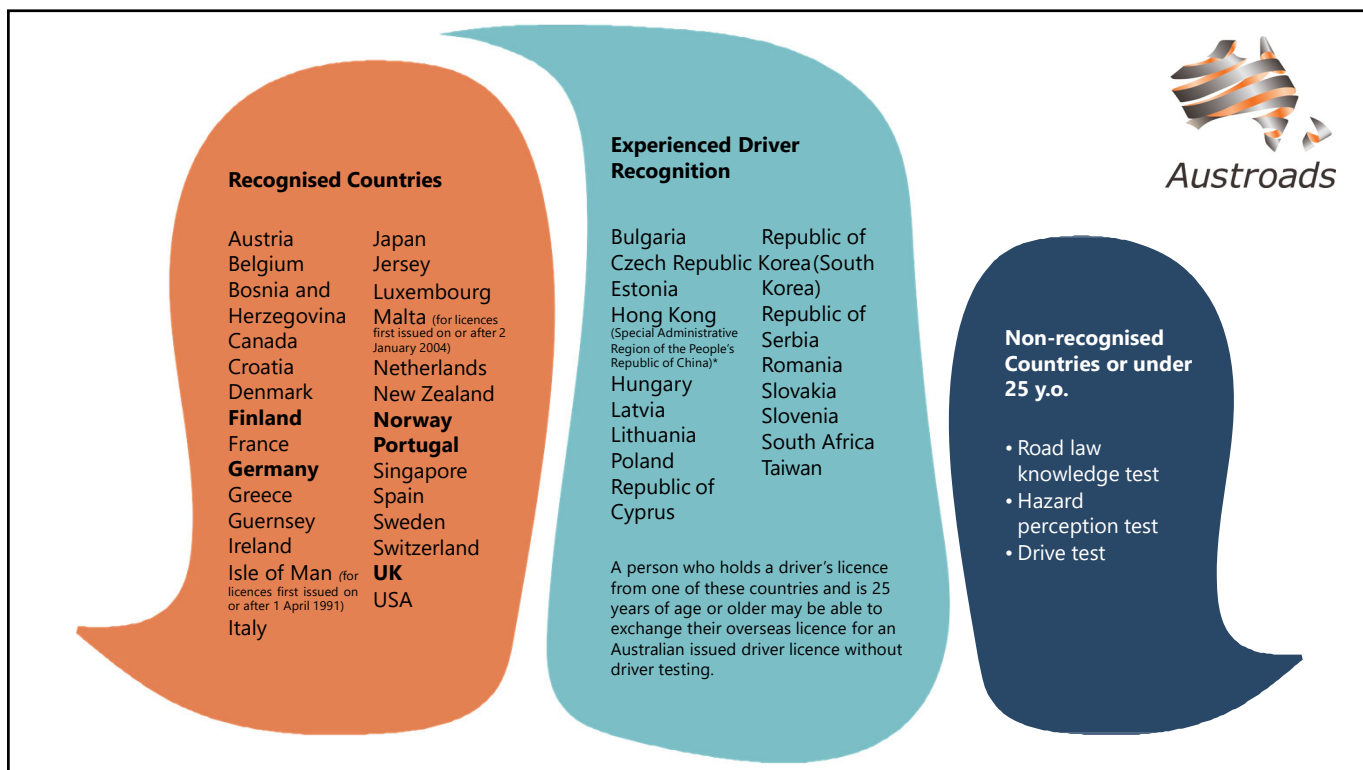
Overseas Drivers: Road Safety Risk

Crash types:
Drivers experience
problems with driving
in unfamiliar conditions.
More likely to involve
fatigue, failure to keep left,
disorientation, seatbelt
usage, rollover

65% of fatal
crashes on roads outside
metropolitan areas

Less likely to
involve speed,
alcohol, drugs or
lack of attention

Drivers from
right hand drive
countries over-
represented in
crash data



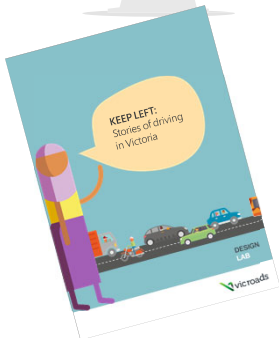
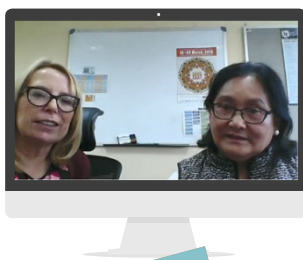
KEEP LEFT: Stories of driving in Victoria



 vicroads



User-centred design research



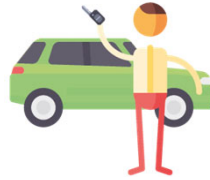
Who are overseas drivers?



Chege - Recently migrated to Melbourne from a recognised country. He converts to a Victorian licence without needing a test



Aadita - Would like to convert her overseas licence however her identity documents can not be verified at a VicRoads CSC



Joyo - After buying a car in Victoria Joyo has a customer record with VicRoads but is still driving on an overseas licence



Dwahni - International student, occasionally drives a share car on a overseas licence. Plans to convert her licence eventually



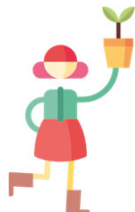
John - A temporary resident driving a heavy vehicle regularly for work, using his overseas licence



Sun - about to convert to a Victorian licence, she has a chronic medical condition but is unaware of fitness to drive requirements



Sergiy - Converting an overseas motorcycle licence from a non-recognised country. Requires additional testing



Mia - In regional Victoria on a working holiday visa, driving on rural roads on an overseas licence. She has no contact with VicRoads



Fatima - A refugee with no driving history. She is learning to drive in Victoria, and doesn't speak english



Steven - a family of tourists. Her is driving on the left hand side of the road for the first time towards the Great Ocean Road

Key Themes



Fear & Confidence



Contextual Challenges



Information Sources



Valuing Mobility



Process Navigation

"Some walk in believing they will get a licence straight away."

VicRoads Customer Service Officer

"My sister drives here and she helped me in learning about all the rules."

Avni (overseas driver)

"There is definitely an issue. I was frequently scared testing overseas drivers, especially those used to driving on the right. We'd be on the wrong side of the road in a test!"

Licence Testing Officer

"Language, is the biggest barrier - wherever you go you need someone to go with you."

Habiba (overseas driver)

"A Victorian licence makes it easier to get around and is also a good source for identification."

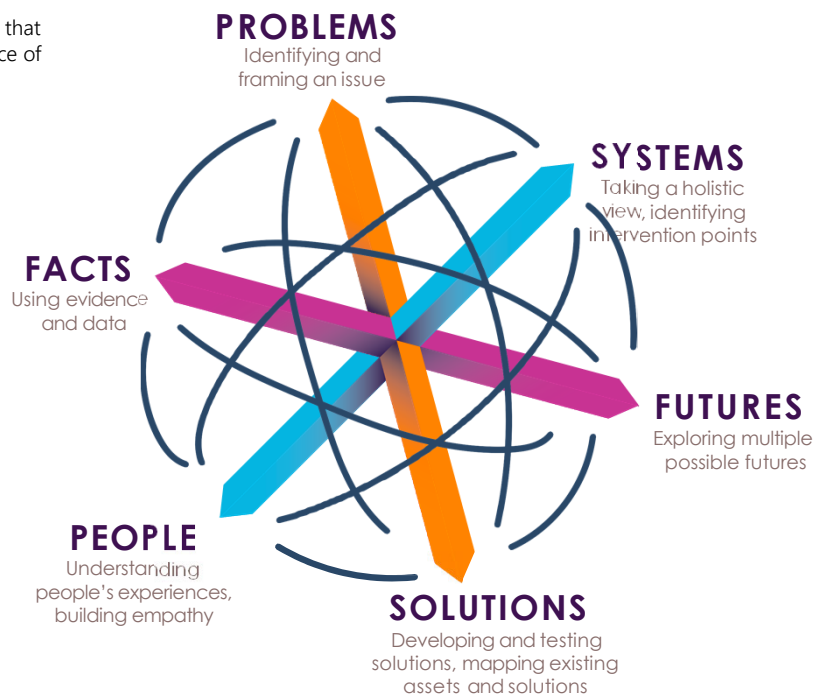
Vic (overseas driver)

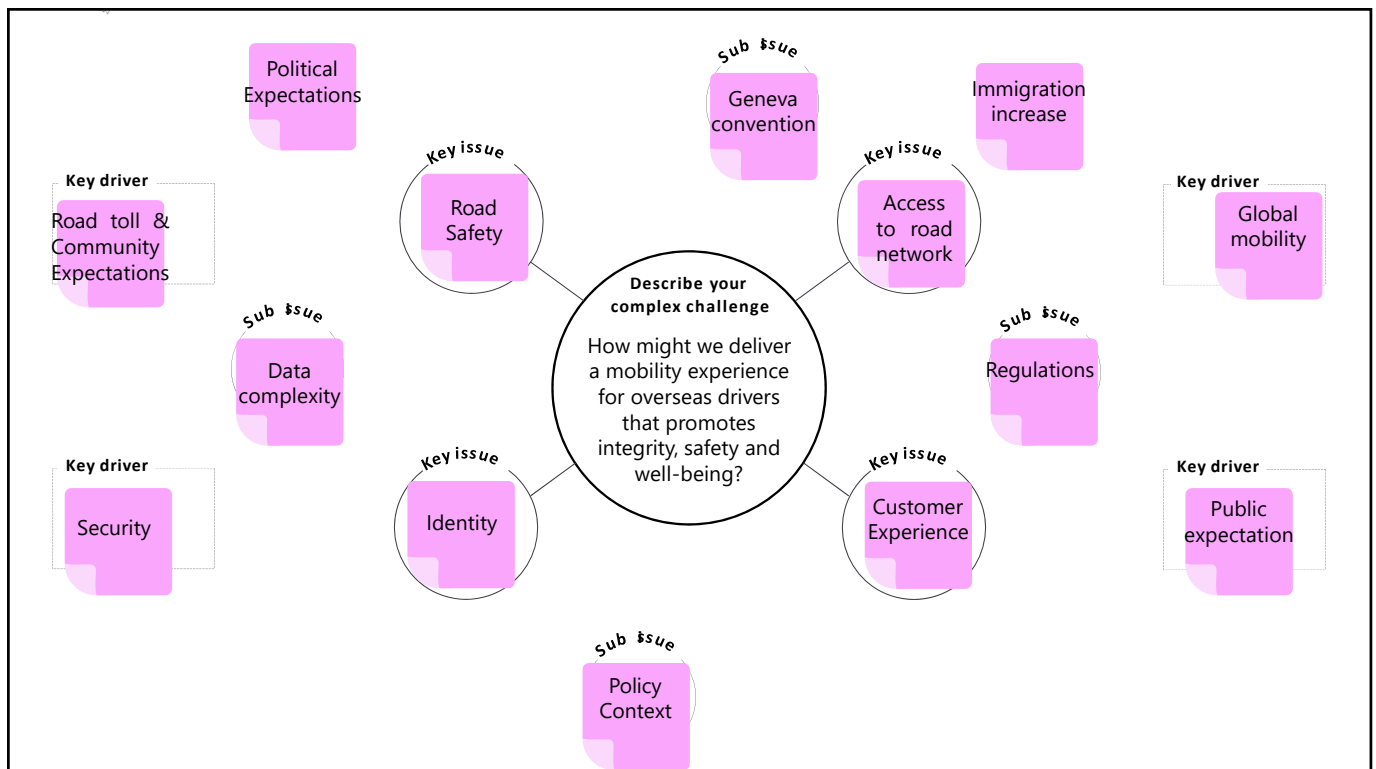
Welcome to Victoria: A Policy for People Exploration

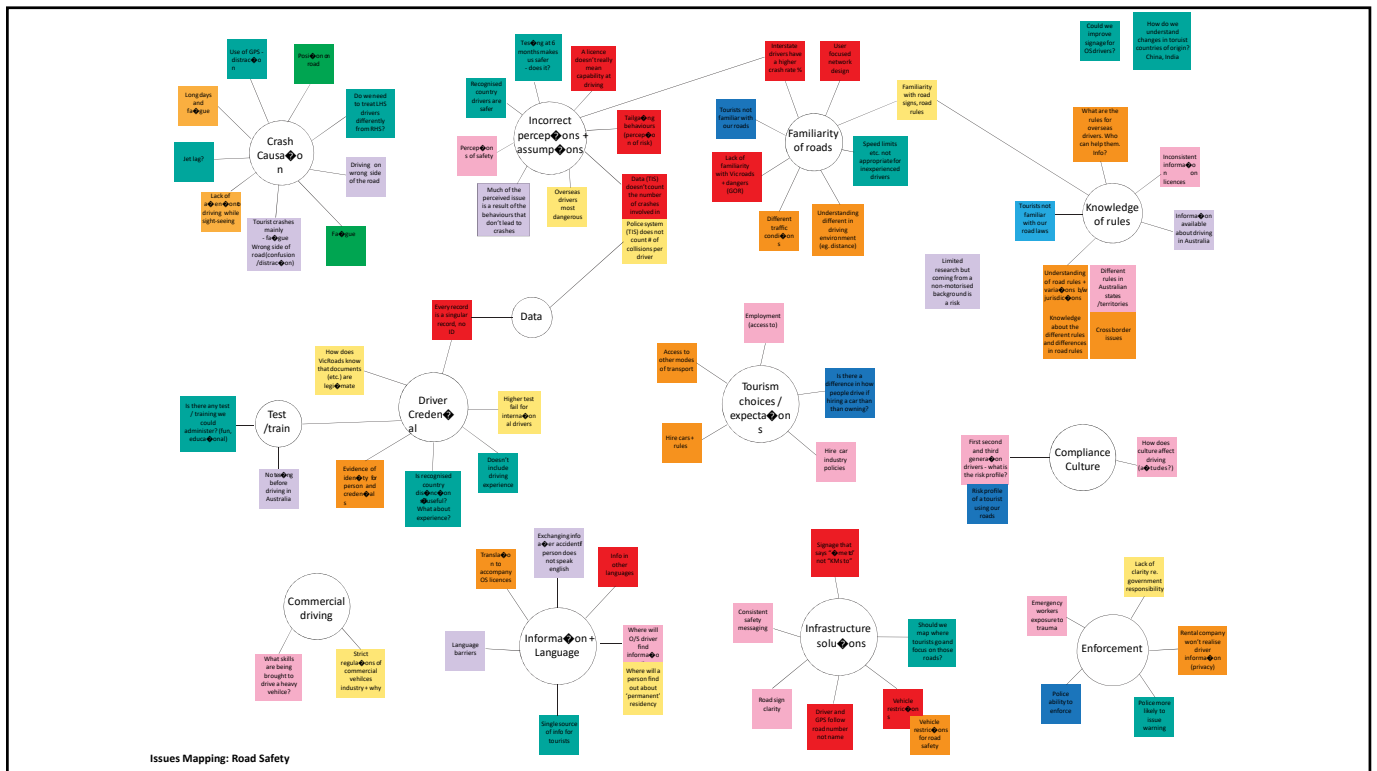
Task: Indicate when you would slow down

Across the globe, government teams are pioneering new ways to solve our biggest challenges. States of Change is a collective that exists to support this growing global movement.

The habits and mindsets that help you explore the space of the unobvious:









Review of overseas
licensing policy – Australia
and New Zealand



175,000

overseas licences
converted to Australian
licences per year

Of these about
60% are from
'non-recognised'
countries

Project Focus

Recognition

How effective is the current scheme for country recognition?
How consistent and effective are the national arrangements for recognising specific classes of licence obtained elsewhere?
What risks are created?

Verification and Identity

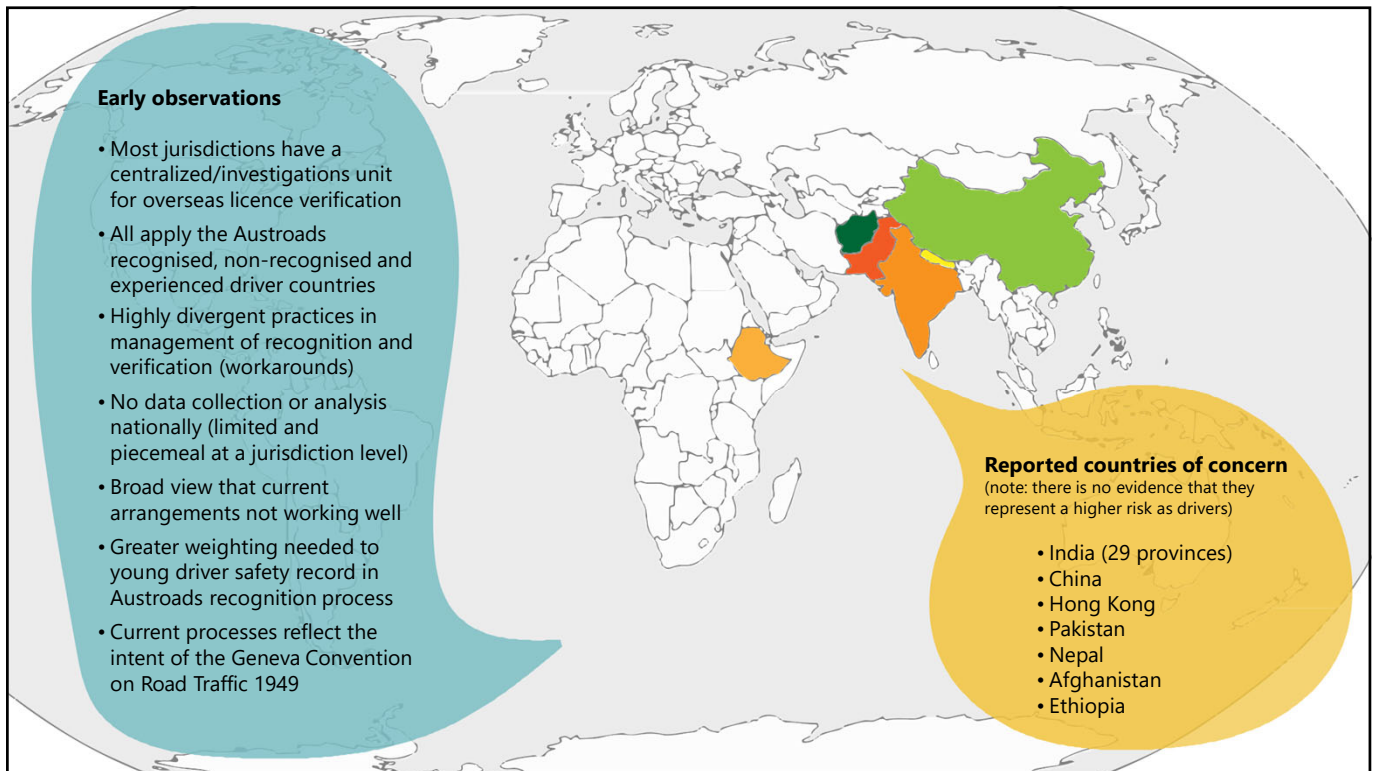
How effective, fair, efficient and consistent are current arrangements for verifying the overseas licence credentials and experience of a customer?
How could these arrangements be improved at a national level?

Road Safety

What evidence base exists to indicate that overseas drivers are a greater or lesser risk than locally licensed drivers?
What are jurisdictions doing to increase safety for overseas drivers?

User Experience

Why do migrants and visa holders seek licence credentials. What is their experience with this process?



Review of overseas licensing policy - Australia and New Zealand

Austroads

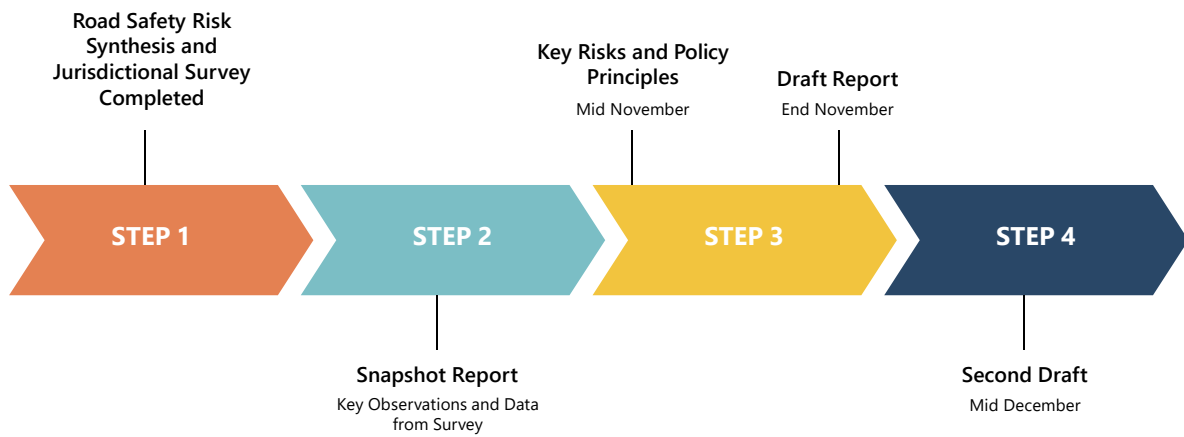
Areas of concern:

- Heavy Vehicles
- Motorcycles
- Individuals by-passing the Graduated Licensing System (eg by returning to 'home country' and obtaining a full licence)
- Overseas licence holders not having sufficient driving experience before obtaining full licences and converting them to unrestricted Australian licences if 21 years and over
- Use of fake Nigerian licences by Somalis
- Use of fake licences by Iraqis/ Iranians to circumvent time restrictions for Heavy Vehicle endorsements
- Forum shopping

Licence Verification

- Divergent practices in use of consulates, direct contact with overseas road agencies and use of online verification tools
- Verification of the class of licence held is difficult due to codes/symbols used on some overseas licences
- Lack of visibility of the length of actual driving experience on endorsed licence (esp heavy vehicle classes)

Next Steps



COMPLEX
EMERGENT PRACTICE
Probe - Sense - Respond

It is categorized by unknown unknowns – you don't even know the right questions to ask.

COMPLICATED
GOOD PRACTICE
Sense - Analyse - Respond

CHAOTIC
NOVEL PRACTICE
Act - Sense - Respond

OBVIOUS
BEST PRACTICE
Sense - Categorise - Respond

"None of us is as smart as all of us" - Kenneth H. Blanchard

CYNEFIN FRAMEWORK Dave Snowden

CIECA

Driving Licence Exchange Project

State of the art and next steps...

2nd Workshop, Berlin

14th November 2019

Susana Paulino, CIECA Vice-President



The International Commission
for Driver Testing

Exchanging a driving licence issue by a 3rd country is:

Acknowledge and accept another country driving certification

Trust that the document presented is valid

Considered that road safety is ensured if there is a DLE

But...

Do we have enough information about the knowledge and skills of those drivers?

What impact has each country DLE regime in other countries (specially in EU)?

Is the recognition and eventual exchange of the driving licence fair towards the nationals?

In 2018, CIECA started working on this topic because:

- Within the EU countries there are different regimes for the same situation – *the driving licence directive leaves to national legislation the exchange of driving licences from non EU countries*
- Nevertheless the decision of exchanging a driving licence in a EU country has an impact on the others EU countries - the drivers licence holder may drive in all EU territory with a valid EU driving licence obtain by exchange *(that situation does not apply when they have to exchange – code 70)*
- Most of the countries have exams for exchange a 3rd country driving licence, but the exam is the same from the one done for novice drivers although they are testing experienced drivers, with different culture and background

The DLE Project

In 2018, CIECA started working on this topic because :

- There is poor information about the topic in CIECA's Driving Licence Guide
- There aren't any documents or guidelines to support members on this topic
- The eventual training or testing in DLE situations do not have any kind of dedicated specification



Driving Exchange Project

Phases of the project

1st phase

- Identification the different DLE regimes among CIECA members – *by questionnaire*
- Analysis of the Members responses of the questionnaire applied
- Identification the main differences and the similarities
- Understanding if the differences identified justified study eventual harmonization

Actions adopted

Developed a questionnaire and send to Members
Report after received the questionnaire filled out
1st Workshop

The DLE Project

1st phase

Workshop was in November 2018, in Lisbon

In this event, 46 people participated distributed as follows:

- 39 CIECA members
- 5 Observers
- 2 External presenters



The DLE Project

1st phase

In this workshop the following issues were discussed:

- The different models of recognition and exchange of driving licences;
- The role of the culture background for behaviour in traffic and the attitudes about safe driving;
- Drivers' knowledge and competences in relation to their driving education;
- What should be trained or tested in the process of exchanging a driving licence.

The DLE Project

2nd phase

Main conclusion of the 1st workshop:

- We need more information and discussion about the topic
- Participants weren't fully aware of the differences between each country DLE regimes although the driving licence issue in a DLE situation is recognized in EU area

Actions adopted

Developed another questionnaire, a more detailed one, and send to Members

Collected and organized the information received

2nd workshop in Berlin – November 2019

The DLE Project

2nd DLE workshop, Berlin, 14th november 2019

Aims:

- Sharing with CIECA members information about each country DLE regime and decide on the format and distribution of such information (discussion on the CIECA questionnaire distributed among CIECA members to collect the information on this issue).
- Thinking about the challenges of recognizing competences for driving of drivers that obtained their driving licences in third countries. We will address issues like the importance of cultural background, driving experience, age, integration in the rules and legislation of the country where drivers intend to exchange their driving licences, etc.

The DLE Project

2nd DLE workshop, Berlin, 14th november 2019

Aims:

- Minimum competences for driving in a safe way to be ensured in a DLE process.
- Discussion of the practicalities of the implementation of certain conditions to grant the exchange of a licence, e.g.:

Should the driver have a minimum knowledge of the language of the country where he intends to acquire the licence? On what grounds this condition should be set up?

If it is necessary to pass a practical test, what should be tested? Should this test be the same as the one taken by novice drivers? If the practical test should be different, how should it be?

The DLE Project

2nd DLE workshop, Berlin, 14th november 2019

Aims:

In summary, we hope to find recommendations for an exchange process that ensure safe drivers in their new living area and contribute to the harmonization of the recognition of driving licences in Europe.

Planned actions

Quality information of each country DLE regime in the Driving Licence Guide

Guidelines for DLE to support Members

Formal report on the topic to present in supranation institutions e.g. European Comission or in the ECE/TRANS/WP.1

The DLE Project

2nd questionnaire

1. Licence exchange principles (details on regulations which govern the licence exchange in the country)
2. What criteria is used by your country to assess a third country that applies for recognised country status
3. What criteria is applied by your country to decide how to prioritise countries if there is a number of third countries waiting to have a recognised country status
4. Reciprocity agreements (list of countries with which there is a reciprocity agreement)
5. Requirements (with or without reciprocity agreement)
6. Statistics and figures
 - For categories
 - By country
 - Passing rate if tested

The DLE Project

About the 2nd questionnaire

1. Lots of open questions
2. Difficult to fill out – several questions were unanswered or were incomplete
3. Countries that answered
 - Austria
 - Canada
 - Finland
 - German
 - Great Britain
 - Luxemburg
 - Monaco
 - Norway
 - Portugal
 - Spain
 - Sweden
 - Switzerland

In conclusion

Exchanging a driving licence is complex...

- Understand the cultural diversity
- Different models of DLE for different 3rd countries regimes
- In DLE requests we have to considered:
 - Administrative issues – e.g. authenticity of the document, validity and recognition of the different categories and different requirements for exchange (residence, knowledge of the national language, return of the driving licence exchanged to the issuing country)
 - Background knowledge and skills
 - Other verifications:
 - Fit to drive – medical checks
 - Exams – what and how should we test
 - Training – ensure a minimum training for some cases

Thank you for your attention





Educational background differences and their impact on driving safety and social integration

Berlin, 14th November 2019

Kay Schulte
German Road Safety Council

VISION ZERO.
Keiner kommt um. Alle kommen an.



Photo: DVR/Schulte



Photo: DVR/Schulte



Photo: DVR/Schulte



Photo: DVR/Schulte



Learning and Education

- Learning is intentionally and fortuitously increasing knowledge and skills.
- Education is the mediation of knowledge and skills.

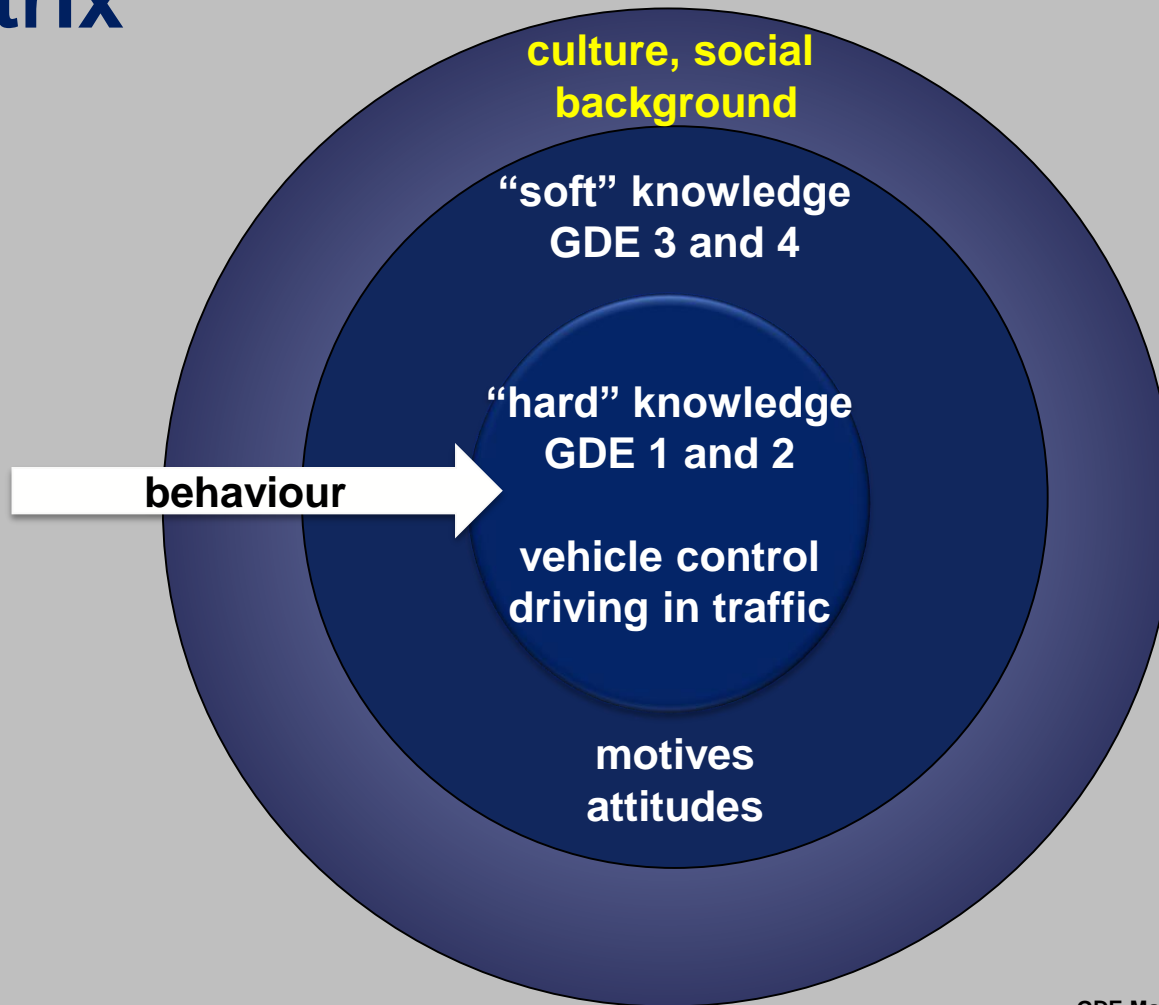


GDE-Matrix



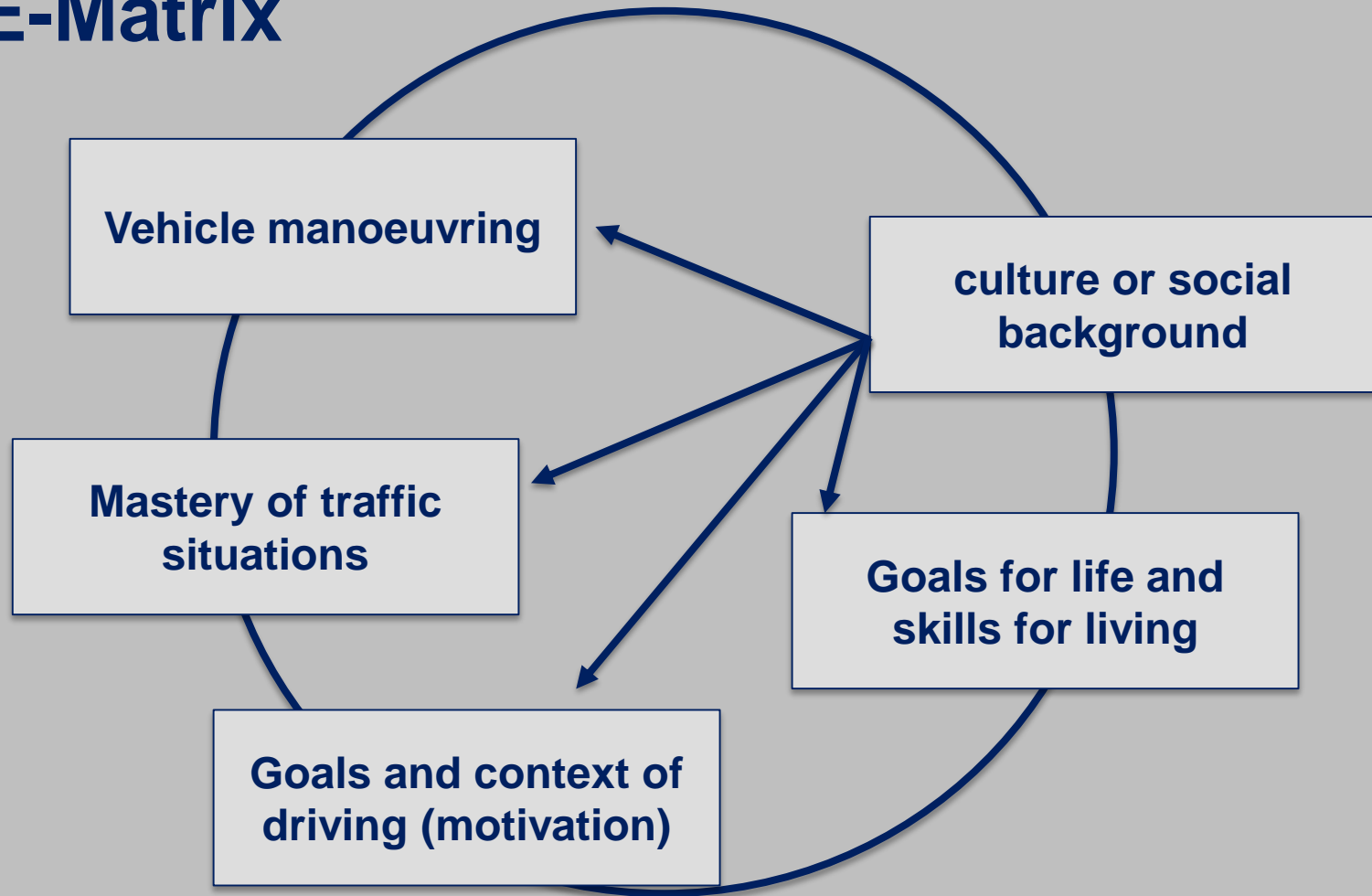
GDE-Matrix 2010, Keskinen et. al.

GDE-Matrix



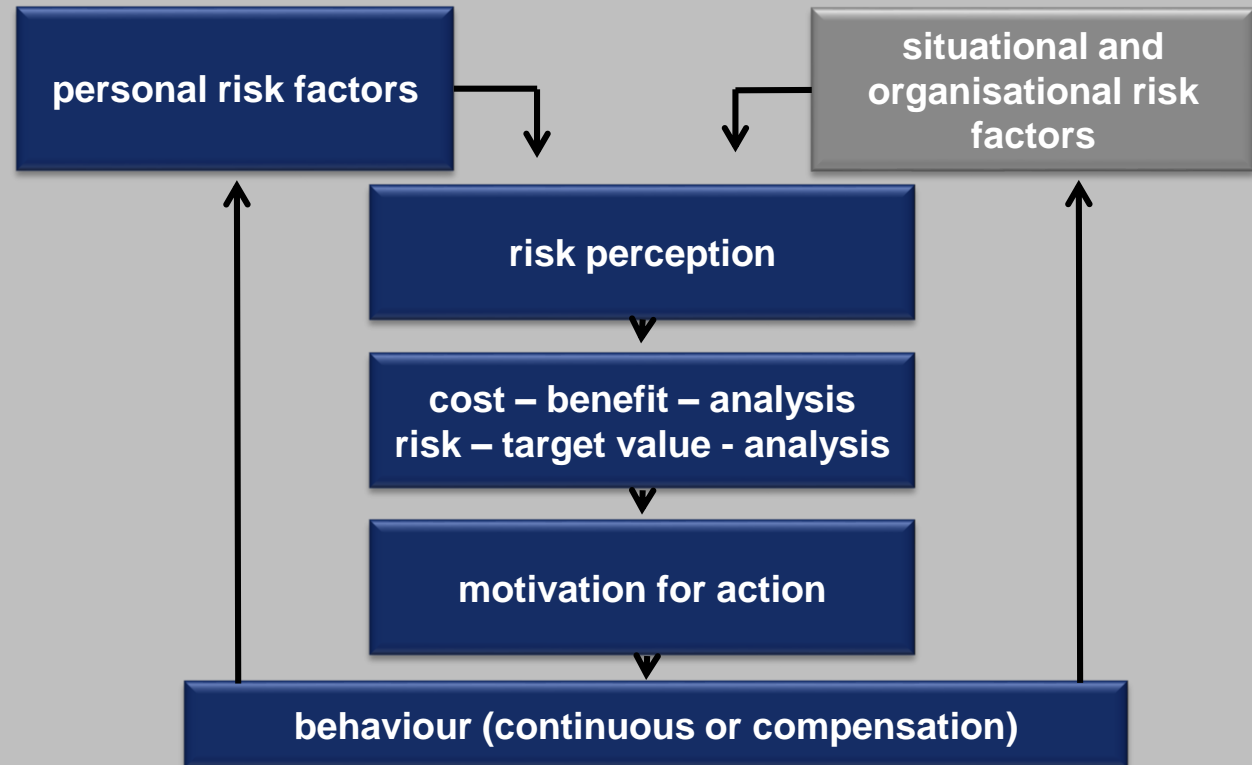
GDE-Matrix 2011, Schulte, ECOWILL

GDE-Matrix



GDE-Matrix 2014, Schulte, RUE project

Risk motivation theory



Risk-motivation-theory – Prof. Dr. Trimpop 1994

Different systems of driving education

**Professional
education
mandatory
only**

**Germany
Netherlands**

**Partially
professional
education
mandatory**

Ireland

**Professional
education
voluntary**

**Sweden
United Kingdom**

Annex 2 of EU/2006/126/EG

Examination: Contents and time

Annex 4 of EU/2006/126/EG

Examination: Competences of examiners

German criteria to be a recognised country

- Situation of the driving education
- Situation of the driving licence examination
- Situation of the traffic safety in the country

Decision of the driving licence commission from the federal states of Germany and the Ministry of Transport and Digital Infrastructure.

Recommendation for transcription

- **Examination in theory and practice in all EU countries similar to the rules to get a driver licence.**
- **Harmonising of the standards to admit driving licences from countries outside of EU and EFTA**
- **We need an independent supervision drive to define the regulations and tasks before exchanging the driving licence.**

Contact

Kay Schulte
General Coordinator
Prevention of work-related road accidents
German Road Safety Council
Jägerstraße 67-69
10117 Berlin

Fon: +49 (0)30 2266771-15
Fax: +49 (0)30 2266771-29

kschulte@dvr.de

