

Exchange of Faroe Islands Driving Licences and Driving Licence Changes Consultation Document



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Consultation letter – November 2005

Dear Consultee

I attach a copy of a consultation paper, the Driving Standards Agency report referred to in paragraph 6 of the paper (Annex 1), and Partial Regulatory Impact Assessment (Annex 2), on which the Department would welcome your comments. Responses should arrive no later than **20 February 2006** and be sent to:

Miss J Hamilton
Drivers Policy Group
Unit 3
Sandringham Park
Llansamlet
Swansea
SA7 0EP

e-mail – dpg.dvla@gtnet.gov.uk

Fax: 01792 765242

This consultation is being undertaken in accordance with the Government's Code of Practice on Written Consultation, a copy of which is available at Annex 3.

This letter and the enclosures are being sent to those listed in Annex 4. Please let us know if you think anyone else should receive copies. These documents may be freely reproduced and if you wish to pass them on to others, such as local community groups, further copies are available on request. Copies are also available to download from the Consultations section of the Department's web site at www.dvla.gov.uk.

A reply form is attached at Annex 5. All the comments received will be considered carefully. A report on the consultation will be published on our web site and a copy sent to all those who respond. As the Department may also be asked for copies of the individual replies it receives to this letter, please make it clear in response if you do not want your individual reply to be passed on.

However, please note that the Freedom of Information Act 2000 requires that all information contained in a response to this consultation may be subject to publication or disclosure. This includes personal information. If you ask for your response to be kept confidential this will only be possible if it is consistent with freedom of information obligations.

Yours sincerely

Jan Brock

Introduction

1. This consultation paper seeks your views on proposals:-
 - A. To allow holders of driving licences issued in the Faroe Islands who become resident in Great Britain, to exchange their licences for the British equivalent.
 - B. To remove Kenya from the list of countries and territories from which a licence may be exchanged.
 - C. To remove Austria, the Republic of Cyprus, Finland, Malta, and Sweden from the list of designated countries from which licences may be exchanged, as these countries are members of the European Community and as such are subject to full mutual recognition under European legislation.
2. The changes apply to England, Wales and Scotland. Separate provision will be made by Northern Ireland.

A. Exchange of driving licences from the Faroe Islands

Background

3. Persons coming to live here from outside the European Community/ European Economic Area (EC/EEA) may drive small vehicles (such as motorcycles, cars, vehicles up to 3500kgs or with up to 8 passenger seats) for up to a year on their valid national driving licences. After this time they must pass a British driving test in order to continue to have the right to drive, unless they hold a licence issued in a country or territory designated by law for the purpose of exchange of licences. Once a country has been designated, its licences may be exchanged for British equivalents subject to the holders meeting the normal British requirements for health and minimum ages.
4. The countries which are presently designated are: Australia, Barbados, British Virgin Islands, Canada, Falkland Islands, Hong Kong, Japan, Monaco, New Zealand, Republic of Korea, Singapore, South Africa, Switzerland and Zimbabwe.
5. In all cases of licence exchange, the following are mandatory requirements:
 - i) applicants must show that they did not obtain the licence by way of exchange for one issued in a third country whose requirements are not as strict as in Great Britain;
 - ii) licences issued as a result of a test passed in a vehicle with automatic transmission will be exchangeable for a British licence giving entitlement to drive automatic vehicles only; and
 - iii) licences must be valid at the time of application.

The Proposed Change

6. The driver testing and licensing arrangements, and road traffic accident statistics for the Faroe Islands have been assessed. The findings are contained in a report attached at Annex 1 to this consultation document. In summary, the standards are considered satisfactory.
7. In view of this, it is proposed to designate the Faroe Islands as a country whose driving licences may be exchanged for the British equivalent. Only entitlement to drive vehicles up to 3,500 kgs and with no more than 8 passenger seats, would be acceptable for exchange. Entitlement to drive larger vehicles would not be recognised.

Benefit of the proposed amendments

8. The main benefit will be to allow the grant of a full British licence to holders of motor car and small van (up to 3,500 kgs) driving licences issued in the Faroe Islands without the time and expense involved in passing a driving test.
9. The above proposal concerns only those persons taking up residence in Great Britain. It does not affect the right to drive in Great Britain for 12 months by other persons visiting from overseas, nor the right to drive here indefinitely enjoyed by the holders of licences from countries in the EC/EEA.

Q1. It is proposed to allow the exchange of Faroe Islands motor car driving licences for the British equivalent (see paragraphs 3 – 9). Do you agree with this proposal? If not, please let us know your reasons. We would welcome any other comments you wish to make.

B. To remove an anomaly which allows Kenyan licences to be exchanged for the British equivalent under certain circumstances

Background

10. In 1984, Kenya was designated in law as a country whose driving licences could be accepted in exchange for British licences. This meant that Kenyan licence holders resident in Great Britain could obtain a British driving licence without the need to pass a driving test in this country. Before a country is designated, it must have satisfactory licensing and testing arrangements.
11. Over a period of several years doubts had been cast on the authenticity of some Kenyan licences. Also, the integrity of responses to our requests for confirmation that licences were authentic could not be guaranteed. Discussions with the Kenyan authorities failed to resolve these difficulties.
12. In addition to the legal situation, there were road safety considerations. The unreliable nature of the arrangements in Kenya meant that UK licences had been issued to drivers who may not have reached an adequate standard of competence to drive. We were also concerned about the implications for the integrity of UK licences. As a result we could no longer exchange Kenyan licences with any confidence.
13. Following a public consultation exercise the decision to de-designate Kenya was made on 14 February 2002 and the subsequent de-designation Order was signed on 21 June 2002.

The Proposed Change

14. It is proposed that legislation is amended to close the loophole which currently exists which allows licences from certain designated countries which have been granted as a result of an exchange of a Kenyan driving licence, to then be exchanged for a British licence. For example a Kenyan licence which has been exchanged for a South African licence and is then presented for exchange for a British one.

Benefits of the proposed amendments

15. This amendment will prevent the issue of British licences to the holders of licences from designated countries, which have been granted as a result of an exchange of a Kenyan licence. In doing so we will eliminate the current potential risk to Road Safety and the integrity of UK driving licences.

Q 2. It is proposed to remove the anomaly which currently exists which allows licences from certain designated countries which have been granted as a result of an exchange of a Kenyan driving licence or a driving test taken in Kenya, to then be exchanged for a British licence (see paragraphs 10 – 15). Do you agree with this proposal? If not, please let us know your reasons. We would welcome any other comments you wish to make.

C. De-designation of certain countries

Background

16. Currently Australia, Austria, Barbados, British Virgin Islands, Canada, Falkland Islands, Finland, Hong Kong, Japan, Malta, Monaco, New Zealand, the Republic of Cyprus, Republic of Korea, Singapore, South Africa, Sweden, Switzerland and Zimbabwe have been designated in law for licence exchange purposes. This means that drivers who hold a valid driving licence from one of these countries and who are now resident in Great Britain may exchange any small vehicle entitlement held for the British equivalent.

The Proposed Change

17. As Austria, Finland, Sweden, Malta and the Republic of Cyprus are now members of the European Union, driving licences from these countries are now classed as “Community licences”.
18. The second European Commission Directive on driving licences (91/439/EEC), which came fully into force in Great Britain on 1 January 1997, changed the arrangements for drivers who move between member states. Licences are now mutually recognised throughout the European Union and, whilst they remain valid, need not be exchanged for the national equivalent.
19. Holders of a valid Community licence may drive all categories of vehicles indicated on the licence until such time as either it expires or the holder reaches the age at which renewal would become necessary under British law, whichever is the sooner. Alternatively, they may exchange the licence for a UK equivalent if they wish. Therefore it is proposed to remove Austria, Finland, Sweden, Malta and the Republic of Cyprus from the list of countries currently designated for licence exchange purposes.

Benefits of the proposed amendments

20. As Austria, Finland, Sweden, Malta and the Republic of Cyprus are now members of the European Community and as such enjoy all the benefits of membership, there is no purpose in these countries also being designated in law for licence exchange purposes. This amendment is therefore in effect a tidying up exercise which will remove these from the list of countries whose licences are currently designated in law for licence exchange purpose.

Q3. It is proposed to de-designate Austria, Finland, Sweden, Malta and the Republic of Cyprus (see paragraphs 16-20). Do you agree with this proposal? If not, please let us know your reasons. We would welcome any other comments you wish to make.

Your views

21. A questionnaire summarising the proposals and seeking your views is provided at Annex 5. Please send any comments or questions on the proposals in this consultation paper by 20 February 2006 at the latest to:

Miss J Hamilton
Drivers Policy Group,
Unit 3
Sandringham Park
Llansamlet
SWANSEA
SA7 0EP

E-mail – dpg.dvla@gtnet.gov.uk

Fax: 01792 765242

Comments received after that date would only be taken into account in exceptional circumstances. A list of all those being consulted are at Annex 4.

22. Representative groups are asked to provide a summary of the people and organisations they represent.
23. A copy of this document can be found on DVLA's website at:

<http://www.dvla.gov.uk>

Disclosure of information

24. All the comments received will be considered carefully. A report on the consultation will be published on our web site and a copy sent to all those who respond. As the Department may also be asked for copies of the individual replies it receives to this letter, please make it clear in response if you do not want your individual reply to be passed on.
25. However, please note that the Freedom of Information Act 2000 requires that all information contained in a response to this consultation may be subject to publication or disclosure. This includes personal information. If you ask for your response to be kept confidential this will only be possible if it is consistent with freedom of information obligations.

Report: Arrangements for issuing driving licences in the Faroe Islands

Introduction

1. The Faroe Islands has asked that the Secretary of State should exchange motor car driving licences issued by that country for full British motor car driving licences. This would require the Secretary of State to designate the country for licence exchange purposes, through a Driving Licences (Exchangeable Licences) Order (known as a designation Order) under Section 108 of the Road Traffic Act 1988 (as amended).
2. Under the terms of the Motor Vehicles (Driving Licences) Regulations 1999, a new resident in Great Britain holding a valid driving licence issued by the Faroe Islands authorities may drive small vehicles (such as motor cars and vehicles up to 3,500 kgs or with no more than 8 passenger seats) covered by their licence for the first 12 months. After that, if the holder wishes to continue to drive in Great Britain, they must obtain a British driving licence in the normal way – obtaining a provisional licence and passing a driving test.
3. Before making a Designation Order, the Secretary of State must be satisfied that the applicant country has made satisfactory provision for the granting of driving licences for the category of motor vehicles for which exchange provisions are sought.
4. The Driving Standards Agency (DSA) and the Driver and Vehicle Licensing Agency (DVLA) have looked at the arrangements in the Faroe Islands for the testing of drivers and the issue of licences following such testing. They have in particular looked at:
 - (i) driving test standards,
 - (ii) disqualification process, and
 - (iii) accident statistics.

Driving test standards

5. The Faroe Islands Driving Test is identical to the Danish Driving Test and is regarded and accepted by Denmark as equivalent to their own test. The test itself consists of three elements; eyesight and health check, a written theory test and a practical test.
6. **The Theory Test:** the Theory test is a multiple-choice written test with 60 questions, each consisting of three statements of which one is the correct answer. The applicant must conclude the theoretical test within 60 minutes. The following subjects are covered in the theoretical test

- Part 1 : The driver
- Part 2 : The road and the road user
- Part 3 : The car and driving skill
- Part 4 : Traffic rules

To pass the theoretical test the candidate must answer 51 out of the 60 questions correctly. This corresponds to a minimum pass mark of 85%.

7. **The Practical Test:** the practical test has a similar syllabus to that used in this country including reverse manoeuvres and a reverse park into a parking space. The marking system is similar to our own in that they have three grades of marks; Minor, Serious and Decisive. If a candidate commits a serious or decisive fault the candidate will fail. If the candidate commits particular repeated minor mistakes the examiner may decide that there are sufficient errors to fail on that point. The following are manoeuvres included in the test:

1. Starting and stopping the vehicle at the roadside and/or at a parking slot.
2. Placement of the vehicle on the road when driving straight
3. Speed when driving straight
4. Changing traffic lanes
5. Turning the vehicle
6. Driving by pedestrians and parked vehicles
7. Meeting other vehicles
8. Driving in front of or behind other vehicles
9. Overtaking
10. Forward driving approaching crossroads
11. Driving straight through crossroads
12. Turning right at crossroads
13. Turning left at crossroads
14. Driving in roundabouts
15. Driving on highways
16. Driving at night and the lights-on period
17. Driving alongside other vehicles
18. Stopping and parking
19. Driving in traffic calming areas

8. **Overview:** the Faroe Islands testing for drivers constitutes a reasonable assessment. The test is conducted by Bileftirlit Foroya (Faroese Vehicle Inspection Agency), which is a government agency. The practical test duration is 45 minutes with the on road-driving element lasting a minimum of 30 minutes. If the driver presents himself or herself with a car with automatic transmission the licence that is issued restricts the driver to driving vehicles with automatic transmission.

The Faroe Islands exchange licences with all EU countries as well as issuing countries that have implemented EU Directive 91/439/EEC.

Disqualification process

9. Faroe Islands licence holders can be disqualified in various situations where the driver weaknesses have become evident.
10. The Faroe Islands have two procedures for dealing with disqualified drivers, depending on whether the licence holder has received a conditional or an unconditional sentence.

(i) Conditional sentence

If a driver:

- commits certain driving offences (fails to give way to approaching traffic)
- drives too fast (exceeds the statutory speed limit by more than 30km/h in a motor car) or
- drives under a 'moderate' influence of alcohol (between 0.51 and 0.80%), the driver will, in addition to the fine, receive a conditional sentence suspending the licence, notwithstanding any mitigating circumstances. The conditional sentence is in force for 3 years.

If a driver receives a conditional sentence suspending the licence, the driver must pass both a theory and practical driving test within 3 months. This is in order to determine whether the driver still has the necessary knowledge of the traffic rules and is able to drive the vehicle in a safe and competent manner.

If the driver does not pass the test, the licence is then suspended unconditionally. To obtain a full licence the driver will have to revert to provisional licence conditions and receive instruction/training by a driving instructor, and pass both the theory and practical driving test.

(ii) Unconditional sentence

If a driver:

- drives under the influence of alcohol (0.81% or more)
- drives in a reckless manner or
- is involved in a road accident while under the influence of alcohol (between 0.51 and 0.80%), the driver will receive an unconditional sentence suspending the right to drive for a period from 6 months to 10 years, depending on the severity of the offence. In extreme cases, the driver may have his licence suspended for life.

If a driver drives under particularly heavy influence of alcohol (2.01% or more), the right to drive will be suspended for a period of no less than 2 years and 6 months.

When a driver has received a sentence that suspends the right to drive for a certain period of time, a new licence will have to be acquired in the same manner as an individual who has never held a licence. The driver will need to receive driving instruction/training by a driving instructor, and pass both the theory and practical parts of the driving test. The driver cannot apply for a licence before the end of the period of suspension.

Accident statistics

11. In general the number of vehicles and the volume of road traffic in the Faroe Islands has increased in the period 1991 to 2003, whilst the number of road traffic accidents has declined. The number of road accidents that has resulted in injury has remained unchanged. The number of road accidents, which involved a driver under the influence of alcohol, has declined somewhat.

Key statistics on traffic safety in the Faroe Islands.

(Source: Police Statistics)

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Population	47,294	46,821	45,349	43,719	43,381	43,793	44,262	44,806	45,412	46,196	46,996	47,704	48,214
Registered Vehicles	17,494	17,044	15,894	15,145	15,504	16,170	17,056	17,819	18,843	19,597	20,976	22,294	24,157
Reported road accidents	1,614	1,508	1,262	1,077	1,109	1,093	1,029	1,250	1,330	1,219	1,344	1,179	1,198
Road accidents with injury	70	69	59	45	48	58	53	83	62	35	63	47	65
Road accidents involving driver under the influence of alcohol	73	69	66	36	39	36	55	44	45	45*	54*	47*	57*

*(>0.8% until 1 July 2000 and >0.5% from 1 July 2000)

Conclusion

12. The car driving test procedures in the Faroe Islands are of a comparable standard to those in place in the UK. Accident rates there compare favourably with those of the UK and there is a robust system in place for addressing cases where driving violations occur.
13. The arrangements for issuing licences in the Faroe Islands are considered satisfactory and the evidence contained in this assessment report indicates that it would be reasonable for the Secretary of State to agree to the exchange of their car driving licences for the British equivalent.

Partial regulatory impact assessment

Introduction

1. Certain countries outside the EEA are legally designated in Great Britain for driver licensing exchange purposes. These countries are Australia, Barbados, British Virgin Islands, Canada, Falkland Islands, Hong Kong, Japan, Monaco, New Zealand, Republic of Korea, Singapore, Switzerland and Zimbabwe.
2. These countries have formally requested acceptance of the licences in Great Britain, and this has been granted because their driver testing and licensing procedures have been assessed as satisfactory.
3. A new resident who holds a driving licence from one of these countries may exchange it for a British licence without the need to pass a further driving test. For designated countries, “licences” do not include licences to drive vehicles over 3,500kgs, or passenger carrying vehicles with more than 8 passenger seats. Britain has also designated Gibraltar, the Channel Islands and the Isle of Man, with additional entitlements. For these countries, “licences” include licences to drive larger vehicles, provided entitlement is shown on the driving licence.

Issue – A – The Faroe Islands

4. The Faroe Islands licensing authorities have requested that we consider their driving licences for licence exchange purposes i.e. that Faroe Islands driving licences become designated for licence exchange purposes.

Objective – Issue A

5. The objective is to make an Order which would provide for the designation of the Faroe Islands.

Risk – Issue A

6. Following the assessment of the Faroe Islands driver testing and licensing standards, we believe there would be no risks to road safety by agreeing to their request to designate.

Benefit – Issue A

7. This would allow drivers who hold Faroe Islands driving licences with entitlement to drive motor cars to exchange the licence for the British equivalent.
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Issue – B – Kenyan Licences

8. Kenyan licences are no longer acceptable for licence exchange in the UK; however, it is possible that a driver who held such a licence may have exchanged it for a licence from another country which is currently designated for licence exchange with the UK.

Objective – Issue B

9. To make an Order which would remove Kenya from the list of exchangeable countries listed in the Schedule to the Driving Licences (Exchangeable Licences) Order 1999. Statutory Instrument 1999 No. 1641.

Risk – Issue B

10. If we do not address this loophole there is a potential risk to road safety and the integrity of UK driving licences.

Benefit – Issue B

11. This will prevent the issue of British licences to the holders of licences from designated countries which originated in Kenya, a country which was de-designated for licence exchange purposes on 21 June 2002.

Issue – C – European Union Countries

12. Austria, Finland, Sweden, Malta and the Republic of Cyprus are currently designated for licence exchange purposes. However, they are also members of the European Union and as such they enjoy the benefits of the mutual recognition of driving licences.

Objective – Issue C

13. To make an Order, which will de-designate those countries that are still designated for licence exchange purposes, and who are now also members of the European Community.

Risks – Issue C

14. We believe that there are no risks to addressing this anomaly.

Benefits – Issue C

15. No particular benefit for the driver, this is seen as simply a “tidying up” exercise.

Compliance costs for business, charities and voluntary organisations

16. The proposals would have no foreseeable effect on charities or voluntary organisations.

Policy Costs

Issue A

17. Under the current arrangements, drivers who wish to exchange a licence from a designated country incur the exchange licence fee cost. This fee is the same as the current cost for applying for a British provisional driving licence. If permitted to simply exchange a licence, drivers from the Faroe Islands would no longer incur the driving test(s) costs, but as a result there would be a corresponding loss of income for the Driving Standards Agency. It may have an (un-quantified) impact on driving schools and publishers of driving manuals, who might otherwise expect these individuals to take driving lessons or purchase their publications. However, as the number of Faroese drivers coming to live in the United Kingdom is likely to be very low, it is felt that the actual impact will be negligible.

Issue B

18. No additional charges will be incurred as a result of this proposal.

Issue C

19. No additional charges will be incurred as a result of this proposal.

Implementation Costs

20. There are no implementation costs associated with these proposals.

Small Business Service

21. There is no need to seek the views of small business.

Competition

22. Some of these drivers may wish to apply for driving lessons in order to become familiar with the road and traffic conditions in this country before applying to exchange their driving licence. As a result, they may apply for lessons to a driving school to gain a better understanding of road traffic rules in this country. As there is no restriction on the choice of driving school to which individuals may go, we do not believe there will be any significant impact on competition.

Enforcement and Sanctions

23. There will be no new enforcement implications or sanctions as a result of the implementation of these proposals.

Code of practice on consultation

The code of practice applies to all UK public consultations by government department and agencies, including consultations on EU directives.

Though the code does not have legal force, and cannot prevail over statutory or other mandatory external requirements (e.g. under European Community Law), it should otherwise generally be regarded as binding unless Ministers conclude that exceptional circumstances require a departure.

The code contains six criteria. They should be reproduced in all consultation documents. There should be an explanation of any departure from the criteria and confirmation that they have otherwise been followed.

Consultation criteria

1. Consult widely throughout the process, allowing a minimum of 12 weeks for written consultation at least once during the development of the policy.
2. Be clear about what your proposals are, who may be affected, what questions are being asked and the time scales for responses.
3. Ensure that your consultation is clear, concise and widely accessible.
4. Give feedback regarding the responses received and how the consultation process influenced the policy.
5. Monitor your department's effectiveness at consultation, including through the use of a designated consultation co-ordinator.
6. Ensure your consultation follows better regulation best practice, including carrying out a Regulatory Impact Assessment if appropriate.

A full version of the code of practice is available on the Cabinet Office web-site at:

<http://www.cabinet-office.gov.uk/regulation/consultation/code.asp>

If you consider that this consultation does not comply with the criteria or have comments about the **consultation process** please contact:

Mrs Anne McAleer
Consultation Co-ordinator
Vehicle Policy Group
Unit 3
Sandringham Park
Llansamlet
Swansea
SA7 0EP

List of consultees

ADI FEDERATION
 ASSOC. OF BRITISH CHAMBERS OF COMMERCE
 ASSOC. OF BRITISH INSURERS
 ASSOC. OF CHIEF POLICE OFFICERS
 ASSOC. OF CHIEF POLICE OFFICERS (SCOTLAND)
 ASSOC. OF INDEPENDENT BUSINESSES
 ASSOC. OF INDUSTRIAL ROAD SAFETY OFFICERS
 ASSOC. OF LOCAL GOVERNMENTS
 AUTOMOBILE ASSOCIATION

 BRITISH SCHOOL OF MOTORING
 BRITISH TRANSPORT POLICE
 B V R L A

 CBI
 CBI WALES
 CBI SCOTLAND
 CSMA
 CABINET OFFICE REGULATORY IMPACT UNIT
 CHARTERED INSTITUTE OF TRANSPORT
 CONSUMERS ASSOC.
 CONVENTION OF SCOTTISH LOCAL AUTH.
 COUNCIL OF CIVIL SERVICE UNIONS
 COURTS SERVICE HQ

 DOE (NI)
 DEPARTMENT FOR TRANSPORT
 DRIVING INSTRUCTORS ASSOC.
 DRIVING STANDARDS AGENCY
 DVLNI

 FED. OF SMALL BUSINESSES
 FOREIGN AND COMMONWEALTH OFFICE

 GREEN FLAG

 HOME OFFICE

 INSTITUTE OF ADVANCED MOTORISTS
 INSTITUTE OF RACE RELATIONS
 INSTITUTE OF ROAD SAFETY OFFICERS
 ISLE OF MAN HIGHWAYS & TRANSPORT BOARD

 JUSTICES CLERKS SOCIETY

 LAW SOCIETY
 LIBERTY
 LOCAL AUTH. ROAD SAFETY OFFICERS ASSOC.

 MAGISTRATES' ASSOCIATION
 MOTOR SCHOOLS ASSOCIATION

 NATIONAL ASSEMBLY FOR WALES
 NATIONAL ASSOC. OF ADI
 NATIONAL ASSOC. OF CITIZENS ADVICE BUREAUX
 NATIONAL COUNCIL FOR CIVIL LIBERTIES

 POST OFFICE LTD

 RAC FEDERATION
 RAC MOTORING SERVICES
 RACE EQUALITY UNIT
 ROYAL SCOTTISH AUTOMOBILE CLUB
 ROSPA
 ROAD TRANSPORT ASSOC.

 SCOTTISH PARLIAMENT
 SCOTTISH COURTS SERVICE
 SMALL BUSINESS SERVICES
 STATES OF GUERNSEY ISLAND TRAFFIC CTTEE
 STATES OF JERSEY MOTOR TRAFFIC OFFICE

 TRADES UNION CONGRESS
 TRANSPORT WEEK MAGAZINE

Reply form

Please provide answers to the following questions on the proposals outlined in this consultation exercise. Please tick the boxes to indicate your preference.

Your details

Name _____

Address _____

Post town _____

Postcode _____

Are you prepared to allow your responses or name to be quoted, or made available to the public? (If you do not answer this question it will be assumed that you are prepared to allow your responses or name to be quoted or made available to the public). Yes No

A. Exchange of driving licences from the Faroe Islands

It is proposed to allow the exchange of Faroe Islands motor car driving licences for the British equivalent (see paragraphs 3 – 9 of the consultation paper)

Do you agree to this? Yes No

Comments _____

B. To remove the anomaly which allows licences from Kenya to be exchanged under certain circumstances despite the country being removed from the list of countries from which licences are accepted for exchange.

It is proposed to remove the anomaly which currently exists which allows licences from certain designated countries which have been granted as a result of an exchange of a Kenyan driving licence or a driving test taken in Kenya, to then be exchanged for a British licence (see paragraphs 10 – 15 of the consultation paper).

Do you agree to this? Yes No

Comments _____

C. The removal of certain countries from the list of countries from which licences may be exchanged, as these licences are now subject to full mutual recognition under European legislation.

It is proposed to de-designate Austria, Finland, Sweden, Malta and the Republic of Cyprus (see paragraphs 16 – 20 of the consultation paper)

Do you agree to this?

Yes

No

Comments

The Regulatory Impact Assessment can be found at Annex 2. When responding to the consultation please comment on the analysis of risks and benefits, giving supporting evidence wherever possible.

Please also suggest any alternative methods for reaching the objective and highlight any possible unintended consequences of the policy, and practical enforcement or implementation issues.