

DUDLEY MBC

Environmental Management Transport Section

**Driving Licence Information
August 2004**

Background

The driving licence was first issued in 1903, but driving tests were not introduced until 1935



Prior to the development of railways in Britain, there was a brief interest in steam-powered road going vehicles. In 1834, a Mr Hancock ran a steam coach carrying up to 14 passengers from Paddington to Regents Park and the City at 6d a head. In the following year, a Mr Church built an omnibus capable of carrying 40 passengers for the London and Birmingham Steam Carriage Company. However, government preference for the railways drove most such vehicles off the roads and onto track.

The Locomotive Act, 1865 set a speed limit of 4 mph in the country and 2 mph in towns. The 1865 Act also provided for the famous "man with a red flag". Walking 60 yards ahead of each vehicle, a man with a red flag or lantern enforced a walking pace, and warned horse riders and horse drawn traffic of the approach of a self-propelled machine. Although the distance of the warning was reduced to a more manageable 20 yards in 1878, this did not make life much easier for the motorist. At this time, British engineers were working on electrical and combustion engines. Motor vehicles had been patented as early as 1882, but they were never developed.

The invention of the car, by Karl Benz, in 1888 was followed by the introduction of legal controls

In 1888 Karl Benz invented the first petrol driven motor car which almost immediately became subject to legal controls. However, in 1996 the man with the flag was made redundant. In 1903 local councils were made responsible for driver and vehicle licensing. If you were 17 and had a spare five bob (25p) you could have a licence to drive, there was no test.

In 1910 a tax on vehicles in the form of the Road Fund was introduced.

In 1935 a Mr Bean became the first person to pass the newly introduced Driving Test which cost 7s 6p (37.5p) Test were suspended during the 1939-1945 war.

**The first pictogram me
licenses were introduced
across Europe in June 1990**

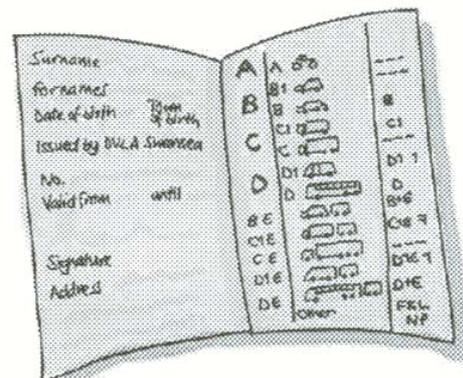
By 1965, local authorities were struggling with the dramatically increasing burden of driver and vehicle licensing. Government began to plan a centralised system. In 1969, Swansea was identified as the location for the Driver and Vehicle Licensing Centre (DVLC), which would be supported by a network of 80 local offices nationwide.

The Vienna Convention on Road Traffic in 1968 established a framework for cross border journeys.

1974 saw the network go 'live', and the old red licence was replaced by a computer generated one. In 1976 the 3-year licence was replaced with a longer term one. Generally lasting until the owners 70th birthday.

The "First Council Directive 80/1263/EEC on the Community driving licence introduced the principle that licenses issued by other Member States had to be recognized without new checks.

DVLC became an executive agency in 1988 and in 1990 was re-branded as the Driver Vehicle Licensing Agency (DVLA).



May 1990 saw the issuing of the first EC Community Model Licence; this was common to the EC and had pictograms

January 1997 saw the implementation of the 2nd EC Directive on Driver Licensing. This, amongst other things, introduced the theory test and reduced the entitlements given to new drivers. It also introduced the new driver's scheme, which made mandatory a ban and re-test for drivers gaining 6 penalty points within the first two years of post test driving.

The photocard licence began to be phased in 1998.

Types of Licence

There are two main types of licence document in the UK. Those with groups and those with categories

There are 80 different types of licence in circulation across the EC, with 7 being available in the UK. This can be the cause of much confusion. For the purpose of this document, we will separate UK licences into two groups: -

Old style licences, which were issued up to May 1990

New style licences, which were issued, from June 1990

People who have not exchanged their licence (because of address, name or entitlement change) since obtaining it pre May 1990, will still have the old style licence. This will not cover vocational licences, such as PCV or LGV. This style has groups and car drivers will have group A.

The person named is hereby licensed to drive
Motor vehicles of groups

A,E*****

It is generally accepted that this Group A on an old style licence will enable the owner to drive cars, vans up to 7.5 tonnes and minibuses with up to 16 passenger seats in addition to the driver (but not for hire or reward). However it is in the interest of the holder to obtain a new type licence.

New type licences, including the photocard, have categories instead of groups. Those issued since June 1994 also have pictograms.



Examples are shown at the rear of this booklet

Categories

	Cat.	10. From	11. To
A		10-08-77	22-02-20
B		<31-08-76	22-02-20
C		03-06-96	07-03-05
D		<01-04-91	07-03-05

On the new type licence there are four main categories of vehicle: -

- A** Motorcycles
- B** Vehicles with up to eight passenger seats, in addition to the driver, and a MAM of not more than 3.5 tonnes
- C** Goods vehicles with a MAM of more than 3.5 tonnes
- D** Passenger vehicles with more than eight passenger seats, in addition to the driver

These are split into two groups, which are: -

Group 1 (cats A+B) vocational

Group 2 (cats C+D) non-vocational

Within the UK, and some other EC member states, the categories are further divided into sub categories. For example: -

C has a sub-category **C1** that entitles the holder to drive vehicles with a MAM of more than 3.5 tonnes but not more than 7.5 tonnes

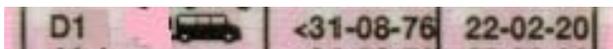
D has a sub-category **D1** that entitles the holder to drive vehicles with more than eight passenger seats but fewer than 16 in addition to the driver.

On new type licences, other than photocard, the categories which the holder may drive are denoted by a stamp. On photocard licences, only the categories held are shown.

In both cases, the dates which the entitlement runs from and to will be shown.

There are also a number of National categories, which are valid only within the UK, shown on the licence.

- F** Tractor
- G** Large Roller
- H** Earthmover
- K** Small roller
- L** Milk float
- P** Moped



Trailers

Category B only drivers may, at the time of writing, tow a trailer with a MAM of up to 750kg. When towing a trailer of this size, the total MAM of the towing vehicle and trailer together (train weight) may be 4.25 tonnes.

Holders of a category B licence may also tow a trailer (braked) with a MAM of more than 750kg if:-

- The MAM of the trailer does not exceed the unladen weight of the towing vehicle

And

- The train weight of the combination does not exceed 3.5 tonnes

Sub category **C1** drivers may tow a trailer of up to 750kg giving the combination a MAM of 8.25 tonnes. In this case the size of the trailer is absolute.

Categories D and C and sub-category D1 (see Note 1) holders may tow a trailer of up to 750kg.

The addition of an E entitlement to any category allows for a trailer over 750kg to be towed

A		10-08-77	22-02-20
B		<31-08-76	22-02-20
BE		<31-08-76	22-02-20
C		03-06-96	07-03-05
CE		03-06-96	07-03-05
C1E		<31-08-76	22-02-20
D		<01-04-91	07-03-05
DE		<01-04-91	07-03-05
D1E		<31-08-76	22-02-20
fklnp		<31-08-76	22-02-20

The addition of an E entitlement to any category allows for a trailer over 750kg to be towed. On some categories, the E entitlement was added automatically for those who first passed a driving test in a motorcar before 1st January 1997.

For Category B+E the towing vehicle is subject to a MAM of 3.5 tonnes, but there is no upper limit on the trailer (see Note 1)

Sub-category C1 + E holders may drive a vehicle of up to 7.5 tonnes MAM towing a trailer, which does not have a MAM of more than the unladen weight of the tow vehicle, with a train weight of up to 12 tonnes (*but see section on Category Restriction*).

In the case of categories C+D no upper weight limits are given. National regulations apply.

Note: The above weights are for licensing purposes only, care must be taken not to exceed the weights set down by the vehicle manufacturer. Good practice dictates that the MAM of the trailer should not exceed 85% of the unladen weight of the towing vehicle.

Category Restrictions

Care must be taken, when checking entitlement, to ensure that a restriction is not in place

The four main categories found on new style licences are very broad. They can be refined by the addition of a category restriction, or in the case of photocard licences information codes. A list of these is in appendix 1.

9. Cat.	10. From	11. To	12. Codes
A	10-08-77	22-02-20	
B	<31-08-76	22-02-20	
BE	<31-08-76	22-02-20	
C	03-06-96	07-03-05	
CE	03-06-96	07-03-05	
C1E	<31-08-76	22-02-20	107
D	<01-04-91	07-03-05	
DE	<01-04-91	07-03-05	
D1E	<31-08-76	22-02-20	101,119
<i>iklnp</i>	<31-08-76	22-02-20	
01,115			

Restriction or Information codes

In addition to being a method of imposing weight or age restrictions, the codes give information about the needs a particular driver may require in order to drive safely. These range from the need to use eyesight correction (spectacles etc.) to having additional mirrors or adaptations in place.

A typical example of this would be the person passing a test in an automatic motorcar. Such a driver would be awarded category B restricted to automatic vehicles. This fact would be denoted by category restriction/code 06 or 6.

Care must be taken when examining restriction codes, the placing of a zero can be important. On earlier new style licences the category restriction 1 meant 'not for hire or reward'. As the number of restrictions grew, this became 101. At the same time the restriction code 01, denoting the need for eyesight correction, was added.

Some Common Restrictions

D1 category holders who have not taken a special test, and met the additional medical requirements, for the category will have the restriction code 1 or 101 against their entitlement. This means that they must not drive a vehicle that is being used for hire or reward (*although some special arrangements are available- contact the Driver Training Unit for details*)

C1 +E category holders who have not taken a special test, and met the additional medical requirements, for the category will have the restriction code 7 or 107 against their entitlement. This means that they must not drive a combination with a MAM of more than 8.25 tonnes.

C category with the restriction code 2 or 102 against their entitlement may only tow drawbar trailers and not articulated ones.

Code 115 denotes that the holder of the licence has registered as an organ donor.

Licence Checks

It is possible for employees to lose their driver's licence without informing the employer

Photocopies should not be accepted; variations in the print could suggest fraud

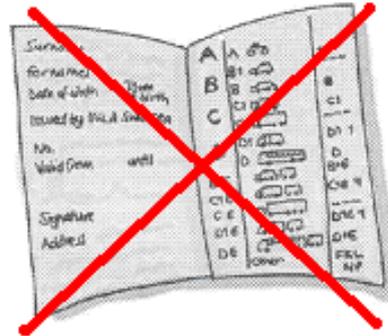
Employers have a duty to check that their employees have the correct licence to drive particular vehicles. It should be carried out prior to appointment and frequently whilst the employee is in service.

It is good practice when preparing job descriptions, for those who will drive as part of their employment, to include the fact that licences will be checked and must be provided when requested. Applicants should be informed that, prior to appointment, permission must be given by them for their licence to be checked with the DVLA Swansea.

Licence fraud is not uncommon and even the most diligent of employers can be fooled; however a structured system of licence checks can offer some protection.

- Licence checks should be carried out frequently, but regularity should be avoided.
- Only the original licence should be accepted, and not photocopies.
- If the licence is a photocard, the paper counterpart must also be seen
- Where information is added to the licence, the driver's details for example, check that the print and font is consistent. Any variations could point to fraud.
- The serial number is repeated at various points through the document, ensure that it is consistent.
- Check that the licence shows the driver's correct details, such as name and address. These should be compared to either employee records or the application form.
- Ensure that the licence has been signed in ink. In the case of a photocard, this will have been superimposed both on the licence and the counterpart.
- Make a note of the issue number and check against any previous record. If this is different, ask why? Acceptable reasons could be change of address, new category, lost licence.
- Photocopy the licence for future reference.

Endorsement and Disqualification



Endorsements are entered onto paper driver licences and on the counterpart of the photocard licence. A list of endorsement codes can be found in appendix 2.

Disqualifications, convictions and acceptance of fixed penalties payments in respect of driving offences are notified to DVLA by the courts. The driver's licence will be endorsed with a penalty ranging from 3-11 points or a period of disqualification will be imposed, depending on the seriousness of the offence. Any driver who incurs 12 or more penalty points within a 3-year period faces automatic disqualification under the "totting-up" system.

Bans of less than 56 days duration are entered onto the paper licence or counterpart, and the licence then handed back to the owner.

An important point is that driving bans of less than 56 days duration are entered onto the paper licence or counterpart, and the licence then **handed back** to the owner.

Life of a licence

Paper licences are normally issued until the day before the holders 70th birthday. Vocational entitlements will run until the day before the holder's 45th birthday and then after for a period of 5 years. If a vocational entitlement has lapsed, all other categories still in date will continue.

Photocard licences have an administrative life of 10 years for group 1 and 5 years for group 2

In the Future

The 3rd EC Directive on Driver Licensing will make some important changes. At this moment in time, these changes are subject to either national or international consultation and may be subject to change.



Driver Training.

Directive 2003/59/EC of the European Parliament and of the Council 15th June 2003.

Under this, most vocational drivers will have to hold a Certificate of Professional Competence. New vocational drivers will have to complete between 240 and 120 hours of training in addition to that required for the test.

There will then be a requirement for drivers to undergo 35 hours of Continuing Professional Development, in blocks of at least 7 hours, over a five-year period.

Although existing drivers will be exempt from the initial training requirement, they will be required to undergo the Continuing Professional Development.

An approved centre must carry out the training and there is likelihood that it will be validated by examination. The proposed curriculum is in appendix 3.

There will be exemptions from the requirement, which look likely to be: -

- Private vehicles
- Vehicles with a maximum speed of not more than 45k/ph
- Road testing and maintenance
- Vehicles used for transporting goods and/or equipment for use by the driver, when driving is not the main task

The timetable for this is: -

National government must enact the necessary legislation by 10th September 2006.

For category D vehicles, the initial training must be in place by 10th September 2008.

For category vehicles, the initial training must be in place by 10th September 2009.

Proposed changes to categories

Passengers will replace reference to passenger seats.

C1 will become; motor vehicles used for the transport of goods, the maximum authorised mass of which exceeds 3500 kg, but does not exceed 6000 kg, and not transporting more than eight passengers in addition to the driver (*this is a reduced from 7.5tonnes*)

Motor vehicles in this category may be combined with a trailer having a maximum authorised mass not exceeding 750kg

D1 will have a length restriction of not more than 7metres

B will be restricted to trailers with a MAM not more than 750kg, (*this will do away with the present complicated formula*).

Equivalence

It is proposed that equivalence will be introduced in categories D1 + C1. A person passing a test in one of these will also, subject to age restriction, get the other. This will not apply to D1+E and C1+E

Age restrictions

The general proposed ages at which drivers may drive the various categories are: -

C1+E	18
C+E	21
D1+E	21
D+E	24

Changes to licence format

EC member states may elect to: -

- Add a microchip to the photo card licence (this is subject to UK consultation at present)
- Introduce medical examinations for group 1 vehicles (the UK has no immediate plan to do this)

Appendix 1

01	eyesight correction
02	hearing / communication aid
10	modified transmission
15	modified clutch
20	modified braking systems
25	modified accelerator systems
30	combined braking and accelerator systems
35	modified control layouts
40	modified steering
42	modified rear - view mirror(s)
43	modified driving seats
44	modifications to motorcycles
45	motorcycle only with sidecar
70	exchange of licence
71	duplicate of licence
78	restricted to vehicles with automatic transmission
79	restricted to vehicles in conformity with the specifications stated in brackets
101	not for hire or reward
102	drawbar trailers only
103	subject to certificate of competence
105	not more than 5.5m long
106	restricted to vehicles with automatic transmission
107	not more than 8250kg
108	subject to minimum age requirements
110	limited to invalid carriages
111	limited to 16 passenger seats
113	limited to 16 passenger seats except for automatics
114	with any special controls required for safe driving
115	organ donor
118	start date is for earliest entitlement
119	weight limit does not apply
120	complies with health standard for category D1
121	restricted to conditions specified in the Secretary of State's notice.

Appendix 2

Code		Penalty Points
Accident Offences		
AC10	Failing to stop after an accident.....	5-10
AC20	Failing to give particulars or to report an accident within 24 hours.....	5-10
AC30	Undefined accident offences.....	4-9
Disqualified Driver		
BA10	Driving whilst disqualified by order of court.....	6
BA30	Attempting to drive while disqualified by order of court.....	6
Careless Driving		
CD10	Driving without due care and attention.....	3-9
CD20	Driving without reasonable consideration for other road users.....	3-9
CD30	Driving without due care and attention or without reasonable consideration for other road users.....	3-9
CD40	Causing death through careless driving when unfit through drink.....	3-11
CD50	Causing death by careless driving when unfit through drugs.....	3-11
CD60	Causing death by careless driving with alcohol level above the limit.....	3-11
CD70	Causing death by careless driving then failing to supply a specimen for analysis.....	3-11

Construction & Use Offences

CU10	Using a vehicle with defective brakes.....	3
CU20	Causing or likely to cause danger by reason of use of unsuitable vehicle or using a vehicle with parts or accessories (excluding brakes, steering or tyres) in a dangerous condition.....	3
CU30	Using a vehicle with defective tyre(s).....	3
CU40	Using a vehicle with defective steering.....	3
CU50	Causing or likely to cause danger by reason of load or passengers.....	3

Reckless/Dangerous Driving

DD40	Dangerous Driving.....	3-11
DD60	Manslaughter or culpable homicide while driving a vehicle.....	3-11
DD80	Causing death by dangerous driving.....	3-11

Drink or Drugs

DR10	Driving or attempting to drive with alcohol level above limit.....	3-11
DR20	Driving or attempting to drive while unfit through drink.....	3-11
DR30	Driving or attempting to drive then failing to supply a specimen for analysis.....	3-11
DR40	In charge of a vehicle while alcohol level above limit.....	10
DR50	In charge of a vehicle while unfit through drink.....	10
DR60	Failure to provide a specimen for analysis in circumstances other than driving or attempting to drive.....	10
DR70	Failing to provide specimen for breath test.....	4

DR80	Driving or attempting to drive when unfit through drugs.....	3-11
DR90	In charge of a vehicle when unfit through drugs.....	10
Insurance Offences		
IN10	Using a vehicle uninsured against third party risks.....	6-8
Licence Offences		
LC20	Driving otherwise than in accordance with a licence.....	3-6
LC30	Driving after making a false declaration about fitness when applying for a licence.....	3-6
LC40	Driving a vehicle having failed to notify a disability.....	3-6
LC50	Driving after a licence has been revoked or refused on medical grounds.....	3-6
Miscellaneous Offences		
MS10	Leaving a vehicle in a dangerous position.....	3
MS20	Unlawful pillion riding.....	3
MS30	Play street offences.....	2
MS40	Driving with uncorrected defective eyesight or refusing to submit to a test.....	3
MS50	Motor racing on the highway.....	3-11
MS60	Offences not covered by other codes.....	As Appropriate
MS70	Driving with uncorrected defective eyesight.....	3
MS80	Refusing to submit to an eyesight test.....	3
MS90	Failure to give information as to identity of driver etc.....	3

Motorway Offences		
MW10	Contravention of Special Roads Regulations (excluding speed limits).....	3
Pedestrian Crossings		
PC10	Undefined Contravention of Pedestrian Crossing Regulations.....	3
PC20	Contravention of Pedestrian Crossing Regulations with moving vehicle.....	3
PC30	Contravention of Pedestrian Crossing Regulations with stationary vehicle.....	3
Speed Limits		
SP10	Exceeding goods vehicle speed limits.....	3-6
SP20	Exceeding speed limit for type of vehicle (excluding goods or passenger vehicles).....	3-6
SP30	Exceeding statutory speed limit on a public road.....	3-6
SP40	Exceeding passenger vehicle speed limit.....	3-6
SP50	Exceeding speed limit on a motorway.....	3-6
SP60	Undefined speed limit offence.....	3-6
Traffic Direction and Signs		
TS10	Failing to comply with traffic light signals.....	3
TS20	Failing to comply with double white lines.....	3
TS30	Failing to comply with "Stop" sign.....	3
TS40	Failing to comply with direction of a constable/warden.....	3

TS50	Failing to comply with traffic sign (excluding - stop -signs, traffic lights or double white lines).....	3
TS60	Failing to comply with a school crossing patrol sign.....	3
TS70	Undefined failure to comply with a traffic direction sign.....	3
Special Code		
TT99	To signify a disqualification under totting-up procedure. If the total of penalty points reaches 12 or more within 3 years, the driver is liable to be disqualified.....	

Theft or Unauthorised Taking		
UT50	Aggravated taking of a vehicle.....	3-11

Aiding, Abetting, Counselling or Procuring Offences as coded, but with the end 0 changed to 2

Causing or permitting Offences as coded, but with the end 0 changed to 4

Inciting Offences as coded, but with the end 0 changed to 6

Period of time

Periods of time are signified as follows: D=Days, M=Months, Y=Years

Endorsements remain on a counterpart licence for:

- 11 years from date of conviction for offences relating to drink/drugs and driving, causing death by careless driving whilst under the influence of drink/drugs and causing death by careless driving then failing to provide a specimen for analysis
- 4 years from date of conviction for reckless/dangerous driving and offences resulting in disqualification
- 4 years from the date of offence in all other cases

Examples of Licence Types