

Driving Abroad

Driving in the EU after Brexit

Deal or No Deal

Wherever you're heading, you'll find our [general advice](#) in the next section, but first some advice on what Brexit might mean for UK drivers venturing across the channel.

Deal or No Deal

Driving Licence	<p>Deal – No change. If we leave with a deal then mutual recognition of driving licences is likely to continue.</p> <p>No Deal – if there is no EU exit deal then it's very likely that you will have to apply for an International Driving Permit(IDP) and carry it as well as your UK driving licence. In fact you may need two different IDPs depending on the countries you're going to be driving in.</p>
Passports	<p>No Deal – Travel to Ireland is unaffected, but otherwise, if there is no EU exit deal and you are travelling to one of the Schengen area countries, passports will have to have a minimum of six months left on them from the date you arrive. Extra months over 10 years (added if you renewed your passport early) may not count towards the six months. Bulgaria, Croatia, Cyprus and Romania may have different entry requirements.</p>
Vehicle Registration Documents	<p>Deal or No Deal, if you're taking a vehicle into an EU country for less than 12 months you will still have to carry your V5c vehicle registration document or a VE103 if the vehicle's hired or leased.</p>

Deal or No Deal

Insurance	No Deal – it's likely that you will have to carry a motor insurance green card as evidence of cover when driving abroad. If you're towing any caravan or a registered trailer you will need two green cards, one for the towing vehicle and one for the caravan/trailer.
European Health Insurance Card	Deal – no change, at least until the end of the transition period. No deal – EHIC cards issued in the UK will no longer be valid and you will lose the right to access state-provided healthcare for free or at a reduced rate during a temporary visit.
Number Plates & GB Sticker	Deal or No Deal – the Government's advice is that you should display a GB sticker on the rear of your vehicle, irrespective of whether you currently have a number plate which includes the GB identifier.

Deal or No Deal

Operation Brock

Contingency plans to manage freight traffic on major roads leading to the Port of Dover and Eurotunnel are known as Operation Brock

If the UK leaves the EU without a deal, Operation Brock may be activated if there are significant delays at the border between Dover and Calais

Before you travel, check if Operation Brock is active and whether delays are possible, [check online for advice](#) and plan ahead.

General Advice

Before you venture across the channel in your own car, or hire one further afield, get to know the [rules of the road in the countries you're visiting](#) so you don't get caught out.

General Advice - Documents

- Your valid full (not provisional) driving licence
- A copy of your [DVLA driver record](#) and a licence check code if needed.
- An [International Driving Permit](#) (when necessary)
- Your vehicle's registration document (V5c) (the original not a copy)
- Your [motor insurance](#) certificate (Your insurer may ask to be told when you're going abroad and only provide third party cover when you do.)
- Your passport(s)
- Your [travel insurance](#) documents
- You may need a visa for certain countries too

General Advice

Borrowed, hired or leased

- If you're taking a company-owned, hired or borrowed vehicle you'll need a letter of authorisation from the registered keeper as well as the original vehicle registration document (V5c) or a Vehicle on Hire Certificate (VE103).
- The VE103 is the only legal alternative to the V5c and you can get one from BVRLA/All fleet services on 01452 881037.

Low emission zones and urban restrictions

- Many cities across Europe now operate low emission zones, congestion charge schemes and other [restricted access schemes](#), many of which affect foreign-registered vehicles. Some require registration before you travel.

General Advice

Travel insurance

- It's always a good idea to take out travel insurance so that you're covered for accidents and emergencies.

European Health Insurance Card (EHIC)

- If you're going to a European Economic Area (EEA) country or Switzerland, make sure you've got a [free EHIC card](#).
- The EHIC entitles you to reduced-cost (sometimes free) medical treatment in most European countries but the cover provided is not always comprehensive.
- The cost of bringing you home in the event of illness or death is never covered so you should make sure you have adequate travel insurance as well.

General Advice

Credit cards

- UK-issued credit cards aren't always accepted at stores or petrol stations in other countries, so it's wise to check with the card company before you go, particularly if you're going to rely on using the card.

Pets

- If you're planning to travel with a pet, make sure you're familiar with [official rules and advice](#).

Your Safety

Wherever you're headed, check the latest crime and personal safety advice from the [Foreign Office Travel Unit](#) before you go.

Emergency number

- You can call 112 anywhere in the European Union in case of an accident, assault or any other distress situation.

Drinking and driving

- Legal limits do vary and are explained in our [country-by-country guides](#) but there's only one safe rule – if you drink, don't drive. Laws are strict and penalties severe.

Mobile phones

- Using a hand-held mobile while driving is against the law in most countries.

Glasses for driving

- If you need glasses for driving take a spare pair with you, especially if you're the only driver.

Think right

- It's easy to forget to drive on the right, particularly after doing something familiar, such as leaving a petrol station or car park. Roundabouts can be tricky too, and some drivers find it helpful to stick something on the dashboard or windscreen as a reminder.

Your Vehicle

Your Vehicle

GB sticker

- You must display a GB sign and could be fined if you don't.
- The GB letters must be black on a white, elliptical background. They must be at least 80mm high with a stroke width of 10mm.
- If you've got euro-plates (number plates including the GB euro-symbol) you don't have to display a conventional GB sticker within the EU.
- Outside the EU, some countries still require a GB sticker even if you have euro-plates, so it is always safer to display one.

Reflective jackets

- Many countries require all drivers, including visitors, to carry reflective jackets and wear them as soon as anyone gets out of a vehicle in an emergency or break down. We recommend carrying at least two in the passenger compartment of your car, one for the driver and one for a passenger.
- Our [country-specific guides](#) include national requirements.
- Bear in mind that car hire companies don't always provide reflective jackets, or other compulsory equipment, as standard.

Your Vehicle

Headlights

- The legal requirement is to 'not cause dazzle to oncoming drivers' rather than specifically to adjust or convert your headlamp beam pattern to suit driving on the right.
- You can't always predict delays and bad weather so even if you're only going for a short trip and don't expect to drive at night it's a good idea to carry a set of headlamp beam converters with you – unless your lights can be adapted without them.
- Don't leave it to the last minute to find out what you need to do – you might need to get a dealer to make an adjustment for you.
- Beam converter kits may not be suitable for all types of headlight so check carefully.
- Make sure you remove headlamp converters as soon as you return to the UK.

Warning triangle

- Whether compulsory or not we recommend carrying a warning triangle wherever you're heading.

Your Vehicle

Warning triangle

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Rear-view mirrors

- A door or wing-mirror on the left-hand side is very helpful when driving on the right. We recommend getting one fitted if your vehicle doesn't have one.

Servicing and tyres

- Get your vehicle serviced well in advance to reduce the chance of a breakdown while you're away.
- If you've got a long road trip ahead of you and drive a new diesel that uses [diesel exhaust fluid \(AdBlue\)](#), it's a good idea to carry a top-up can with you.
- Check your tyres for condition, pressure and tread before you go.
- Most countries have the same (1.6mm) minimum tread depth requirement as the UK but tyres do wear out quickly when they get down to 3mm so if they're this worn think about new tyres before you go.
- Depending on the time of year and where you're going, you might have to get winter tyres fitted.

Your Vehicle

Snow chains

- Snow chains are important for any winter trip and are compulsory in some countries even if you've got winter tyres fitted.

Radar detectors

- Using or carrying a police speed trap detection device is illegal in most European countries and penalties can include a fine, driving ban, or even imprisonment.
- Some countries also ban you from using a sat nav system that can show fixed speed camera locations so you might have to disable the function before you go.

Driving in Long Tunnels

The longest European road tunnel is in Norway and is more than 15 miles long. Many are over 6 miles long – more than three times the length of our longest, the Queensway tunnel near Liverpool

Driving in Long Tunnels

If you're planning a European road trip there's a fair chance you'll come across a tunnel longer than you're used to. It's important to know how to stay out of trouble and what you should do if there's an emergency.

As you approach a tunnel:

- Sunglasses off.
- Lights on.
- Keep your distance.
- Listen to local traffic radio.
- Look out for phones and emergency exits.

If it's very busy in the tunnel

- Use your hazard lights if traffic slows suddenly.
- Leave at least a 5-metre gap if traffic stops.
- Turn your engine off when you're not moving.
- Don't get out of your vehicle.

Driving in Long Tunnels

If you break down

- Use your hazard lights.
- Pull into a lay-by, emergency lane or as far to the nearside as you can.
- Turn off your engine.
- Walk to a safe place – wear a reflective jacket and watch out for other traffic.
- Use an emergency phone to call for help.
- Wait in your vehicle if there's no other safe place.

If there's an accident

- Use your hazard lights.
- Park as far to the nearside as possible.
- Turn off your engine.
- Walk to a safe place – wear a reflective jacket and watch out for other traffic.
- Use an emergency phone to call for help.
- Help anyone who's injured.

Driving in Long Tunnels

If your own vehicle catches fire

- Use your hazard lights.
- Drive out of the tunnel if you can, but don't make a U-turn or reverse.
- If you can't drive out, drive to a lay-by, an emergency lane or pull over as far to the nearside as you can.
- Turn off your engine but leave the key in.
- Use an emergency phone to call for help.
- Don't open the bonnet, which may be hot and can increase the fire.
- Don't try to put the fire out yourself, unless it's only just started.
- If you can't put the fire out, leave quickly using emergency exits.
- Don't waste time picking up personal belongings.
- Help injured people get to safety too.

Driving in Long Tunnels

If another vehicle catches fire

- Use your hazard lights.
- Keep a good distance from the burning vehicle.
- Park your vehicle in a lay-by, emergency lane or pull over as far to the nearside as you can.
- Never make a U-turn or reverse.
- Turn off your engine but leave the key in.
- Use an emergency phone to call for help.
- Leave quickly, moving away from the fire and using emergency exits.
- Don't waste time picking up personal belongings.
- Help injured people get to safety, too.

Blue Badge Holders

If you have mobility problems you'll already know about the Blue Badge scheme, which enables you to use disabled parking spaces or park on yellow lines, in certain circumstances.

Blue Badge Holders

The Blue Badge is recognised across Europe, so you benefit from the same parking rights as anyone else with a disability in whichever country you're in.

Rights do vary, so you'll want to check where, when and for how long you can park with your Blue Badge.

The Federation Internationale de l'Automobile (FIA) – known in the UK as the International Automobile Federation – has published a [worldwide guide to parking abroad](#). It includes a handy printable notice in the local language which explains the situation. Leave this notice next to your Blue Badge when you park so it can be seen by the local police and parking officers.

Hire Cars

It should be easy to hire a car but all the different insurances and conditions of hire can make it hard to make the right choice. And it doesn't help if you leave it to the last minute.

If you just pick a hire desk at random when you land, you won't know if you're getting a good deal, and after waiting in line for an hour, you're unlikely to be in the mood to read the terms and conditions carefully before taking the keys.

Hire Cars

Car hire excess insurance

Most hire firms expect you to pay the first part of any accident or damage claim unless you pay extra for their 'super' insurance. But it's often cheaper to arrange your own car hire excess reimbursement insurance.

Insurance extras

Littered with jargon and designed to confuse, these are some of the extra insurance policies that you might be offered:

- **ALI** - Additional Liability Insurance
- **LIS** - Liability Insurance Supplement
- **CDW** - Collision Damage Waiver
- **LDW** - Loss Damage Waiver
- **PAI** - Personal Accident Insurance
- **PEP** - Personal Effects Protection
- **PEC** - Personal Effects Coverage
- **PERSPRO/CCP** - Carefree Personal Protection
- **SCDW** - Super Collision Damage Waiver
- **TP** - Theft Protection
- **THW** - Theft Waiver
- **STP** - Super Theft Protection
- **UMP** - Uninsured Motorist Protection

Hire Cars

Fuel

- You don't always get a choice, but fuel can be provided in two ways:
- Supplied full, return full – pay only for what you need but you'll have to find a filling station close to the hire car return. There'll be a big service charge on your credit card if you don't return the car with a full tank.
- Supplied full, return 'empty' – pay up-front for a full tank and return the car as empty as you dare. OK if you're planning a lot of driving but not great value if you're only visiting a small island.

Driving licence paper counterpart

- The DVLA got rid of the paper counterpart to the Photocard licence in 2015 as driving licence records are now all held online. However, some hire companies ask to check your driving licence record – so check what they'll want to see before you go.
- We recommend [printing your own driving licence record](#) and also getting a code from the DVLA's '[share driving licence](#)' service. The code will be valid for 21 days and gives a hire firm one-off access to your online driving licence record if they need to see it.

Hire Cars - Checklist

- **Damage** – check the car carefully and make sure any damage is noted on the rental agreement.
- **Pictures** – photos or video showing the car's condition on collection and return can be really helpful if there's a dispute later.
- **Controls** – if any switches or controls don't appear to work or you don't understand them ask for help.
- **Fuel** – keep fuel receipts in case there's an issue later. It's a good idea to take a picture of the fuel gauge when you leave the car too.
- **Additional insurance** – if you can, choose comprehensive damage cover without an excess, but check what is actually covered as some don't cover damage to tyres, rims, the underbody or stone chips.
- **Theft insurance** – recommended if not included in the comprehensive insurance.
- **Tolls** – keep toll receipts so you can prove you paid if there's any doubt later.

Hire Cars - Checklist

- **Mileage limits** – make sure that any daily mileage limit is enough.
- **Credit card and documents** – you can't rent a car without a credit card and the card must have sufficient funds. You'll need your driving licence and will need to have held it for at least a year. You may also be asked for an ID card, passport or IDP .
- **Age restrictions** – there are no general rules but you may come across a minimum, maybe 21 or 25 years, or a maximum age.
- **Breakdowns and accidents** – ask what you should do if you break down, have an accident or the car's stolen, and make sure you have an emergency contact number.
- **Rules of the road** – check the local rules of the road so you know if you have to carry things like a warning triangle or reflective jackets in the car. Ask the rental firm to provide anything that's missing as you could face an on-the-spot fine.

Hire Cars

Watch out for hidden costs too

- Additional or young driver charges
- VAT
- Cleaning charges
- Additional road-use charges (other than tolls)
- Charges for crossing an international border
- Servicing and refuelling charges
- Extras such as child seats or sat nav
- If you feel uncomfortable about the car, or if you discover a defect, exchange it as soon as possible.

If there's a dispute

- In Europe it's best to use a hire company that's a member of the [European car rental conciliation service scheme](#) (ECRCS).
- ECRCS members agree to be bound by the decisions of the conciliation service.

Charging around Europe... in an Electric Vehicle

A road trip into Europe can be a pleasure compared with driving at home, not least because of the quieter and pothole-free roads. But if you're thinking about a European trip in an electric car, you'll need to do a bit more planning:

Charging around Europe

- **Are there suitable charge points within range on your route? and**
- **Do you have the means to pay for charging?**

Like the UK there are different companies providing chargers – but the market is much more fragmented and there is a bewildering number of providers.

In most cases, you need to log-in using a network RFID card, a key-fob or an App, some of which need to be pre-loaded with funds. Chargers that accept a contactless debit or credit card are few and far between.

Thankfully, there are aggregators who can provide an RFID card that works on several different networks, reducing the number of cards or apps you need to obtain.

Charging around Europe

How many electric vehicle chargers are there in Europe?

The number of chargers is growing rapidly in most European countries.

According to the European Alternative Fuels Observatory, there are well over 150,000 chargers available for public use across Europe and The Netherlands tops the table:

1. Netherlands, 37,000 chargers
2. Germany 26,200
3. France 24,770 and
4. UK 18,200

Charging around Europe

How can I find EV chargers in Europe?

A look at a European charger app such as Plug Share or Chargemap will immediately show:

- where charge points are
- what type of connectors they have (you can filter results by connector or car type), including Tesla connectors
- charge speed and, in most cases
- how to pay and
- whether the charger is being used or out of order

Resources such as this provide an opportunity for users to provide information about their visits such as precise location ('behind the building, on the left'), nearby facilities, whether there are any issues or faults and to upload photographs.

Charging around Europe

Like the UK, chargers are generally found where cars are likely to be parked for a while:

- car parks
- on-street parking
- shopping centres
- restaurants
- hotels
- tourist attractions

You're increasingly likely to find fast chargers at conventional fuel stations and, of course, at most motorway service areas.

Charging around Europe

- **Europe-wide charging networks**
- There are at least three international networks: [Plug Surfing](#), [New Motion](#), and [Chargemap](#) which offer access to chargers in several European countries.
- All offer access to a range of operators using an RFID ‘charge key’ or card or App with payment via Pay Pal or credit or debit card at the point of use. Most accessible chargers are in France, Germany, Belgium, Luxembourg and the Netherlands.
- [Chargemap’s website](#) and App show pretty much all charging points throughout Europe regardless of provider; but a filter can be applied to show just those that can be accessed using the Chargemap Pass RFID card, in France, the Netherlands, Germany, Luxembourg, Denmark and the Czech Republic.
- Other networks are country-specific but increasingly spill over borders such as the French [Izivia network](#) which covers France, Belgium, some in the Netherlands; the [ESB network](#) in Ireland and even Genie-Point chargers in the UK.

All you need to know for Channel-hopping

Most trips to Europe by road involve some driving in France, and it's easy to get confused about the rules for drivers in France and how they might differ from those at home.

Channel-hopping

The latest rules:

- The drink drive limit for new drivers (less than 3 years) has gone down from 0.05% to 0.02%, the same as for bus and coach drivers.
- Drivers and riders mustn't use headphones and headsets (any device attached to your ear). This covers devices used for phone calls as well as for listening to music, but you're allowed to use a Bluetooth or integrated systems in a motorcycle helmet.
- Low Emission Zones in Paris, Lyon and Grenoble affect UK-registered vehicles from 1 April. ([Full details](#))
- Speed limits on single carriageway roads without a separating guard rail are reduced from 90km/h to 80km/h (50 mph) from 1 July 2018

Channel-hopping

Speed limits

In January 2018 the French government confirmed that it will lower the speed limit on two-lane (single carriageway) highways from 1 July 2018. The limit will be cut from 90km/h (56mph) to 80km/h (50mph).

This is being done in response to a big rise in the number of road deaths in France. A lower limit of 70km/h (43mph) is expected to apply in wet weather.

Breathalysers

In July 2012 the French announced that drivers must carry a breathalyser or, from November 2012, be fined €11. You still have to carry the breathalyser but the fine has been postponed twice and was shelved in January 2013. The breathalyser must be unused and show the French certification mark NF. It has to be in date too. Single-use breathalysers normally only last 12 months so check yours if you bought it for a trip last year and didn't use it.

Channel-hopping

Reflective clothing for motorcyclists

In 2012 the French said that riders would have to wear reflective clothing when riding and if they break down. This was to come in in 2013 but the law was scrapped in January 2013. Since January 2016 though, riders on two or three wheels must carry reflective jackets and wear them in an emergency or break down.

Satnav and speed camera alerts

It's long been the case that you're not allowed to carry or use a speed camera detector in France.

You could be fined up to €1,500 or even have your vehicle taken away.

The law was extended to cover satnav and any other GPS-based system in 2012.

If your satnav can show fixed speed cameras, then you'll have to disable alerts before you drive in France.

You may need to contact the satnav manufacturer for a software or database update to remove French camera data.

Channel-hopping

Low emission zones

[Low emission zones](#) – either full time or 'emergency' – have already been introduced in Paris, Lyon, Lille and Grenoble, and more are expected in future.

If you're heading to France by car and there's even a small chance you could be driving in one of these restricted cities it's a good idea to be prepared and order the required 'sticker' well before you travel.

- Low emission zones affect all types of vehicle including passenger cars and motorcycles.
- Vehicles in restricted areas have to display a **sticker – CRIT’Air, Air quality Certificate.**
- If you've not purchased and displayed the vignette you could be fined between €68 and €135.
- There are six different types of sticker depending on the emissions of your vehicle.
- [Get the sticker from the official source](#) for the fee of €4.41 including postage.
- Restrictions will be tightened progressively between 2017 and 2020.
- 'Emergency' low emission zones operate when monitoring systems show that air pollution is high so could be in effect at any time.
- [Read more about the Paris, Lyon, Lille and Grenoble LEZ](#)

Channel-hopping

Order your CRIT'Air clean air sticker early if you expect to be driving in Paris

Paris, Lyon, Lille, Marseille, Toulouse, Chambéry, and Grenoble have recently been added to the growing number of [low emissions zones](#) affecting UK-registered vehicles in Europe.

Drivers within the restricted area in one of these cities [have to display a Vignette \(sticker\)](#) in their windscreen.

If you're heading to France by car and there's even only a small chance you might be driving in one of these restricted areas we'd advise applying for the sticker so that you're covered.

Without the sticker you could be fined but don't leave applying to the last minute as we've heard reports that the French authorities are struggling to cope with demand for [Vignettes](#) resulting in significant delay beyond the estimated 30-day delivery time.

Traffic Restrictions

There are hundreds of different schemes across Europe and no standard signs, so if your driving holiday is going to take you through a major town or city, it's a good idea to check out schemes before you go. The [Urban Access Regulations in Europe](#) site has all the info.

Traffic Restrictions

Restrictions can apply in all sorts of different situations:

- Bridges
- Tunnels
- Bus lanes
- High occupancy vehicle lanes
- Low emission zones
- Pedestrianised areas
- Traffic limited zones
- Permit access-only schemes
- Congestion charging zones

And can affect different groups of vehicles:

- Specific vehicle types
- Vehicles of a particular age
- Vehicles of a specific emissions class
- Residents' vehicles
- Emergency vehicles
- Foreign-registered vehicles

Traffic Restrictions

Times and charges

- Schemes may run all the time or only on certain days or times of the day.
- Charges may be fixed (toll, daily charge, annual fee, permit cost etc.) or depend on usage i.e. charged per hour, by entry or per kilometre.
- Italy is a particular challenge as there are more than 200 towns and cities with camera-enforced 'ZTLs' (Zona a Traffico Limitato) and they all affect foreign vehicles. Drive into one unwittingly and you can expect a penalty notice posted to your home. There are more than 100 low emission zones in Italy too. [Find out more.](#)

Don't let a driving penalty follow
you home

Driving Offences Abroad

The EU has put a system in place to share driver details across borders, for some safety-related driving offences:

- It only applies where the offender isn't penalised while still in the country
- It only applies to specific, road safety-related offences:
 - Speeding
 - Drink/drug driving
 - Seatbelt/crash helmet
 - Red light/forbidden lane, and
 - Mobile phone offences
- The UK joined the system for new offences committed after 6 May 2017

Driving Offences Abroad

What does this mean?

Basically, if you commit one of the listed offences and the authorities in another country request your details, then DVLA will now have to provide them.

The new regulation ([SI 2017/554](#)) requires the DVLA to provide details of the registered keeper/owner at the time of the alleged traffic offence if the authorities in another EU country contact DVLA within 12 months of the date of the alleged offence with:

- Details of the alleged offence (date, time, location)
- Vehicle registration number
- Vehicle category and, if known, its make and model

Applying for an International Driving Permit

Applying for an IDP

- The only way you can obtain an IDP is by applying in branch from selected Post Offices
- There is no mail order service
- Find out if you need an IDP using the [Post Office's IDP Country Checker](#)
- [Find your nearest IDP issuing Post Office](#) (there are around 2,500 so you shouldn't have to travel too far)
- The type of IDP recognised by some countries outside the EU/EEA changed from 28 March 2019

Applying for an IDP

What is an IDP?

Your UK driving licence is all you currently need in most European countries, but venture further afield and you might have to carry an International Driving Permit (IDP), too.

- An IDP is basically an official, multi-language translation of your driving licence
- You could be fined (or worse) for relying on just an IDP – you must carry your UK licence too
- To apply for an IDP you must be 18 years or over, and have a valid UK driving licence
- An IDP can't be issued to a provisional licence holder
- When hiring a car abroad, remember that licence requirements worldwide do vary. If you're making an advance reservation in the UK, ask the company concerned to confirm the driving licence requirements of the countries you're visiting. Without this info, consider an IDP as a precautionary measure, especially if travelling outside Europe.

International Certificate for Motor Vehicles

The International Certificate for Motor Vehicles (ICMV) is an official, multilingual translation of your vehicle registration document (V5c), and it may be required by some countries outside of the European Economic Area (EEA). It's the vehicle equivalent of an [IDP](#) which is an official translation of your driving licence.

An ICMV can only be issued for UK-registered vehicles, and is valid for 12 months.

How to get one

Since the UK ratified the 1969 Vienna convention on 28 March 2019, you now only need to apply for and carry an ICMV if you are taking your vehicle to any of the following three countries:

- Liechtenstein
- Mexico
- Somalia

If you are taking your vehicle to one of these three countries then you will have to apply for an ICMV from DVLA ([more details on gov.uk](#))

We used to be able to issue ICMVs but changes made in preparation for Brexit mean that we are no longer authorised by the government to issue international driver ([IDP](#)) or vehicle (ICMV) licensing documents.