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Florida driver license test in creole

Flickr/diversey When I rented a car for a week-long trip to Italy this summer, I started by figuring out if I would need an international driver's license. Answer? I didn't need the absolute one, but it was recommended and better to be safe than sorry. Here's why: An international driver's license is a valid form of ID in 150 countries and it translates your driver's license into 10 languages. Although not required by the country you are visiting (here is a handy list), it is much easier to communicate with local authorities when they can read your ID in their native language. The real value of it isn't that much from a legal standpoint, but it's in case something should happen—you're pulled over for a driving violation, or there's an accident, or something goes wrong—and you don't have an international driving permit, [the police] might not be able to communicate effectively with you, Bryan Shilling, president of travel products and services for AAA, told Condé Nast Traveler. It is relatively cheap and easy to get. The IDPs are issued by the AAA and are available at all local offices. To get one, you just need to fill out an application and bring it in along with two passport photos and the \$20 fee (it went up from \$15 on June 1). Your IDP will be processed and issued on site. If there is not a branch office near you, the permits can also be ordered through the post office, but it can take four to six weeks. It makes renting a car an attic. Although I didn't need an IDP to drive in Italy, peace of mind it set when I picked up my rent at Milan's airport Hertz office and while driving on Autostrade was well worth the \$20 fee. Prison can be avoided. Driving without one in Japan, for example, can lead to being fined, arrested, or even deported. So before heading out for your next international road trip, be sure to check with the State Department to see if your destination requires it. And even if it doesn't, consider picking one up anyway. After all the carabinieri will thank you for not having to translate your North Dakota license, which can even get you a break on the speeding ticket. This content is created and maintained by a third party, and imported into this page to help users enter their email addresses. You may be able to find more information about this and similar content on piano.io If you're driving a car, you've undoubtedly had at least some frustrating or scary experiences with really bad drivers — you know, the guy behind you who crosses the double yellow line to make a sudden whip-around pass into oncoming traffic. Or the one who happily knocks on the brake and rolls through a stop sign, instead of getting to a full stop. Never mind the usual speeders, tailgaters or absent-minded threats that seem to have forgotten how to use a turn signal. In fact, in a 2011 study conducted by GMAC Insurance, nearly one in five drivers were unable to pass a written test of basic driving the variety that license applicants take. But even though most passed, there were some obvious gaps in critical areas. Eighty-five percent of those tested, for example, couldn't name the right thing to do when approaching a yellow traffic light, and only one in four knew how to calculate the safe distance to follow a vehicle. The idea of requiring experienced motorists to regularly demonstrate their skills is not something that has ever been implemented on a widespread basis in the United States, where some states don't even require novice drivers to pass a road test until the 1950s. Only one state, Illinois, has a law that provides for road competency tests for license renewals, and it's only for motorists who have reached age 75. (New Hampshire once had a similar age-related testing requirement, but repealed it in 2011.) Since this 2014 Pennlive.com story details, Pennsylvania randomly selects a small sample of the state's 45- and older drivers and requires them to undergo additional medical and vision exams; based on these results, they may have to take a driving test as well. In addition, a handful of other states - Iowa, Missouri, Michigan and California - allow officials to selectively require road tests for licensees they have reason to believe may be unsafe. It is under this compendium of driver's license laws of the Claims Journal and AAA. In Iowa, for example, drivers with valid licenses may be asked to demonstrate their driving skills before renewal due to changes in their health, Andrea Henry, director of strategic communications and policy for the Iowa Department of Transportation, explains in an email. This includes physical and mobility conditions, as well as impaired vision and cognitive problems. While details of how many retests performed were not available, most of these drivers end up getting renewals anyway, although many have limited privileges such as a lower personal speed limit or daytime driving only. Ad An obvious problem with regularly testing whether experienced drivers - who numbered around 210 million in 2009, the last year that Federal Highway Administration data was available for - is that they must align with all first-time applicants. It would create even longer lines at test stations that already have their hands full dealing with nervous youngsters struggling to perform maneuvers like the dreaded reverse two point turnabout, without hitting the little yellow cones. Many of these youthful license applicants end up coming back for retests themselves. As this 2011 National Highway Traffic Safety Administration study found, a slew of these novices bomb on the first try — in California, for example, 42.7 percent of applicants flunked proficiency tests, while 32 percent bombed out on proficiency tests. (The worst skill test performance was in Missouri, with a 61.4 percent failure rate, while Maine year-old motorists did the worst in driving ability, with 40 do not make the grade.) This is all true, although the United States generally has driving tests that are much easier than those used by the rest of the world, NHTSA found. In the Canadian province of British Columbia, for example, 15th drivers must undergo 45 minutes of testing on several different types of roads, and must also orally describe which specific road hazards are immediately beside, one block ahead, and behind their vehicles, to test their awareness. There is little evidence that further testing over the years would necessarily improve road safety. As the Insurance Institute for Highway Safety explains, studies have yielded conflicting results on the issue of age restrictions reducing the rate of crashes — in Illinois, they did, but in New Hampshire, they didn't. And as this 2017 AAA research briefly shows, the rate of injury-causing crashes per 100 million miles driven is actually highest among teenage drivers, and then decreases and levels out for decades before starting to rise again slightly among people in the 70s and 80s. It's not the pattern that you would see if many people saw their driving skills or knowledge deteriorate significantly in middle age. Ad Reconsideration (if you fail the test you lose the license) has been shown to have zero safety impact on the drivers involved. Jake Nelson, The AAA's director of road safety advocacy and research, said by email. And, it has been shown to reduce mobility by drivers voluntarily giving up their licenses due to fear of having them removed rather than any legitimate concern about their driving. There is no justification through data/research for testing or screening at a certain age, Nelson said. Gary Biller, president of the National Motorists Association, a nationwide advocacy group, is equally skeptical of the value of retesting experienced drivers. Safety statistics consistently show that the accident rate for drivers aged 70 and over is not very different from those in the 35-69 age group, he writes in an email. In contrast, drivers younger than 35 are most at risk of accidents, Biller continues. It suggests a few things. One is that experience behind the wheel is one of the most important factors for safe driving. Another is that government requirements for the renewal of driving licenses are reasonable. These requirements vary state-by-state, but generally include more frequent relicensing and vision tests when a driver reaches the age of 65, 70 or, in some cases, the age of 75. The NMA does not believe that states need to increase licensing requirements for older drivers beyond current standards, Biller explains. But he believes there may be value in giving officials the opportunity to reconsider on some potentially problematic drivers. There should be an objective process by which the Licensing Office could be produced to carry out an evaluation of a particular licensee based on: knowledge of family members, a law enforcement agency or the courts. In fairness, there should also be an appeal process for anyone who is in danger of losing their licence or having it restricted. This approach can provide some protection against the most clearly impaired, potentially dangerous drivers out there. But when it comes to those drivers who break the rules because they think they can get away with it, you probably just going to have to keep being careful with them. Them.