

Driving permits

72nd Session of WP.1

29 March – 1 April 2016

Informal Document no 5

ISO

Background

Informal Document no. 3 prepared by the UN ECE WP1 Secretariat, with the collaboration of ISO and FIA, was presented during the 69th Session.

This document highlighted a series of **issues and inconsistencies regarding International Driving Permits**, and suggested options for a work plan outlining **potential amendments to Annex 7 of the 1968 Convention on Road Traffic and Annex 10 of the 1949 Convention on Road Traffic**.

Issues

IRREGULARITIES IN IDP ISSUANCE

In 2013, after requesting copies of the authoritative translations of the text of the IDP from CPs to the 1968 and 1949 Convention on Road Traffic, the Secretariat found that:

- Only a small number of CPs is **fully compliant** with Annex 7 of the 1968 Convention.
- A number of CPs were issuing IDPs **pursuant to the wrong Convention**.

Issues

INCONSISTENCIES REGARDING IDPs AND THEIR CONVENTIONS

The Secretariat also found that:

- The 1949 IDP model (as prescribed in Annex 10 of the 1949 Convention) has not been updated in the same manner as its corresponding Annex 7 in the 1968 Convention.

Indications relatives au conducteur:

Nom 1

Prénoms 2

Lieu de naissance 3

Date de naissance 4

Catégorie de véhicules pour lesquels le permis est valable:

Domicile 5

Motocycles avec ou sans sidecar, voitures d'infirme et automobiles à trois roues dont le poids à vide n'excède pas 400 kg (900 livres).	A
Automobiles affectées au transport des personnes et comportant, outre le siège du conducteur, huit places assises au maximum ou affectées au transport des marchandises et ayant un poids maximum autorisé qui n'excède pas 3,500 kg (7,700 livres). Aux automobiles de cette catégorie peut être attelée une remorque légère.	B
Automobiles affectées au transport des marchandises et dont le poids maximum autorisé excède 3,500 kg (7,700 livres). Aux automobiles de cette catégorie peut être attelée une remorque légère.	C
Automobiles affectées au transport des personnes et comportant, outre le siège du conducteur, plus de huit places assises. Aux automobiles de cette catégorie peut être attelée une remorque légère.	D
Automobiles des catégories B, C ou D pour lesquelles le conducteur est habilité, avec remorques autres qu'une remorque légère.	E

Le terme "poids maximum autorisé" d'un véhicule désigne le poids du véhicule en ordre de marche et de la charge maximum. Le terme "charge maximum" désigne le poids du chargement

déclaré admissible par l'autorité compétente du pays d'immatriculation du véhicule. Les remorques légères sont celles dont le poids maximum autorisé ne dépasse pas 750 kg (1,650 livres).

EXCLUSION

Le titulaire est déchu du droit de conduire sur le territoire de (pays) en raison de

Sceau ou
cachet de
l'autorité

Lieu:

Date:

Signature:

Inscrire l'exclusion dans tout autre espace prévu à cet effet, si l'espace réservé ci-dessus est déjà utilisé.

Exclusions:

(pays | - |)

Särskilda uppgifter om föraren:

Efternamn 1

Förnamn* 2







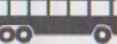


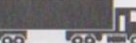
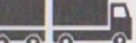
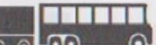
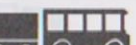
Födelseort** 3

Födelsedatum*** 4

Bostadsadress 5

Kategorier av fordon för vilka körkortet gäller:

Categorie code/Pictogram Subcategorie code/Pictogram

A 	A1 
B 	B1 
C 	C1 
D 	D1 
BE 	
CE 	C1E 
DE 	D1E 

SÄRSKILDA VILLKOR

- ☐ Måste bära korrektionsglas
- ☐ Gäller endast för fordon nr
- ☐ Gäller endast för automatväxlad bil
- ☐ Gäller endast för fordon utrustat för benämperad person
- ☐

- * = Faders eller makes namn kan anges här.
- ** = Om födelseort är okänd, lämna tomt.
- *** = Om födelsedatum är okänt, ange ungefärlig ålder vid tiden för körkortets utfärdande.

1949 Convention

5 categories, text only - no pictograms
Never updated

1968 Convention

13 categories, pictograms only
Updated in 1993 and 2006

Issues

INCONSISTENCIES REGARDING IDPs AND THEIR CONVENTIONS

- The Conventions differ as to the mandatory languages into which Model 3 left hand page has to be translated:

*1949 Convention:
all 6 official UN languages*

Pages 1 and 2 shall be drawn up in the national language or languages.

The entire last page shall be drawn up in French.

Additional pages of the International Driving Permit shall repeat in other languages the text of part I of the last page. They shall be drawn up in the following languages:

- (a) Language(s) prescribed by the legislation of the issuing State
- (b) The official languages of the United Nations,
- (c) At the most six other languages, chosen at the discretion of the issuing State.

*1968 Convention:
FR, EN, ES and RU only*

“The outside and inside of the front cover shall conform, respectively, to model pages Nos. 1 and 2 below; they shall be printed in the national language, or in at least one of the national languages, of the issuing State. The last two inside pages shall be facing pages conforming to model No. 3 below; they shall be printed in **French**. The inside pages preceding these two pages shall repeat the first of them in several languages, which must include **English, Russian and Spanish**”.

Issues

LIMITATIONS OF INTERNATIONAL DRIVING PERMITS

- IDPs contain **no security features**:
 - they can be easily copied and altered
 - difficult to detect fraudulent permits from genuine permits
- There is no register or directory of national motor vehicle agency contacts in order to **verify the validity of a presented DDP or IDP**.
- At the present time, the cancellation or suspension of the DDP **does not result in an automatic cancellation of an IDP**.

Conclusion

REVISIT INTERNATIONAL DRIVING PERMITS

- IDPs **have to be accompanied by a DDP** (1968 Convention):
 - Reliance on the validity of DDP
 - Dependence on the features of DDP to counter alteration or fraudulent reproduction
 - IDP serves as translation of DDP
- Instead of issuing 2 documents, contracting parties should be encouraged to improve the quality of the DDP which could be used internationally together with a translation.

Examples of DDP

Kenya – hand written DDP to be replaced by plastic card



Ethiopia



Translation of
DDP for cross
border travelling

DDP in Amharic

Conclusion

DOES IT MEAN THAT EACH COUNTRY NEEDS TO ISSUE 2 DOMESTIC DRIVING PERMITS?

- NO – countries who already issue a DDP which is compliant with the requirements for international use do not need to issue a second Driving Permit

WHEN WOULD A COUNTRY NEED TO ISSUE A 2nd DOMESTIC DRIVING PERMIT FOR INTERNATIONAL USE?

- Only countries that issue a domestic driving permit which is not compliant with the requirements for international use do need to issue a second Driving Permit

Netherlands – suitable for international travel



FÜHRERSCHEIN BUNDESREPUBLIK DEUTSCHLAND

1. Mustermann

MUSTER
040998/G130

2. Desiré

3. 28.02.64 Bonn

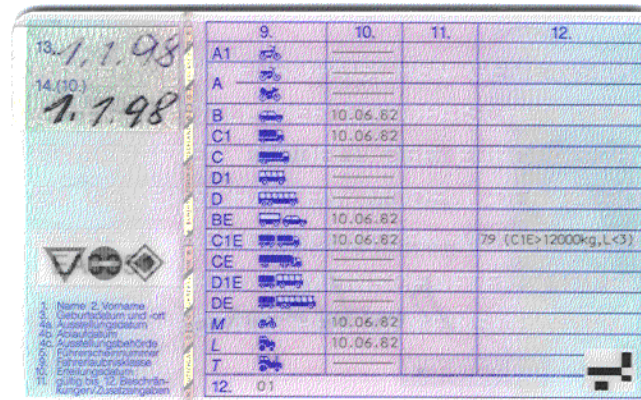
4a. 18.08.98 4c. Landeseinwohner-
amt Berlin

4b.

5. B526REA3351

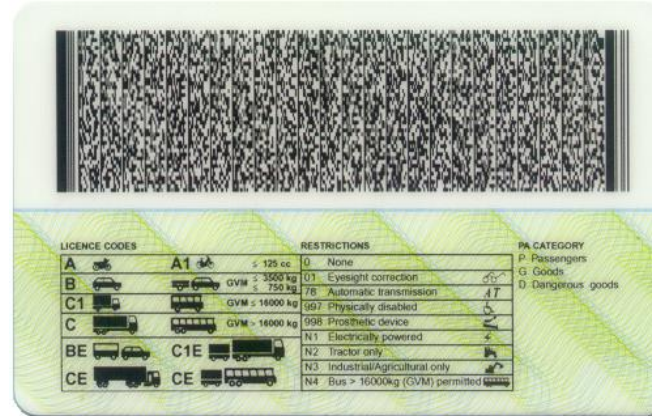
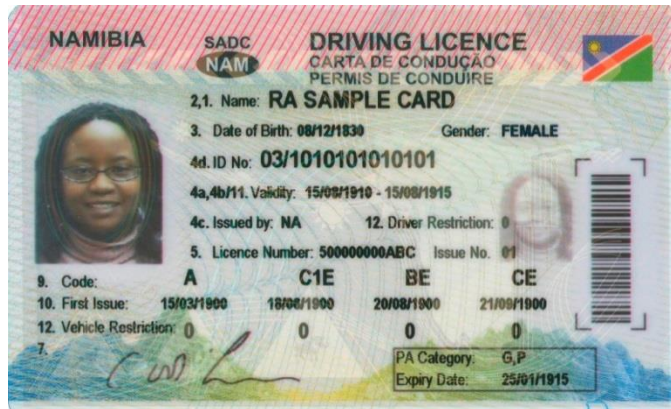
7. *Musterfrau*

9. BE C1E ML

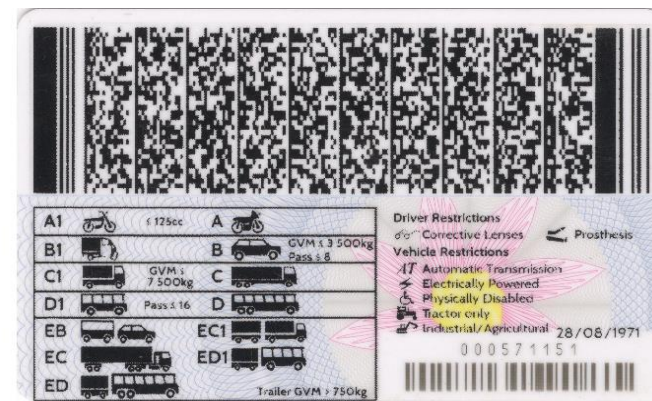
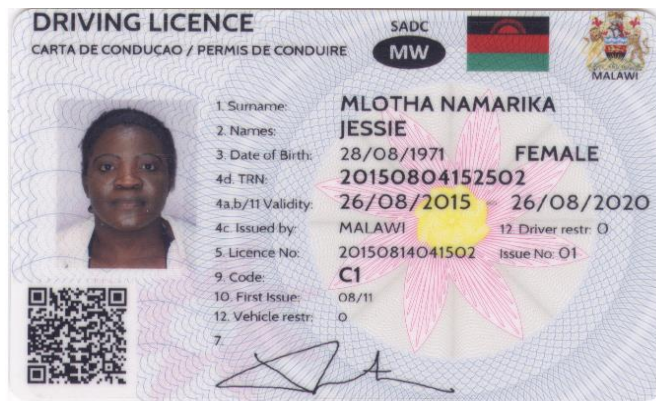


Examples of existing DDPs that are already compliant for International Use

Namibia – suitable for international travel



Malawi – suitable for international travel



Examples of existing DDPs that are NOT compliant for International Use

Ethiopia – existing DDP NOT suitable for international travel



Japan – existing DDP NOT suitable for international travel



The Future of DDPs

Mobile (electronic) Driving Permit on a mobile/cellular phone

- User requirements compiled by American Association of Motor Vehicle Administrators (AAMVA) in response to demand from their members (all the states in the USA, provinces of Canada and Mexico)



MOBILE DRIVER'S LICENSE

FUNCTIONAL NEEDS WHITE PAPER

0.6

Document Version



This White Paper discusses functional needs for and practical considerations associated with a mobile driver's license solution.

The Future of DDPs

Electronic Driving Permit on a mobile phone

- Pilot application developed by the Österreichische Staatsdruckerei

