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UAE International Driving Permit Cost and benefit Report

Submitted by FIA

UAE INTERNATIONAL DRIVING PERMIT

COST AND BENEFIT REPORT

2018

PRODUCED BY
AUTOMOBILE & TOURING CLUB OF
THE UNITED ARAB EMIRATES (ATCUAE)

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1 INTRODUCTION

The present report provides an overview of costs and benefits related to the document production, distribution and verification procedures of the enhanced International Driving Permit (IDP), a pilot project implemented in the United Arab Emirates. The enhanced IDP model was piloted to address the following issues related to the IDP circulation at the international level:

- Poor document security
- Digital Authentication
- IDP document value perception
- IDP document awareness within the public

The project is led by the authorized distributor in the UAE, the Automobile and Touring Club of the United Arab Emirates (ATCUAE) in consultation with the Federation Internationale de l'Automobile (FIA).

At present the Automobile and Touring Club of the UAE has 26 official distributors including Road and Transport Authority of UAE and Emirates Government Post offices.

2 DURATION AND RATIONAL OF THE PILOT STUDY

The first phase of the pilot has been completed from March to September 2017. The objective of this phase was to introduce the enhanced document, International Driving Permit, to the key public stakeholders and users to measure the acceptance level of the new document. Key findings demonstrated the following factors:

- Strong user acceptance of the new IDP format- 79% of surveyed users expressed full support of the new IDP format
- 48% increase in demand for IDPs since the introduction of the new format in 2017
- 83.8% of users reported the preference of three years validity period of IDPs
- Public authorities recognized benefits of new IDP security features
- Users' support of a more efficient online IDP delivery process

The second phase of the pilot will focus on testing and implementation of the bespoke online IDP issuance system. This phase set to commence in the United Arab Emirates on November 2018 and last until April 2019. The new IDP software system has been developed by the Federation Internationale de l'Automobile (FIA) with the goal of facilitating and effectively controlling the issuance process of the new IDP document.

At present, the IDP issuance process is operated by various third parties authorized by governments or by relevant public authorities directly, and it does not constitute a single harmonized approach to issuing the IDP document. Lack of the centralized and harmonized system and process of IDP issuance results in a variety of different IDP formats, colors and sizes. Discrepancies in IDP formats results in the penetration of illegal authorities producing fraudulent documents into the market. The objective of the second phase of the IDP pilot project is threefold:

1. Test an automated delivery system to centralize all IDP-related figures
2. Scope the potential of implementing a global centralized IDP delivery platform
3. Define the optimal level of the security features and their impact on document traceability/verification procedures

The findings of the second project and an updated cost and benefit analysis will be presented UNECE Global Forum for Road Safety upon the completion of the pilot.

The overview of costs and benefits presented below reflects figures related to current operations of the IDP pilot project.

3 COSTS

3.1 Document Printing

The IDP Booklet is currently manufactured by The Hague Printing Company located in the United Kingdom, as no comparable supplier is available in the UAE. The marginal production cost of the IDP document is calculated based on the following scheme:

- £1.30 GBP per unit of IDP for the total quantity of 50.000 units printed
- £1.10 GBP per unit of IDP for the total quantity of 100.000 units printed
- £1 GBP per unit of IDP for the total quantity of 200.000 units printed
- £0.88 GBP per unit of IDP for the total quantity of 500.000 units printed

Increased cost of the enhanced IDP booklet is explained by the inclusion of robust security features and document specifications as per the following list:

3.2 Comprehensive Specification of the IDP Booklet

- Comprising 20 Long inside Transaction pages printed in 3PMS colors and 1 UV invisible Yellow Ink
- Two Endpage backing papers printed in 4 process colors
- Special Dark Blue PVC Covers printed in 3 solid colors & then Foil blocked in Gold
- Transaction pages & Endpapers gathered together and security sewn with chain lock stitch, and then applied to the cover material using PVA Water-based Glue
- Die Cut to size with two rounded corners to opening edge
- Serial numbered on the bottom center of page 20
- Packed in cartons of 100 with identified label and then stacked on Plastic Euro pallets for export

3.3 Materials

- Transaction Pages – "g" genuine Watermark Paper CBS1 dull sensitive 95 gsm
- Endpage Backing Papers- Horizon Offset White 250 gsm
- Covers- PVC Blue Fluctuations ref 29421 210 gsm

3.4 Ink References

- Transaction Pages- PMS 628u + 670u+ Black+ UV Yellow 10531 WF
- Endpage Backing Papers- 4 process colors
- Covers- 3 colors + Sealer varnish
- Serial Numbers- Ink jet system, Black dots

4 IDP BOOKLET SECURITY FEATURES

4.1 Booklet Security

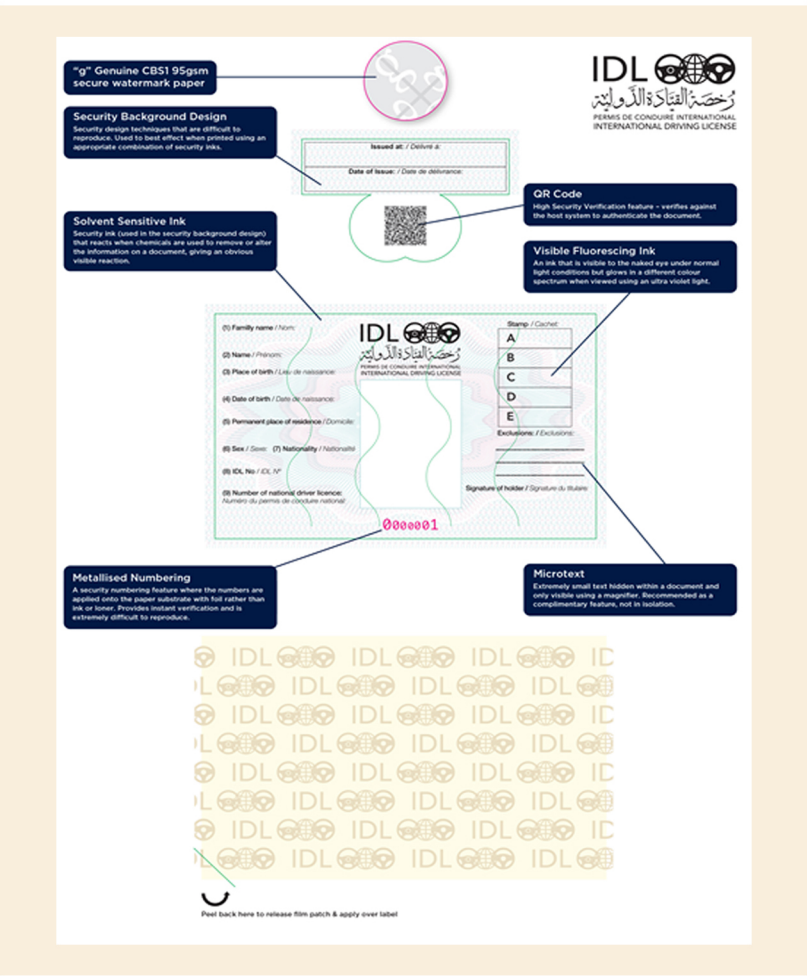
3PMS Colors, 1 UV Visible Ink. Water Marked Pages, 4 Process Color on End Pages, Security Stitching

4.2 Security label

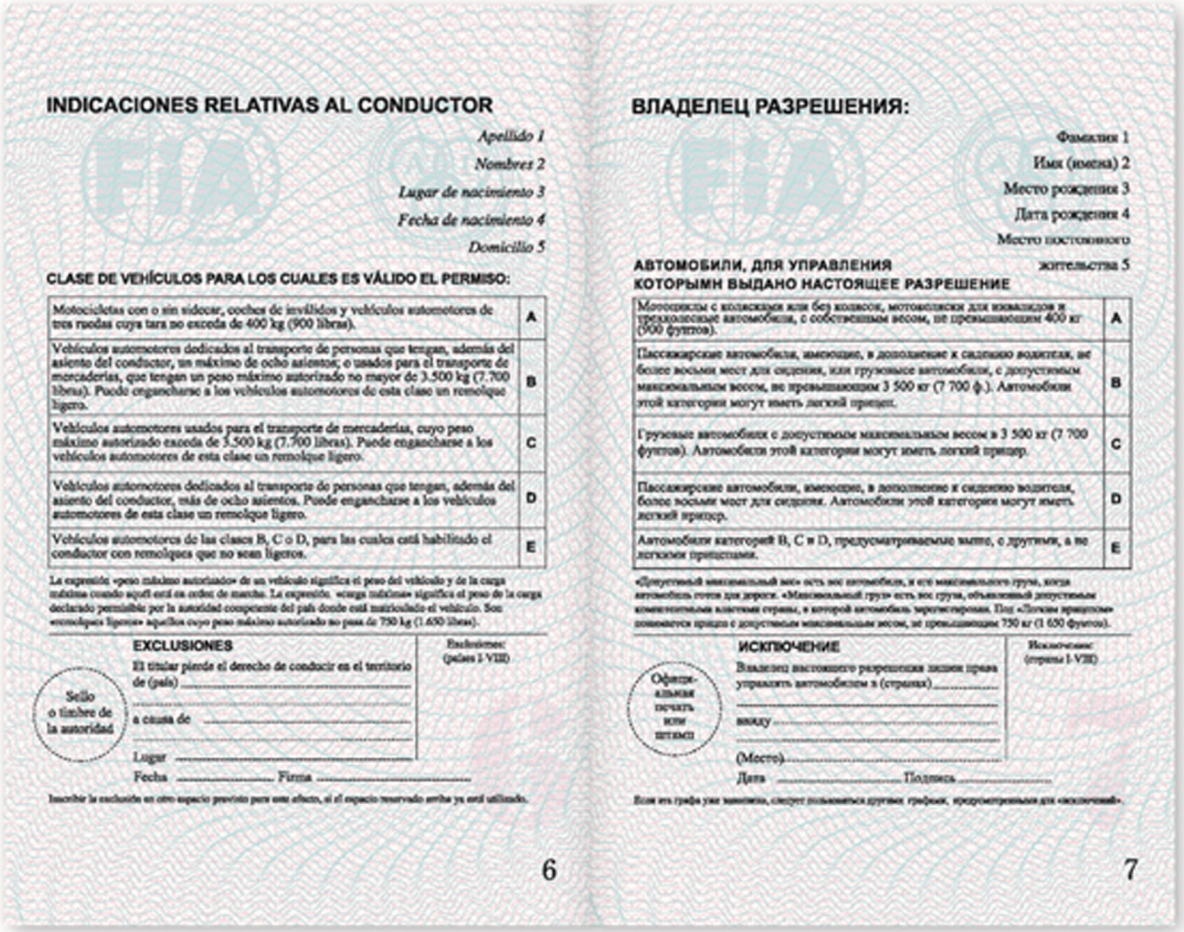
Metallized Numbering, UV Visible Ink, Security Cut Label, Taggant Responsive Area, Security Laminate with Iridescent Color

4.3 Digital Security & Authentication

Secure Digital Input System, QR Code, Verification Process, Electronic Document, Storage and Retrieval System



Inside Pages



INDICACIONES RELATIVAS AL CONDUCTOR

Apellido 1
Nombres 2
Lugar de nacimiento 3
Fecha de nacimiento 4
Domicilio 5

CLASE DE VEHÍCULOS PARA LOS CUALES ES VÁLIDO EL PERMISO:

Motocicletas con o sin sidecar, coches de inválidos y vehículos automotores de tres ruedas cuya tara no exceda de 400 kg (900 libras).	A
Vehículos automotores dedicados al transporte de personas que tengan, además del asiento del conductor, un máximo de ocho asientos; o usados para el transporte de mercaderías, que tengan un peso máximo autorizado no mayor de 3.500 kg (7.700 libras). Puede engancharse a los vehículos automotores de esta clase un remolque ligero.	B
Vehículos automotores usados para el transporte de mercaderías, cuyo peso máximo autorizado exceda de 3.500 kg (7.700 libras). Puede engancharse a los vehículos automotores de esta clase un remolque ligero.	C
Vehículos automotores dedicados al transporte de personas que tengan, además del asiento del conductor, más de ocho asientos. Puede engancharse a los vehículos automotores de esta clase un remolque ligero.	D
Vehículos automotores de las clases B, C o D, para las cuales está habilitado el conductor con remolques que no sean ligeros.	E

La expresión «peso máximo autorizado» de un vehículo significa el peso del vehículo y de la carga máxima cuando aquél está en orden de marcha. La expresión «carga máxima» significa el peso de la carga declarado permisible por la autoridad competente del país donde está matriculado el vehículo. Son «remolques ligeros» aquellos cuyo peso máximo autorizado no pasa de 750 kg (1.650 libras).

EXCLUSIONES — Exclusiones: (países I-VIII)

El titular pierde el derecho de conducir en el territorio de (país) .....

a causa de .....

Lugar .....

Fecha ..... Firma .....

Sello o timbre de la autoridad

Inscribir la exclusión en otro espacio previsto para este efecto, si el espacio reservado arriba ya está utilizado.

6

ВЛАДЕЛЕЦ РАЗРЕШЕНИЯ:

Фамилия 1
Имя (имена) 2
Место рождения 3
Дата рождения 4
Место постоянного жительства 5

АВТОМОБИЛИ, ДЛЯ УПРАВЛЕНИЯ КОТОРЫМИ ВЫДАНО НАСТОЯЩЕЕ РАЗРЕШЕНИЕ

Мотоциклы с колясками или без колясок, мотоколяски для инвалидов и трехколесные автомобили, с собственным весом, не превышающим 400 кг (900 фунтов).	A
Пассажирские автомобили, имеющие, в дополнение к сидению водителя, не более восьми мест для сидения, или грузовые автомобили, с допустимым максимальным весом, не превышающим 3 500 кг (7 700 ф.). Автомобили этой категории могут иметь легкий прицеп.	B
Грузовые автомобили с допустимым максимальным весом в 3 500 кг (7 700 фунтов). Автомобили этой категории могут иметь легкий прицеп.	C
Пассажирские автомобили, имеющие, в дополнение к сидению водителя, более восьми мест для сидения. Автомобили этой категории могут иметь легкий прицеп.	D
Автомобили категорий B, C и D, предусматриваемые выше, с другими, а не легкими прицепами.	E

«Допустимый максимальный вес» есть вес автомобиля, в его максимального груза, когда автомобиль готов для дороги. «Максимальный груз» есть вес груза, объявленный допустимым компетентными властями страны, в которой автомобиль зарегистрирован. Под «Легким прицепом» понимается прицеп с допустимым максимальным весом, не превышающим 750 кг (1 650 фунтов).

ИСКЛЮЧЕНИЕ — Исключение: (страны I-VIII)

Владелец настоящего разрешения лишен права управлять автомобилем в (страна) .....

ввиду .....

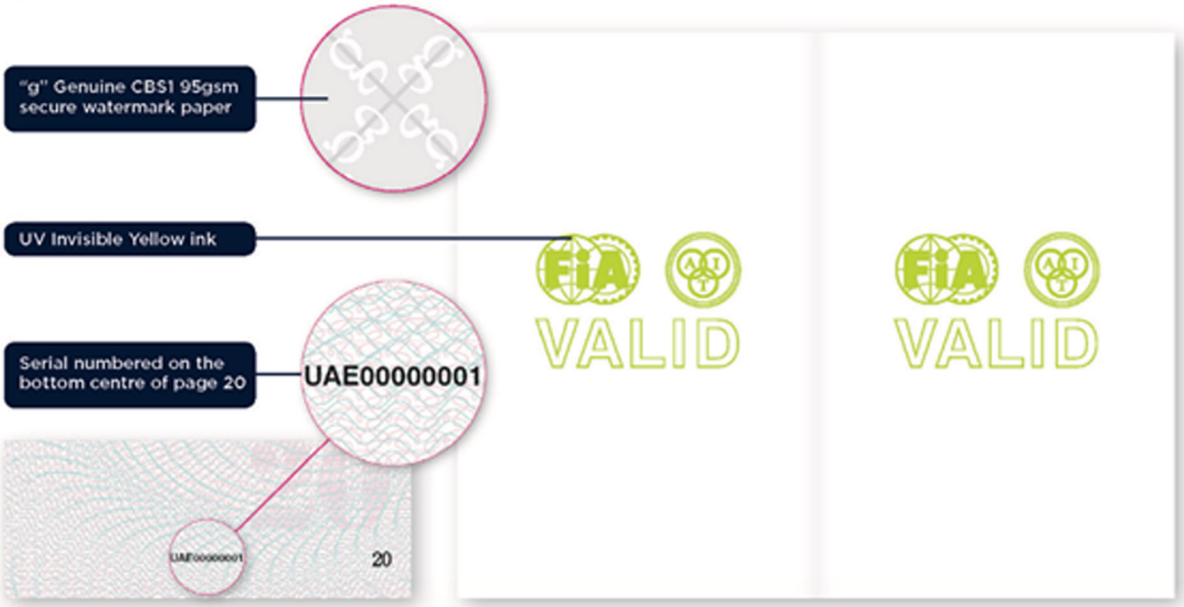
(Место) .....

Дата ..... Подпись .....

Официальная печать или штамп

Если эта графа уже заполнена, следует пользоваться другими графами, предусмотренными для «исключений».

7



5 BENEFITS

5.1 Time and cost saving due to the digitalized process

The more secured IDP document increased cost of production over the previous model from 3.5 UAE Dirhams to 7 (1 Euro to 1.7 Euro) per booklet. The increase of the production cost is, however, outbalanced by reduced processing time which has decreased by 30% due to significant changes in the processing system and reductions in manual handling of paperwork and documents.

A new digitalized IDP input system allows to process a user application in 3 minutes comparing to 7.5 minutes required to submit a manual application of the traditional IDP format. The workforce involved in the IDP delivery process has also significantly decreased, with 20% less of employees now working on the IDP system. The new digital document processing system also allows for improved traceability of IDPs as all document requests are processed online and stored in an online database

5.2 Environmental benefits vs Economic costs

Reduced carbon impact is calculated on the basis of two–dimensional reduction in paper waste related to the IDP issuing process:

1. Implementation of the electronic IDP application system on site

The implementation of the electronic application system contributed to a significant reduction of paper usage throughout the operation.
The information is being processed and stored online allowing to completely eliminate the waste of paper resources. To this date, the online application form has allowed to save 61.52 kg of paper used for a traditional paper procedure.

2. Reduced IDP application form offsite.

A traditional offline application form has been revised and reduced from 6 pages to 1 page, reducing the carbon footprint at a ratio 6:1. The new revised IDP application form contributed to saving 18,526 kg of paper waste alone.

6 RECOMMENDATIONS

6.1 Further reduction of costs

Further reduction of costs can potentially be achieved through the economies of scale principle. Larger volumes of the enhanced document production are likely to result in a proportionate decrease of the cost per printing, including the cost of supply materials. The harmonization and modernization of the IDP format internationally will facilitate further ease of document production at a reduced cost.

6.2 Digitalization

Global IDP Digital Management Software can help enhancing the traceability of issued IDP. Consequently, the system will lead to more robust IDP control and verification procedures. Local traffic authority will be able to quickly and easily track and validate IDPs presented by users

6.3 Strengthened user awareness

FIA Member Clubs and other IDP issuing authorities are advised to adopt more consistent and modernized IDP delivery practices to decrease the quantity of illegal parties issuing fraudulent documents. Awareness raising of the motoring public will help users to make informed decisions when acquiring a document.

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