The AIT/FIA carried out a study of the different models of International Driving Permits (referred to in this paper as IDPs) issued by motoring organisations and in use world-wide. This research led to the preparation of a booklet on IDPs and during the course of the research it was noted that there are many variations from the models in the Annexes of the 1949 and 1968 Road Traffic Conventions.

The AIT/FIA would like to hear the views of the Working Party on whether steps should be taken to ask the Contracting Parties of the conventions to adhere to the models given in the Annexes to the Conventions (Annex 10 of the 1949 Convention, Annex 7 of 1968 Convention) or whether the Contracting Parties should have a free hand in the production of their own versions of IDPs.

There are variations in colour as well as content in the IDPs issued around the world and in two countries there are even versions of IDPs which combine the 1949 and 1968 models. These documents are issued by countries party to the 1968 Convention, not the 1949 Convention. We assume that the reason for this “hybrid” is to ensure recognition in the 1949 signatory countries, the number of which greatly outweigh those of the 1968 Convention.

It would be most helpful if the countries party to the 1949 Convention would accept the 1968 model IDP. This is often not the case, although the 1968 model has been amended to bring the document up to modern standards with the introduction of pictograms.

The AIT/FIA would like to hear the views of WP1 on the following questions:

(a) Should the UNECE urge countries party to the 1949 Convention to accept and recognise the 1968 IDP in its new format? (consolidated version)

(b) Should the UNECE remind countries party to the 1949 and 1968 Conventions that as stated in Article 41 of the 1968 Convention, “Contracting Parties shall recognize
...(c) Any international permit conforming to the provisions of Annex 7 to this Convention”.

(c) In the Report “Future role of the Working Party on Road Safety” 57th session, the Secretariat urged WP1 to move forward and contribute to global road safety. The rules governing the issuance of IDPs go some way to preventing fraudulent emissions of such documents. In order to facilitate acceptance and recognition by police forces in various countries, thereby also helping to identify fraudulent documents, would it be preferable to have documents which conform exactly to the models in the Conventions?

The AIT/FIA thank the Working Party for their consideration of the above.

Annexes:

1. Examples of IDPs
2. Annex 10 of the 1949 Road Traffic Convention
3. Annex 7 of the 1968 Road Traffic Convention
Examples of International Driving Permits issued around the world
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.

The authoritative translation of the text of the permit in the different languages shall be communicated to the Secretary-General of the United Nations by Governments, each one in the language which concerns it.

The written remarks shall be written in Latin characters or in so-called English script.

---

This permit is valid in the territory of all the Contracting States with the exception of the territory of the Contracting State where issued, for the period of one year from the date of issue, for the driving of vehicles included in the category or categories mentioned on the last page of this permit.

[Space reserved for a list of the Contracting States (optional)]

It is understood that this permit shall in no way affect the obligation of the holder to conform strictly to the laws and regulations relating to residence or to the exercise of a profession which are in force in each country through which he travels.
### Part I

**Particulars concerning the Driver:**

<table>
<thead>
<tr>
<th>Surname</th>
<th>Other names</th>
<th>Place of birth</th>
<th>Date of birth</th>
<th>Permanent place of residence</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Vehicles for which the permit is valid:**

- **A**
  - Motor cycles with or without a sidecar, loaded carriage and three-wheeled motor vehicles with a maximum weight not exceeding 450 kg (990 lbs).%
- **B**
  - Motor vehicles used for the transport of passengers and goods, in addition to the driver's seat, at least three seats, or those used for the transport of goods and having a permissible maximum weight not exceeding 3,500 kg (7,700 lbs). Vehicles in this category may be coupled with a light trailer.
- **C**
  - Motor vehicles used for the transport of goods and of which the permissible maximum weight exceeds 3,500 kg (7,700 lbs). Vehicles in this category may be coupled with a light trailer.
- **D**
  - Motor vehicles used for the transport of passengers and goods, in addition to the driver's seat, more than eight seats. Vehicles in this category may be coupled with a light trailer.
- **E**
  - Motor vehicles of categories B, C or D, as authorized above, with other than a light trailer.

- **F**
  - Motor vehicles of categories E, C or D, as authorized above, with either than a light trailer.

- **G**
  - Motor vehicles of categories B, C or D, as authorized above, with other than a light trailer.

- **H**
  - Motor vehicles of categories E, C or D, as authorized above, with either than a light trailer.

The "Permissible maximum weight" of a vehicle means the weight of the vehicle and its maximum "light trailer" shall be those of a permissible maximum load when the vehicle is used for the road. "Maximum load" means the weight of the load declared permissible by the competent authority of the country of registration of the vehicle.

### Part II

**EXCLUSIONS**

(continued)

<table>
<thead>
<tr>
<th>Exclusions</th>
<th>Excluder</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>V</td>
</tr>
<tr>
<td>E</td>
<td>VI</td>
</tr>
<tr>
<td>III</td>
<td>VII</td>
</tr>
<tr>
<td>IV</td>
<td>VIII</td>
</tr>
</tbody>
</table>

* Father's or husband's name may be inserted.
** If known.
*** Or approximate age or date of issue.
**** Or thumb impression.
Part 1: Convention on Road Traffic - Annex 3

INTERNATIONAL DRIVING PERMIT

1. The permit shall be a booklet in Annex A (144 x 210 mm). The cover shall be grey and the inside pages white.

2. The outside and inside of the front cover shall conform respectively to page Nos. 1 and 2 below, they shall be printed in the national language, or at least one of the national languages, of the issuing State. The last two inside pages shall be facing pages continuing to page No. 2, neither shall be printed in French. The inside pages preceding these two pages shall repeat the lines of them in several languages, which shall include English, Russian and Spanish.

3. Handwritten or typed names made on the permit shall be in Latin characters or in English

cursive script.

4. Contracting Parties moving or authorising the issuance of international driving permits of which the cover is printed in a language other than English, French, Russian or Spanish shall communicate to the Secretary-General of the United Nations the translation into the language of the text of model page No. 3 below.

---

MODEL PAGE No. 2

(Inside of front cover)

This permit is not valid for the territory of:

It is valid for the territories of all the other Contracting Parties. The categories of vehicles for the driving of which it is valid are stated at the end of the booklet.

This permit shall in no way affect the obligations of the holder to conform to the laws and regulations relating to residence and to the exercise of a profession in each State through which he travels. In particular, it shall cease to be valid in a State of its holder's establishment of his actual residence there.

---

MODEL PAGE No. 3 (New model page No. 2 applicable from 20 March 2011, see new Article 43)

This permit is not valid for the territory of:

It is valid for the territories of all the other Contracting Parties on condition that it is presented with the corresponding domestic driving permit. The categories of vehicles for which the permit is valid are stated at the end of the booklet.

This permit shall cease to be valid in the territory of another Contracting Party if its holder establishes his actual residence there.

---

1. Enter here the names of the Contracting Party in which the holder is currently resident.
2. Space reserved for a list of the States which are Contracting Parties (optional).

---

Model page No. 1

(Outside of front cover)
### MODEL 3

#### Left hand page

**PARTICULARS CONCERNING THE DRIVER**

- **Given name:**
- **Other names:**
- **Place of birth:**
- **Date of birth:**
- **Place of normal residence:**
- **Family name:**

**CATEGORIES AND SUBCATEGORIES OF VEHICLES, WITH THE CORRESPONDING CODES, FOR WHICH THE PERMIT IS VALID**

<table>
<thead>
<tr>
<th>Category code/Pictogram</th>
<th>Subcategory code/Pictogram</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>A1</td>
</tr>
<tr>
<td>B</td>
<td>B1</td>
</tr>
<tr>
<td>C</td>
<td>C1</td>
</tr>
<tr>
<td>D</td>
<td>D1</td>
</tr>
<tr>
<td>BE</td>
<td></td>
</tr>
<tr>
<td>CE</td>
<td>C1E</td>
</tr>
<tr>
<td>DE</td>
<td>D1E</td>
</tr>
</tbody>
</table>

**RESTRICTIVE CONDITIONS OF USE**

1. The permit is valid only in the category of the vehicle to which it is confined, and in the subcategory when so indicated by the pictogram.
2. The permit is valid only in the category of the vehicle to which it is confined, and in the subcategory when so indicated by the pictogram.
3. The permit is valid only in the category of the vehicle to which it is confined, and in the subcategory when so indicated by the pictogram.
4. The permit is valid only in the category of the vehicle to which it is confined, and in the subcategory when so indicated by the pictogram.
5. The permit is valid only in the category of the vehicle to which it is confined, and in the subcategory when so indicated by the pictogram.

### MODEL 3

#### Right hand page

**STAMP**

<table>
<thead>
<tr>
<th>Category code/Pictogram</th>
<th>Subcategory code/Pictogram</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>A1</td>
</tr>
<tr>
<td>B</td>
<td>B1</td>
</tr>
<tr>
<td>C</td>
<td>C1</td>
</tr>
<tr>
<td>D</td>
<td>D1</td>
</tr>
<tr>
<td>BE</td>
<td></td>
</tr>
<tr>
<td>CE</td>
<td>C1E</td>
</tr>
<tr>
<td>DE</td>
<td>D1E</td>
</tr>
</tbody>
</table>

**SIGNATURE OF THE HOLDER**

*Photograph*

---

**DISQUALIFICATIONS:**

The holder is deprived of the right to drive in the territory of       until       .

The holder is deprived of the right to drive in the territory of       until       .

*These are examples of the type of disqualification that might be imposed. The specific disqualification will depend on the circumstances of the case.*

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*1. Stamp or stamp of the authority, or an officer acting as such, is required. This seal or stamp shall be affixed against the disqualification of the category of or subcategory, if the holder is licensed to drive the appropriate vehicle.
2. Name of town.*