Driving permits

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ISO
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UN ECE WP1 Secretariat
Informal Document no. 3 has been prepared by the UN ECE WP1 Secretariat, with the collaboration of the ISO and the FIA.

This document highlights a series of issues and inconsistencies regarding International Driving Permits, and suggests 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.
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.
1949 Convention
5 categories, text only - no pictograms
Never updated

1968 Convention
13 categories, pictograms only
Updated in 1993 and 2006
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

  **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**.
Recommendations

To address the inconsistencies between the 1968 and the 1949 IDP models, the following is proposed:

• An update of Annex 7 of the 1968 Convention to include Arabic and Chinese in the list of languages that Model 3 left hand page must be translated into.

• A harmonization of the 1949 IDP model, as per Annex 10 of the 1949 Convention, with the 1968 IDP model, as per Annex 7 of the 1968 Convention.

If WP.1 agrees, the secretariat, together with a CP to both Conventions (1949 and 1968) and with the help of the ISO and the FIA, could prepare two formal papers containing amendment proposals.
Recommendations

Instead of requiring CPs to individually prepare own translations of model page no. 3 (with numerous inevitable variations) and communication of same to the Secretary-General of the UN, rather introduce consistency by:

• Including translations of all 6 official languages in Annex 7 of 1968 Convention (and Annex 10 of 1949 Convention) for CPs to copy, if legally feasible.

• Alternatively, publishing official translations in all 6 languages on the UNECE website for CPs to copy.
Recommendations

The secretariat also considers that it would be preferable for the Secretary-General of the UN to receive a full specimen IDP issued by each CP, rather than just the translation of model page no. 3.

These specimen IDPs could be uploaded onto an electronic database (either accessible to CPs only or to the general public). WP.1 to discuss the scope of accessibility of the proposed database.
Recommendations

To address the issue of DDP suspension not resulting in IDP cancellation, it is proposed that a CP or a group of experts draft an informal paper on the integrity of the DDP, in order to facilitate discussions at the next WP.1 session.

This informal paper could include, amongst others, suggestions and proposal amendments regarding the following:

- creating a register or directory of national motor vehicle agency contact details, in order to verify DDP validity;
- incorporating minimum security requirements for the DDP in order to prevent attempts at alterations and forgeries; and
- amending the relevant articles and Annex of the 1949 Convention so that IDPs pursuant to that Convention are only recognized if accompanied by a DDP.
Work plan options

There are two options for WP.1’s consideration:

• **Option 1**: Parallel IDP and DDP work plans, comprised of:

• **Option 2**: IDP and DDP consolidated work plan