PROPOSED AMENDMENT RELATING TO DRIVING PERMITS IN THE 1968 ROAD TRAFFIC CONVENTION

FIA / AIT PROPOSAL AND IDP PILOT PROJECT
Objectives of amending the UN Road Traffic Conventions

1. Eliminate discrepancies in existing legal instruments regulating international travel
2. Increase the consistency of the DDP format delivered by various jurisdictions in Contracting parties to the 1968 Road Traffic Convention (Annex 6)
3. Harmonize the IDP format to facilitate control and enforcement measures (Annex 7)
4. Apply more rigorous security measures for the IDPs document (Annex 7)
5. Facilitate the ease and safety of driving abroad
The role of the FIA

- Worldwide reach of the FIA/AIT Clubs network
- 85 Clubs authorized by national authorities to issue IDPs
- In 70% of countries where the IDPs are used, IDPs are delivered by automobile associations
- Extensive experience in the provision of information and services that promote safe and sustainable travel
- The FIA President’s role of the UN Special Envoy for Road Safety and his commitment to the global road safety agenda
Main principles

Sustain a differentiation between national driving permits and international driving permits

- Closer alignment of the Annex 6 provisions with the EU model
- Flexibility of information included in DDPs in accordance with national legislation requirements
- Non-conformity of DDPs with the Annex 6 provisions doesn’t impede international travel
- Enhanced security features prevent alteration and fraudulent reproduction
- Streamlining inquiries, verification requests and information-exchange
- Experience of ICAO travel document standards

Enhance the system of registration and traceability of IDPs

- Facilitation of control and enforcement measures
- Monitoring the scope and volume of international travel
- Improved surveillance system
Role of the pilot project

- Pilot the enhanced IDP document
- Test security features in practice
- Raise awareness on the issues of fraud
- Produce evidence in support of proposed amendment

Awareness

- Digital and traditional educational campaigns
- Information on the dedicated website
- Qualitative and quantitative research

Scope

- 2 phases over 1 year period
- In cooperation with Federal Transport Authorities and the Automobile Club of UAE
- Full coordination with the FIA/AIT
MULTINATIONAL CONTEXT
The UAE has over 120 different nationalities in 2016, being the largest groups of population:
  • UAE Nationals
  • Indians
  • Egyptians
  • Syrians
  • Pakistanis

IDP DISTRIBUTION SCOPE
• For this project the ATC UAE counts on **180 point of DISTRIBUTION locations** across all 7 emirates
• More than 60,000 IDPs were delivered in 2016

GOVERNMENTAL STAKEHOLDERS & PARTNERS
• Ministry of Interior, Federal Transport Authority, Federal Post Office
• Traffic registration associations to deliver the license in the most efficient way to the travellers

NATIONAL OBJECTIVES
• Enhance facilitation of international travel
• Apply new technologies to prevent fraud and forgeries
• Eliminate negative implications on road safety and national security
NEW IDP ISSUING & VERIFICATION PROCESS

IDP Application Received
IDP Photo and documents scanned

Drivers documents verified. IDP information printed

IDP pages printed. Hologram attached, pages sealed

Hologram data & IDP serial number sent to online security database.

Security verification by law enforcement
What happens if the IDP disappears?

- No additional source of validity check and control of national driving permits (prone to fraud/illegal delivery in some states)
- Radical reforms of national driving permit delivery system
- Implications for countries non-signatories to the 1968 Convention
- Complexities arising from the mutual recognition principle: additional training for the law enforcement officers is needed
- The cost of delivering a translation may be passed on the State (depending on the issuing body of translation booklets)
- Translations of domestic permits will appear only in the official UN languages
Two models are mutually exclusive in relation to the Annex 7. While the FIA Proposal maintains the model where both DDPs and IDPs are delivered under the Conventions’ provision, while the ISO proposal implies the entire replacement of the IDP document with a new model of national driving permits.
Documents Required for International Travel

**ISO**

Domestic Driving Permit for international use

**Advantages**
- Mutual recognition
- ISO minimum security standards

**Limitations**
- Two models of DDPs in case of incompliance
- Translation booklet is not secured and limited to 6 UN languages
- Reformation of the driving permit delivery system

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**FIA**

International Driving Permit

**Advantages**
- Familiar model of document verification process
- Enhanced and protected document model
- Improved registration & traceability system
- Translations in up to 10 languages

**Limitations**
- Additional costs of new security features
- A need of appropriate technologies for machine-readable information
Security standards

ISO

Domestic Driving Permit for International Use

- Space for inclusion of machine readable information
- Compliance with ISO licenses standards
- What does the minimum level of security requirements include?

FIA

International Driving Permit

- Enhanced format and more protected materials
- Set of security features recommended by ICAO (e.g. QR code, hologram, robust structure, plastic overlay, invisible fibers)
Potential scenarios for National Authorities in case of amending the convention under the two parallel proposals

**ISO**

- Two formats of domestic driving permits in case of non-compliance
- Unified system of codes and (sub)categories format (*no global benchmark is available*)
- Training for law enforcement authorities
- Education and public awareness
- Provision of a translation booklet

**FIA**

- Adoption and implementation of the new security system for IDPs
- More technologically advanced enforcement and control measures
- Improved surveillance of IDP delivery and use
- Implementation of the new system through the FIA network
Further action

• Implement **new pilot projects** tailored to varying travel patterns and legislative provisions

  ❖ Generate **knowledge and experience** of the enhanced IDP delivery system
  ❖ Conduct **qualitative and quantitative research** on the possibility to standardize the enhanced IDP format
  ❖ Present **practical evidence and strategy** to the UN decision-making process

• Share information on the **surveillance and enforcement measures** among the authorised issuing bodies and respective governments