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Working Party on Road Traffic Safety

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CONVENTION ON ROAD TRAFFIC, 1968

Issuance and validity of the International Driving Permits

**Transmitted by Alliance Internationale du Tourisme/
International Federation of Automobile**

1. The Alliance Internationale du Tourisme/International Federation of Automobile (AIT/FIA) informed the Working Party at its fifty-eighth session of a study they had carried out on the different models of International driving permits (IDPs) issued by motoring organizations and in use worldwide.
 2. The WP.1 decided that the subject deserved more detailed consideration and invited AIT/FIA to submit an official document on this subject for its fifty-ninth session (ECE/TRANS/WP.1/125, para. 28). The present document, transmitted by the AIT/FIA, is submitted with a minimum of editing.
 3. The research carried out by the AIT/FIA led to the preparation of a booklet on IDPs and during the course of the research it was noted that there were many variations from the models in the Annexes of the 1949 and 1968 Road Traffic Conventions. Some examples are reproduced in the annex to the present document.
 4. The AIT/FIA would appreciate the views of the Working Party on whether steps should be taken to ask the Contracting Parties to the conventions to adhere to the models given in the Annexes to the Conventions (Annex 10 of the 1949 Convention, Annex 7 of the 1968
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Convention) or whether the Contracting Parties should have a free hand in the production of their own versions of IDPs.

5. 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 that are party to the 1968 Convention, not the 1949 Convention. The AIT/FIA assumes that the reason for this combined versions is to ensure recognition in the 1949 signatory countries, the number of which greatly outweighs those of the 1968 Convention.

6. The AIT/FIA estimates that 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.

7. The AIT/FIA would appreciate the views of WP.1 on the following questions:

- (a) Should the United Nations Economic Commission for Europe (UNECE) urge countries party to the 1949 Convention to accept and recognize 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 document “Future role of the Working Party on Road Safety” presented at the fifty-seventh session, the Secretariat urged WP.1 to move forward and contribute to global road safety. The rules governing the issuance of IDPs aim to prevent fraudulent emissions of such documents. To facilitate acceptance and recognition by police forces in various countries, and to help identify fraudulent documents it may be, preferable to have documents conform exactly to the models in the Conventions.

8. The AIT/FIA thanks the Working Party for its consideration of the above.

Annex

Examples of International Driving Permits issued around the world



More IDPs...

