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Global Forum for Road Traffic Safety

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Item 4 (b) of the provisional agenda

Convention on Road Traffic (1968)

Driving permits

Submitted by the Federation Internationale de l'Automobile (FIA)

In this document, FIA expresses its concerns on behalf of 35 Mobility Clubs and 26 Contracting Parties to the 1968 Convention on Road Traffic concerning the proposed amendments to International Driver Permits.

International Driver's Permit (IDP)

Presented by the Federation Internationale de l'Automobile (FIA)

As the preeminent global international driver's permit network, the Federation Internationale de l'Automobile (FIA) feels compelled to articulate our concerns on behalf of 35 Mobility Clubs and 26 countries part of the 1968 Convention. In addressing the proposed updates to the International Driver's Permit (IDP), it is crucial to involve the entities currently issuing IDPs, for they are the primary stakeholders most profoundly impacted by any prospective alterations.

The FIA unequivocally acknowledges the necessity for updates to the minimum security features of the IDP. This is an imperative step in ensuring the continued integrity and reliability of this international travel document. However, our paramount concern centers around the proposed format, which links these crucial security features to a specific organization rather than to the World Forum for Harmonization of Vehicle Regulations (WP.1). This pivotal distinction implies that any future modifications to the IDP would be subject to an external entity, rather than being determined through collective deliberations within the WP.1—a global forum dedicated to the decision-making process.

The success of the United Nations (U.N.) mechanism in other domains involving international cross-border documentation, such as the CPD document and system at WP.30, along with TIR and the International TIR Data Bank serves as a compelling and proven precedent. These systems have consistently fostered inclusive and productive discussions, allowing the participating delegations to collaboratively shape decisions that serve the best interests of all parties involved.

Within the current proposal, several elements align with our stance, particularly in Annex 7, Paragraph 7, Points (a) and (b), which advocate for minimum requirements for duly mandated issuers. These stipulations serve the critical purpose of promptly invalidating unauthorized issuers while favoring associations with a proven track record in road safety, affiliated with international organizations dedicated to promoting road safety. These minimum conditions represent an essential and practical initial step forward.

Furthermore, we concur on the necessity of an electronic registration system. Nonetheless, we underscore the importance of a centralized version that would enable the collection of global statistics. Presently, the lack of information regarding the prevalence of falsified IDPs and issuance statistics hampers our ability to comprehend the landscape fully. Establishing a centralized electronic IDP system would facilitate immediate and worldwide notifications in cases of fraudulent or revoked IDPs. This innovation can be achieved in a cost-effective and environmentally sustainable manner, obviating the need for each duly mandated issuer to undertake a comprehensive overhaul of their existing systems to conform to ISO-specific IDP standards, which may divert discussions at WP.1 from their broader objectives.

This discussion originally began in 2011, we're now in 2023. In that time technology has changed, Covid continued to propel the use of electronic documentation and electronic security features. QR Codes are ubiquitous, for example. Changing an entire format is no longer an optimal and practical decision. Adding an electronic security feature to the existing document is. That is where the focus of this discussion should continue leading towards.

Before any discussions proceed further concerning the IDP format, we earnestly request all delegations to liaise with their duly mandated issuers to ascertain the true nature of the enhancements sought, thus ensuring that our deliberations remain as informed as possible.

In conclusion, we invite all delegations to engage in meaningful consultations with their duly mandated issuers to gain a comprehensive understanding of the practical and efficient improvements sought. This knowledge will empower delegations to make informed decisions regarding the requisite alterations to the current IDP format.

We extend our gratitude to the Chair and all attendees for considering our position on this matter.
