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Convention on Road Traffic (1968):
Driving Permits

Driving Permits

Revision

Submitted by the Experts of Belgium, France, Luxembourg, United Kingdom of Great Britain and Northern Ireland, Fédération Internationale de l'Automobile and International Standards Organizations

1. At the seventy-fifth session of the Global Forum for Road Traffic Safety (WP.1), the secretariat delivered a presentation summarizing the recent discussions of the group of experts, initially comprised of Belgium, Canada, France, Luxembourg, Russian Federation and United Kingdom of Great Britain and Northern Ireland, Fédération Internationale de l'Automobile (FIA) and International Standards Organizations (ISO). Japan, Spain and United States of America are new additions to the informal group.

2. The presentation included a list of six options related to possible future changes to domestic driving permits ("DDPs") and international driving permits ("IDPs") pursuant to the 1968 Convention on Road Traffic ("1968 Convention").

3. WP.1 invited the informal group, supported by the secretariat, to prepare a document with background and information on options 1, 2 and 6 as well as a preliminary set of principles to accommodate the international driving permits issued by contracting parties to the 1949 Convention on Road Traffic ("1949 Convention"). The intention was to facilitate discussions at this session, and to reach consensus on a preferred option.

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4. Accordingly, the group of experts prepared ECE/TRANS/WP.1/2018/1 which was presented at the seventy-sixth session of WP1. The document covered the background, description of the options, and a set of principles to accommodate the international driving permits issued by contracting parties to the 1949 Convention. WP.1 expressed support for the document and requested that it be updated with a more detailed comparison for the present session, and with the benefits and costs of the three options (paragraph 17, ECE/TRANS/WP.1/163).

I. Background and issues

5. The informal group of experts on driving permits, initially comprised of representatives of France, Luxembourg and ISO, began their work at the request of WP.1 during its sixty-fourth session. The initial request by WP.1 was for the group to propose suitable solutions on the mutual recognition of driving permits issued under the 1968 Convention and the EU third Driving Licence Directive. This work successfully and recently concluded with the creation of a brochure, entitled "International Driving Permit Categories", which has been translated into the six official United Nations languages.

6. Since the sixty-ninth session of WP.1, the group has been considering broader issues related to DDPs and IDPs. These include the following:

(a) Only a small number of contracting parties are fully compliant with the requirements of Annex 7 of the 1968 Convention relating to IDPs;

(b) A number of 1949 contracting parties are incorrectly issuing IDPs. For example, they are issuing IDPs pursuant to the 1968 Convention when that contracting party is party to the 1949 Convention only;

(c) The model IDP (as prescribed in Annex 10 in the 1949 Convention) has not been updated in the same manner as its corresponding Annex 7 in the 1968 Convention – that is, Annex 10 in the 1949 Convention contains only text without any pictograms; and

(d) The specifications for the mandatory languages into which Model 3 left hand page have to be translated differ:

(i) for the 1968 Convention, they are English, French, Russian and Spanish; and

(ii) for the 1949 Convention, they are the official languages of the UN (i.e. English, French, Russian, Spanish, Arabic and Chinese).

(e) Inconsistent standing/status of IDPs depending on whether it is issued under the 1949 or 1968 Convention. For example:

(i) for the 1968 Convention, the IDP must be accompanied by a valid DDP;[1] and

[1] Article 41, paras 2(a)(ii) and 5: "2(a) Contracting Parties shall recognize: (ii) any international permit conforming to the provisions of Annex 7 to this Convention, on condition that it is presented with the corresponding domestic driving permit… 5. An international driving permit shall be issued only to the holder of a domestic permit for the issue of which the minimum conditions laid down in this Convention have been fulfilled."

(ii) for the 1949 Convention, the IDP is a standalone document (i.e. does not need to be accompanied by a valid DDP).[2]

7. Besides the inconsistencies in the model DDPs and IDPs issued under the 1949 and 1968 Conventions mentioned above, as a rule, when IDPs are issued by non-governmental bodies, IDPs to date (whether they are issued under the 1949 or 1968 Convention) contain the following identical limitations:

(a) The documents contain no security features and can be easily copied or altered. The lack of security features makes it difficult for law enforcement authorities to detect fraudulent permits from genuine permits;

(b) In most cases, there is no central register or directory of national motor vehicle agency contact details (telephone, email or postal addresses) for the enquiry and exchange of information between national traffic police and licensing authorities to verify the validity of a presented IDP; and

(c) The issue of paper style IDPs under both the 1968 and 1949 Conventions makes it difficult to automatically cancel or suspend an IDP when a driver's DDP has been suspended or cancelled. This is mitigated to some extent under the 1968 Convention.

8. Discussion within the group of the amendment proposals at the seventy-third session relating to DDPs and IDPs in ECE/TRANS/WP.1/2016/2[3] and ECE/TRANS/WP.1/2016/3[4] has raised a further question: are the contracting parties to the 1968 Convention obliged to issue DDPs and IDPs in conformity with Annexes 6[5] (model DDP) and 7 (model IDP)?

9. While all members of the informal group share the view that an IDP must comply with Annex 7, there is a difference of opinion within the group regarding DDPs. Belgium, Luxembourg and FIA are of the view that contracting parties are not obliged to issue at national level a DDP which complies with Annex 6, while France, the Russian Federation and ISO are of the view that they are obliged to do so. The latter view is shared by the secretariat.[6]

II. Options for the way forward for driving permits under the 1968 Convention

10. The three options described below set out the legal and other practical implications of change for each of those options and were presented at the last

[2] Article 24, para 2: "A Contracting State may however require that any driver admitted to its territory shall carry an international driving permit conforming to the model contained in Annex 10, especially in the case of a driver coming from a country where a domestic driving permit is not required or where the domestic permit issued to him does not conform to the model contained in Annex 9.".

[3] Prepared by France, Luxembourg and ISO.

[4] Prepared by FIA.

[5] Article 43 "Transitional provisions", para 1: "Contracting Parties shall issue domestic driving permits in accordance with the new provisions of Annex 6 at the latest five years after their entry into force…".

[6] The secretariat's analysis is contained in its presentation on "Driving Permits" at the seventy-fifth session (www.unece.org/fileadmin/DAM/trans/doc/2017/wp1/ECE-TRANS-WP1-SEPT-2017-Presentation-1e.pdf).

session. A comparison of the wider advantages and disadvantages of each option in contained in a later section.

Option (a) One driving permit for both international and domestic traffic

11. Under this option, only one type of driving permit, a DDP compliant with Annex 6, would be issued and used by Contracting Parties to the 1968 Convention. As the 1968 Convention already/currently provides, a DDP would be valid for both domestic and international traffic.

12. However, amendments to paragraph 2(a) of article 41, and paragraph 2 of article 43, to delete the references to IDPs would be required. In addition, Annex 7 which contains the model IDP, would be deleted.

13. At the same time, it would be opportune to review the current format of the Annex 6 DDP, and propose such amendments as may be appropriate for modern driving permits.

Option (b) Two alternative forms of driving permits for international and domestic traffic: (1) DDPs compliant with Annex 6 and (2) IDPs accompanied by DDPs not compliant with Annex 6

14. As is the case with option (a) above, it would be opportune for WP.1 to review the current format of the Annex 6 DDP and the Annex 7 IDP, and to propose such amendments as may be appropriate for modern driving permits.

Option (c) IDPs valid as a standalone document for international traffic, with a system of (1) DDPs compliant with Annex 6 valid for international and domestic traffic and (2) DDPs (not necessarily compliant with Annex 6) for domestic use only (i.e. three types of driving permits for international and domestic traffic, international traffic only and domestic traffic only)

15. Under this option, there would be three types of driving permits: (1) a DDP compliant with Annex 6 that would be valid for both domestic and international traffic; (2) a DDP for domestic use only which would not have to be compliant with Annex 6; and (3) a standalone IDP that is compliant with Annex 7, and which is valid for international traffic (i.e. it does not have to be accompanied by a valid DDP.

16. Amendments to paragraph 2 of article 41 to reflect the new status of the IDP (that is, not having to be accompanied by a valid DDP) would be required. As with options (a) and (b) outlined above, it would be opportune to review the current format of the Annex 6 DDP and the Annex 7 IDP, and to propose such amendments as may be appropriate for modern driving permits.

III. Comparison of the options

17. A detailed comparison of the three options is presented in the sections that follow. It is difficult to carry out a full cost benefit analysis as we do not have comprehensive international data on the total costs of providing and checking validity of IDPs. However, in order to consider the options, there are a number of assumptions common to all. They fall within the following main areas:

Security features

(a) Minimum security features are needed to deter the production of fraudulent driving permits. The security features need to meet an agreed

internationally recognised standard to achieve harmonisation and the type of security features used will impact on costs. This document does not consider or recommend any specific security features.

(b) Any change in any features to the IDP format for driving permits in use at international level, including the insertion of secure features, would require training and raising awareness with the motoring public, enforcement agencies and service providers.

Enforcement benefits

(c) Any costs for enforcement agencies for equipment they may need to check the validity of documents is not included.

(d) This document assumes that quicker checks on harmonised documents will save time for enforcement agencies. However, it is difficult to quantify the benefit for each contracting party.

Central database/register

(e) The interoperability of data base systems would support enforcement and the secure delivery of driving permits to the user. However, there may also be costs on reciprocity and interoperability between contracting parties' data systems. These have not been included in this document.

Data protection

(f) Any legal issues in relation to data protection are not included in this document.

Road Safety Benefits

(g) Road safety is improved if disqualified drivers are prevented from driving across international borders. However, we have no global figures on the number of disqualified drivers who continue to drive and it is therefore difficult to quantify the benefit.

18. The group of experts also recommends that the following three guiding principles are used in making a decision on the best driving permits option/system for the future: harmonization, fraud prevention/security, acceptability and feasibility to contracting parties. These principles are explained below. At the request of WP.1 at its seventy-sixth session, the group has also considered the positive and negative impacts of the three options, and costs in general.

(i) Harmonization

19. In 2006, subparagraph (a) of then paragraph 2 of article 41, which permitted the recognition of "any domestic permit drawn up in their national language or in one of their national languages, or, if not drawn up in such a language, accompanied by a certified translation", was deleted to simplify/reduce the number of driving permits that could be accepted for international traffic.

20. The explanatory memorandum[7] explained that this was to "favour the implementation of harmonized procedures for the international recognition of permits" and "to reinforce the rules relating to the presentation of the international

[7] TRANS/WP.1/2003/1/Rev.4 of 23 April 2004.

driving permit, in view of the increasing evidence that international permits are more and more frequently fraudulently issued, particularly by means of the Internet".

21. Given that the security limitations concerning IDPs (that existed in 2006) still exist, harmonization through documents, processes or both, remains a valid motivation.

(ii) Fraud prevention/security

22. The prevention of fraud was also mentioned in the Explanatory Memorandum behind the 2006 amendments to the 1968 Convention and remains a factor which would carry weight in deciding between options.

23. That said, this document does not explicitly offer suggestions on which security features of DDPs and IDPs should be included. Suggestions on this would be provided at the next step of an appropriate amendment proposal based on the option selected by WP.1. This may include options of security features to prevent the fraudulent production and circulation appropriate for modern driving permits.

(iii) Acceptability and feasibility to contracting parties

24. The acceptability and feasibility of the options for the contracting parties may include considerations such as the resources that have already been invested/expended in establishing the current system of driving permits It also includes the conceptual issue of the acceptability or desirability of the different forms of driving permits. For example, most of the contracting parties to the 1968 Convention have issued IDPs in addition to DDPs as the former was traditionally requested by drivers wishing to traffic in foreign territories who did not realise that an IDP was not required in all foreign territories.

25. Despite the appeal of a simple one driving permit system (which has existed since 1968), political persuasion will be needed to issue an Annex 6 compliant DDP by contracting parties who have not been issuing a compliant DDP but maintained the historical two driving permit system (i.e. IDP accompanied by DDP) still in existence in many contracting parties countries.

26. Conversely, the introduction of a standalone international permit identified in option (c) is also likely to require political persuasion given the current requirement for an IDP to be accompanied by a DDP under the 1968 Convention. It is worth noting that, under the 1949 Convention, an IDP does not legally require a DDP to be jointly presented. However, contracting parties to the 1949 Convention often advise their drivers to have their IDPs accompanied by their DDPs. These contracting parties understand that there is no legal requirement but their aim is to avoid their citizens from facing any potential difficulties from enforcement authorities when crossing international borders from any lack of understanding of the law, or from service providers such as car rental companies who are weary of falsified IDPs.

(iv) Costs

27. Costs under any option will vary for each contracting party depending on their current domestic practice and processes, and the system of document registration or delivery which contracting parties may have. Currently, in many contracting parties countries this is done manually through hand-written entries into an IDP template document – a lengthy and inefficient process. A digital platform for online document requests and distribution would optimise the process of delivery of

permits allowing for a reduced delivery time and lower use of paper; however, the costs of creating a new digital platform has to be balanced against the relative costs of any manual process or production of paper permits.

28. Harmonised permits and processes are likely to lead to lower production costs. The need for a single or more than one data platform to record DDPs and IDPs will influence costs.

29. We do not have details on the total number of IDPs currently issued and therefore it is impossible to conduct an accurate cost benefit analysis of changing from current arrangements to any new option including any costs from inserting standardised security features. While previous/historic costs may help to understand how much an option would cost it should not prevent a decision to implement an option that may result in future lower costs.

30. In order to understand what costs may be involved we are able to look at current examples of practice.

31. The total cost of issuing a card style driving permit which incorporates minimum security features as well as optional security features and employs modern digitisation techniques for North America, Europe and Africa is shown below. This could be expanded upon if necessary to include the costs for the preferred option.

Source for Figure and Tables 1 and 2: ISO

North America (USA) (AAMVA Standard Complaint)

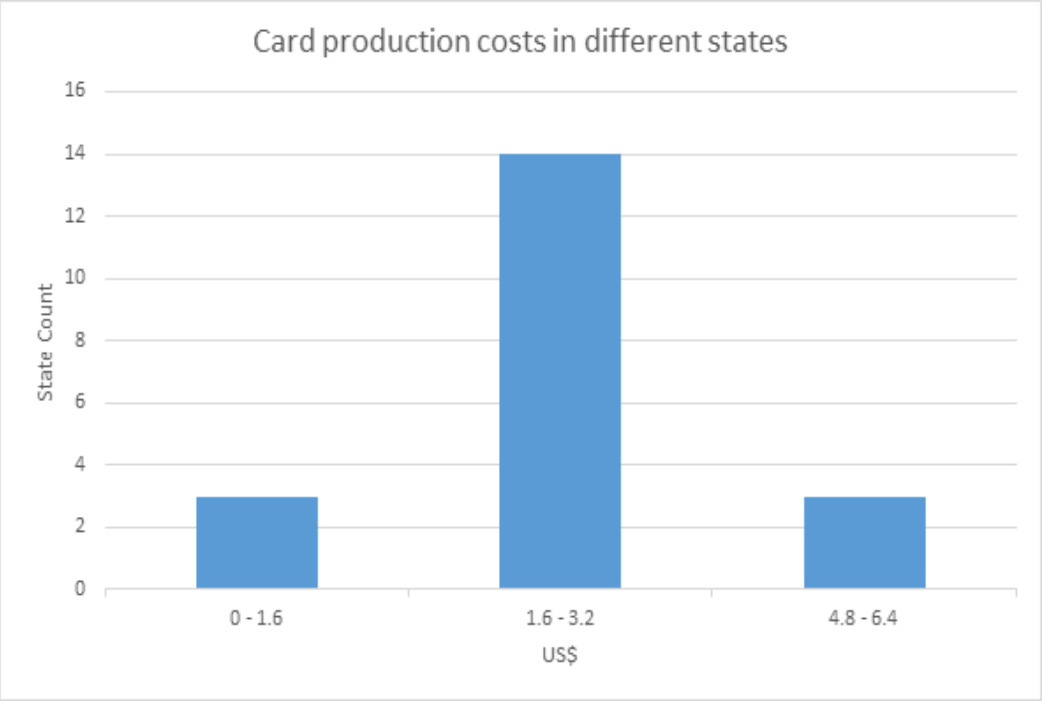

Table 1
Europe (EC Directive Compliant)

Description	*Material Cost*	*Personalisation Cost*	*Total Cost*
DDP, with additional security features	less than €1.30	less than €1.20	less than €2.50
Taxi drivers permit (small volume)	less than €1.50	less than €1.20	less than €2.70

Table 2
Africa (ISO Complaint)

Description	*Material Cost*	*Personalisation Cost*	*Total Cost*
DDP, with optional contactless chip and additional security features (small volume)	less than €3.00	less than €1.90	less than €4.90
Truck/taxi drivers permit, with optional contactless chip and additional security features (small volume)	less than €3.00	less than €1.90	less than €4.90

32. The cost of producing the passport style booklet (based on findings from FIA's IDL Pilot Project) with standard instead of country unique secure features was €1.70. The process of verification of the driving licence and personalisation of the IDL in the Pilot Project together with the cost thereof was not reported.

33. It is important to remember that these are production costs only and do not represent the total cost to contracting parties from moving to new arrangements.

IV. Option (a) One driving permit for international and domestic traffic

34. Option (a) proposes the use of a single permit which is compliant with Annex 6 of the 1968 Convention. Enforcement agencies, permit providers, or drivers only need to know one permit design and where pictograms are used (in compliance with Annex 6) no translation is required. The negative impact is greatest on contracting parties who do not currently use the format described in Annex 6 for their domestic driving permit (for example for those that do not use Latin script or the permit does not contain a photo) or who have a low number of their drivers driving internationally.

Table 3
Summary of Option (a) impact

Impact	*Amend 1968 Convention?*	*Promotes harmonisation*	*Security/Fraud prevention*	*Acceptability and Feasibility*	*Costs*
Positive Maximum extent of harmonisation Police and service providers only need to be familiar with a single permit format – the same for both domestic and international driver No need for translations of foreign driving permits as all police and service providers already understand the interpretation of their own domestic permits	Required to terminate the need for a separate IDP Agreement required over enhanced security features and digitalization	Yes	If option selected, suggestions on an internationally recognised standard would need to be factored in at next step of appropriate amendment proposal. Currently, there is limited security with Annex 6 compliant DDPs.	Political persuasion may be required to compel issuing Annex 6 complaint DDPs.	There will be initial costs for countries who do not currently produce Annex 6 compliant DDPs Potential costs of enhanced security features.
Negative Does not accommodate countries that i) do not use Latin characters ii) use driving permits for other purposes domestically (e.g. ID card) iii) have small percentage of drivers who venture driving internationally					

V. Option (b) Two alternative forms of driving permits for international and domestic traffic: (1) DDPs compliant with Annex 6; and (2) IDPs accompanied by DDPs not compliant with Annex 6 or IDPs accompanied by DDPs compliant with Annex 6.

35. The informal group has considered option (b) in more detail. As originally proposed, option (b) allowed the use of two permits presented at international level, either a DDP compliant with Annex 6 or an IDP compliant with Annex 7 presented together with a DDP compliant with Annex 6 (as described in ECE/TRANS/WP.1/2018/1). However, the group recognised that many contracting parties issue DDPs not in compliance with Annex 6. Therefore the group felt it was important to consider further scenarios under this option and concluded that an IDP accompanied at the same time by DDP not compliant with Annex 6 was possible under this option.

36. Option (b) proposes the use of two permits presented at international level, either a DDP compliant with Annex 6 or an IDP compliant with Annex 7 together with a non-complaint DDP. We recognise that many contracting parties issue DDP not in compliance with Annex 6 and the group's thinking has moved on from the original option described in ECE/TRANS/WP.1/2018/1 (that is to say IDPs are accompanied by DDPs compliant with Annex 6).

37. The use of an IDP in its current format (Annex 7 of the 1968 Convention) allows translation of important driving licence entitlements as well as pictograms. The additional translation may aid understanding. However, in its current format the IDP does not contain any security features.

38. In summary:

(a) If contracting parties are content to recognise a DDP compliant with Annex 6 at international level, there is no need for an IDP, and the positive or negative impacts on contracting parties are the same as for option (a).

(b) If contracting parties are content to recognise an IDP compliant with Annex 7 (and where the accompanying DDP is not compliant with Annex 6) it allows contracting parties to continue issuing DDPs in their national format. The positive or negative impacts of this option are much closer to those under option (c) but does not provide a standalone IDP as in option (c).

Table 4
Summary of Option (b) Impact

Impact	*Amend 1968 Convention?*	*Promotes harmonisation*	*Security/Fraud evention*	*Acceptability and Feasibility*	*Costs*
Positive Most convenient for contracting parties who already have compliant Annex 6 DDP or a compliant	Not required if the contracting parties interpret the convention as requiring the mandatory compliance with the	Yes	Limited security if current Annex 6 or Annex 7 formats are used. If this option is chosen, the inclusion of new security features in the IDP would	Political persuasion may be required to adopt a new model IDP if new security features make production	Costs of inserting any new security features in the IDP. Drivers who have not been issued with an Annex 6 compliant DDP need to pay for

Impact	*Amend 1968 Convention?*	*Promotes harmonisation*	*Security/Fraud evention*	*Acceptability and Feasibility*	*Costs*
Annex 7 IDP. However if contracting parties recognise an Annex 6 compliant DDP, a compliant Annex 7 IDP would be unnecessary (also see benefits of a single domestic and international driving permit under option a). Current IDP format allows for translation in 6 languages on important issues and may be easier for enforcement agencies to understand. **Negative** Contracting parties that do not have compliant Annex 6 DDPs would need to issue Annex 6 or Annex 7 compliant DDPs and IDPs respectively (costs to be incurred).	issuing of DDPs compliant with Annex 6. If there is a contrary view, or it is not clear, then an amendment which clarifies the correct format for a DDP is recommended. Agreement required over enhanced security features and digitalization which will translate into amendments to Annex 7.		create a more secure driving permit system at international level and suggestions on an internationally recognized standard would need to be factored in at the next step of appropriate amendment proposal.	costs higher. Political persuasion may be required to compel issuing Annex 6 complaint DDPs in contract party countries which currently issue non-compliant DDPs.	more than one permit to drive internationally Initial costs for countries who have not been producing Annex 6 compliant DDPs

VI. Option (c) IDPs valid as a standalone document for international traffic, with a system of (1) DDPs compliant with Annex 6 valid for international and domestic traffic; and (2) DDPs (not necessarily compliant with Annex 6) for domestic use only (i.e. three types of driving permits for international and domestic traffic, international traffic only and domestic traffic only)

39. Option (c) proposes one permit for international use, either an IDP compliant with Annex 7 or a DDP compliant with Annex 6 which can be used at domestic and international level (as in option (a) and option (b) for DDPs that are compliant with Annex 6).

40. This option allows flexibility for contracting parties who do not issue DDPs compliant with Annex 6 and who may not wish to change their DDPs.

Table 5
Summary of Option (c) impact

Impact	*Amend 1968 Convention?*	*Promotes harmonisation*	*Security/Fraud prevention*	*Acceptability and Feasibility*	*Costs*
Positive Flexibility for contracting parties and driving public. Allows domestic categories or restrictions to be identified on the DDP. Translation of categories on the standalone IDP could be used. A new IDP which is recognised internationally with secure features to facilitate safe traffic and prevent fraud. Only one permit is needed at the international	Required for use of standalone IDP. Agreement required over enhanced security features and digitalization	No, as there are many styles of driving permits.	Suspension or cancellation of a driver's DDP does not automatically cancel the IDP. If option selected, suggestions on an international recognised standard would need to be factored in at next step of appropriate amendment proposal.	Political persuasion would be needed for a standalone IDP. The option may be more politically acceptable as it allows contracting parties to use their current DDP format.	Costs of the document format in which the IDP is issued if in a different format from the DDP. Drivers who have not been issued with an Annex 6 compliant DDP need to pay for more than one permit to drive internationally.

Impact	*Amend 1968 Convention?*	*Promotes harmonisation*	*Security/Fraud prevention*	*Acceptability and Feasibility*	*Costs*
level. A new secure standalone IDP will cater for growth in user demand to request and process documents on online and digital services **Negative** Police officers and service providers have to be familiar with more than one style of driving permit. This does not exacerbate the current situation but it does not make it simpler. More training/ awareness raising needed to inform the motoring public of the three options and what combination of permit applies to which countries visited.					

VII. Next steps

41. Members of WP1 are invited to consider the three options and provide a view on a preferred option and the direction and scope of further work for the group (if desired).

VIII. Set of principles concerning the IDPs issued under the 1949 Convention on Road Traffic

42. As mentioned in the "Background and issues" section, a number of contracting parties to the 1949 Convention have been issuing IDPs pursuant to the 1968 Convention despite being a contracting party to the 1949 Convention only.

43. Strictly speaking, this is not the correct legal approach for contracting parties to the 1949 Convention. The correct approach for them is to issue DDPs and IDPs based on Annexes 9 and 10 respectively of the 1949 Convention.

44. For clarity, the table below summarizes the prevailing Convention (be it the 1949 or 1968 Convention) for the issue/use of DDPs and IDPs for drivers from a country which is a contracting party to the 1949 Convention who are driving in a country which is a contracting party to the 1968 Convention, and vice-versa.

Table 6
Prevailing Convention for the issue/use of DDPs and IDPs

	Driving in a country which is a contracting party to the 1949 Convention only	*Driving in a country which is a contracting party to the 1968 Convention only*	*Driving in a country which is a contracting party to both the 1949 and 1968 Conventions*	*Driving in a country which is neither a contracting party to the 1949 nor the 1968 Convention*
Driver from a country which is a contracting party to the 1949 Convention only who is…	1949 Convention prevails.	Neither Convention prevails. If desired, a bilateral agreement between the governments of the countries is required for the mutual recognition of DDPs and IDPs may be entered into.	1949 Convention prevails.	1949 Convention is not applicable. If desired, a bilateral agreement between the governments of the countries is required for the recognition of DDPs or IDPs issued by the 1949 contracting party may be entered into.
Driver from a country which is a contracting party to the 1968 Convention only who is…	Neither Convention prevails. If desired, a bilateral agreement between the governments of the countries is required for the mutual recognition of DDPs and IDPs may be entered into.	1968 Convention prevails.	1968 Convention prevails.	1968 Convention is not applicable. If desired, a bilateral agreement between the governments of the countries is required for the recognition of DDPs or IDPs issued by the 1968 contracting party may be

	Driving in a country which is a contracting party to the 1949 Convention only	*Driving in a country which is a contracting party to the 1968 Convention only*	*Driving in a country which is a contracting party to both the 1949 and 1968 Conventions*	*Driving in a country which is neither a contracting party to the 1949 nor the 1968 Convention*
				entered into.
Driver from a country which is a contracting party to both of the 1949 and 1968 Conventions who is…	1949 Convention prevails.	1968 Convention prevails.	1968 Convention prevails.	Neither of the 1949 nor the 1968 Convention is applicable. If desired, a bilateral agreement between the governments of the countries is required for the recognition of DDPs or IDPs issued by the 1949 and 1968 contracting party may be entered into.
Driver from a country which is neither a contracting party to the 1949 nor the 1968 Convention who is…	Neither of the 1949 nor the 1968 Convention is applicable. This country is <u>not</u> bound to be issuing DDPs or IDPs based on either Convention. This country should be encouraged to accede to either Convention, or preferably the 1968 Convention. After accession, the new contracting party should issue the appropriate DDP and IDP based on the prevailing Convention.			

45. It is more complex to amend the 1949 Convention, or to update Annexes 9 and 10 (so that they are consistent with Annexes 6 and 7 respectively of the 1968 Convention), due to the requirements of the 1949 Convention in relation to amendment proposals.

46. Given the complexities in amending the 1949 Convention, the informal group proposes that the following set of principles (which may be the basis of a future amendment proposal to the 1968 Convention) be adopted by contracting parties to the 1968 Convention:

(a) To accept as valid for international traffic DDPs issued by contracting parties to the 1949 Convention based on the DDP requirements of the 1968 Convention (i.e. Annex 6).

(b) To accept as valid for international traffic IDPs issued by contracting parties to the 1949 Convention based on the IDP requirements of the 1949 (i.e. Annex 10) or the 1968 Convention (i.e. Annex 7).