ISO Driving Licence Standards

UNECE WP.1
March/Sept 2011
Geneva

Gerrit Fischer – Project Editor ISO/IEC JTC1/SC17/WG10
Purpose of the presentation

• Background
  o Integrity of current IDP
  o Divergence in definition of driving licence codes

• Problem definition
  o Current needs & technology
  o EU 3rd Directive vs 2006 Amendment of Convention

• Suggestion/Proposal
  o Refer to ISO specification of driving licence card
  o Convergence in definition of driving licence codes
Limitations of Current IDP

- Easily copied, altered, or simulated and difficult for law enforcement authorities to detect fraudulent licences from genuine documents.
- Many non-government IDP issuing authorities do not query their respective government motor vehicle agencies to establish if the DDP presented is still valid and still current.
- There is no register/directory of national motor vehicle agency addresses for the inquiry and exchange of information among the agencies to verify the validity of a presented IDP.
Limitations of Current IDP

- Does not incorporate the ISO machine-assisted data storage technologies.
- Suspension or cancellation of domestic driving licence (DDL) or domestic driving permit (DDP) should result in an automatic suspension or cancellation of the IDP; however, the current system does not facilitate that.
- The IDP holder may circumvent disqualifications entered on their original IDP by obtaining a new IDP.
Limitations of Current IDP

- Validity of the IDP is currently limited to a maximum of 1 to 3 years, depending on the UN Convention followed.
- Requirement in 2006 Amendment of 1968 Vienna Convention that IDP must be accompanied by DDP:
  - Effectively renders IDP as translation only.
  - Places confidence in integrity of DDP, which may be of plastic or paper.
- DDP now becomes the focus of forgers and in many cases will not be able to withstand the test of time.
Divergence in driving licence codes

- 2006 Amendments to 1968 Vienna Convention come into effect on 29 March 2011
- EU 3rd Directive published on 20 Dec 2006

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Definition</th>
<th>Pictograph</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Motorcycles</td>
<td>Motorcycles, with or without a sidecar</td>
<td><img src="image" alt="Motorcycle" /></td>
</tr>
<tr>
<td>AEU</td>
<td>Motorcycles</td>
<td>Motorcycles, with or without a sidecar and motor tricycles</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>Light vehicles</td>
<td>Motor vehicles other than those in category A with a maximum authorized mass not exceeding 3500 kilograms and having been designed and constructed to carry not more than eight passengers in addition to the driver's seat; motor vehicles in this category may be combined with a trailer having a maximum authorized mass which does not exceed 750 kilograms, or combinations of a tractor vehicle in category B and a trailer, the maximum authorized mass of which exceeds 750 kilograms but does not exceed the unladen mass of the tractor vehicle, where the maximum authorized mass of the combination does not exceed 3500 kilograms</td>
<td><img src="image" alt="Light Vehicle" /></td>
</tr>
<tr>
<td>C</td>
<td>Goods vehicles</td>
<td>Motor vehicles other than those in category D and whose maximum authorized mass is over 3500 kilograms; motor vehicles in this category may be combined with a trailer having a maximum authorized mass which does not exceed 750 kilograms</td>
<td><img src="image" alt="Truck" /></td>
</tr>
</tbody>
</table>
## Divergence in driving licence codes

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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<th>Pictograph</th>
</tr>
</thead>
<tbody>
<tr>
<td>D</td>
<td>Passenger vehicles</td>
<td>Motor vehicles designed and constructed for the carriage of more than eight passengers in addition to the driver; motor vehicles in this category may be combined with a trailer having a maximum authorized mass(^b) which does not exceed 750 kilograms</td>
<td>![Bus Pictogram]</td>
</tr>
<tr>
<td>BE</td>
<td>Light vehicles with trailers</td>
<td>Combination of motor vehicles consisting of the tractor vehicle in category B above and a trailer the maximum authorized mass(^b) of which exceeds 750 kilograms and the unladen mass of the tractor vehicle (but the maximum authorized mass(^b) of the combination does not exceed 3500 kilograms), or combinations of a tractor vehicle in category B and a trailer, the maximum authorized mass(^b) of which exceeds 750 kilograms but does not exceed the unladen mass of the tractor vehicle (where the combined maximum authorised mass(^b) exceeds 3500 kilograms)</td>
<td>![Tractor-Trailer Pictogram]</td>
</tr>
<tr>
<td>CE</td>
<td>Goods vehicles with trailers</td>
<td>Combination of motor vehicles consisting of the tractor vehicle in category C above and its trailer(s) a maximum authorized mass(^b) exceeding 750 kilograms</td>
<td>![Truck Pictogram]</td>
</tr>
<tr>
<td>DE</td>
<td>Passenger vehicles with trailers</td>
<td>Combination of motor vehicles consisting of the tractor vehicle in category D above and its trailer has a maximum authorized mass(^b) exceeding 750 kilograms</td>
<td>![Crew Cab Truck Pictogram]</td>
</tr>
</tbody>
</table>

\(^a\) The pictograms in the above table are examples and minor differences in the actual pictographs for each issuing authority are allowed.

\(^b\) "Maximum authorised mass" of a vehicle means the mass of the vehicle and its maximum load when the vehicle is ready for the road (Gross Vehicle Mass (GVM)).

\(\text{EU}\) Definition applicable to EU member states. EU superscript will not be shown on the licence as the EU flag depicted on licence is sufficient identification that the additional authorisation is limited to Europe.
# Divergence in driving licence codes

## Table B.2 — Optional vehicle subcategories

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Definition</th>
<th>Pictograph</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM</td>
<td>Mopeds</td>
<td>Light two-wheel and three-wheel vehicles and light quadricycles with a maximum design speed of not more than x$x^n$ km/h</td>
<td></td>
</tr>
<tr>
<td>A1</td>
<td>Light motorcycles</td>
<td>Light motorcycle with a cubic capacity not exceeding x$x^n$ cm$^3$ and of a power not exceeding x$x^n$ kW, with or without a sidecar</td>
<td>![Motorcycle]</td>
</tr>
<tr>
<td>A1$^{\text{EU}}$</td>
<td>Light motorcycles</td>
<td>Light motorcycle with a cubic capacity not exceeding x$x^n$ cm$^3$ and of a power not exceeding x$x^n$ kW, with or without a sidecar and motor trikes of a power not exceeding x$x^n$ kW</td>
<td>![Motorcycle]</td>
</tr>
<tr>
<td>A2</td>
<td>Medium motorcycles</td>
<td>Medium motorcycle with a power not exceeding x$x^n$ kW, with or without a sidecar</td>
<td>![Motorcycle]</td>
</tr>
<tr>
<td>B1</td>
<td>Light vehicles</td>
<td>Motor powered trikes and quadricycles</td>
<td>![Truck]</td>
</tr>
<tr>
<td>B1$^{\text{EU}}$</td>
<td>Light vehicles</td>
<td>Motor powered quadricycles</td>
<td>![Bus]</td>
</tr>
<tr>
<td>C1</td>
<td>Medium sized goods vehicles</td>
<td>Motor vehicles other than those in category D and whose maximum authorized mass is over 3500 kilograms but not more than x$x^n$ kilograms; motor vehicles in this category may be combined with a trailer having a maximum authorized mass which does not exceed 750 kilograms</td>
<td>![Truck]</td>
</tr>
<tr>
<td>D1</td>
<td>Medium sized passenger vehicles (e.g. minibuses)</td>
<td>Motor vehicles designed and constructed for the carriage of more than eight passengers in addition to the driver; motor vehicles in this category may be combined with a trailer having a maximum authorized mass which does not exceed 750 kilograms</td>
<td>![Bus]</td>
</tr>
</tbody>
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# Divergence in driving licence codes

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<th>Code</th>
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<th>Pictograph</th>
</tr>
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<tbody>
<tr>
<td>C1E</td>
<td>Medium sized goods vehicles with trailers</td>
<td>Combination of motor vehicles consisting of the tractor vehicle in category C1 above combined with a trailer having a maximum authorized mass exceeding 750 kilograms, provided that the maximum authorized mass of the combination does not exceed xxxx² kilograms, and that the maximum authorized mass of the trailer does not exceed the unladen mass of the tractor vehicle.</td>
<td><img src="image" alt="Pictograph" /></td>
</tr>
<tr>
<td>C1EU</td>
<td>Medium sized goods vehicles with trailers</td>
<td>Combination of motor vehicles consisting of the tractor vehicle in category C1 above combined with a trailer having a maximum authorized mass exceeding 750 kilograms, provided that the maximum authorized mass of the combination does not exceed xxxx² kilograms, and that the maximum authorized mass of the trailer does not exceed the unladen mass of the tractor vehicle. Without prejudice to the provisions of type approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in Category B and its trailer has an authorised mass of over 3,500 kilograms provided that the authorised mass of the combination does not exceed 12,000 kilograms.</td>
<td><img src="image" alt="Pictograph" /></td>
</tr>
<tr>
<td>D1E</td>
<td>Medium sized passenger vehicles (e.g. minibuses) with trailers</td>
<td>Motor vehicles in category D1 above combined with a trailer having a maximum authorized mass exceeding 750 kilograms, provided that the maximum authorized mass of the combination does not exceed xxxx² kilograms, and that the maximum authorized mass of the trailer does not exceed the unladen mass of the tractor vehicle and the trailer is not used for the transport of persons.</td>
<td><img src="image" alt="Pictograph" /></td>
</tr>
</tbody>
</table>
ISO/IEC 18013

- ISO/IEC JTC1/SC17/WG10
  - JTC 1 – Joint Technical Committee of ISO & IEC: Information Technology
  - SC17 – Steering Committee 17: Cards & Personal Identification
  - WG10 – Working Group 10: ISO Compliant Driving Licence
- Participation by both administrators and industry
ISO/IEC 18013

• Currently consists of 3 parts:
  • Part 1: Physical format and human-readable properties
  • Part 2: Structure of machine-readable data
  • Part 3: Data protection and integrity validation methods
• Parts 1, 2 & 3 published as International Standards
• Work on Part 4 dealing with test methods has progressed to final draft international standard
ISO/IEC 18013

WG10 Participants:

- Australia
- Canada
- Finland
- France
- Germany
- Greece
- Japan
- Rep of Korea
- Namibia
- Netherlands
- Singapore
- South Africa
- Sweden
- Switzerland
- United Kingdom
- United States
ISO/IEC 18013

Ballot submitted to 44 countries (40 P-members), amongst others:

<table>
<thead>
<tr>
<th>Country</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Australia</td>
<td>Canada</td>
<td>China</td>
<td>China</td>
</tr>
<tr>
<td>Czech Republic</td>
<td>Denmark</td>
<td>Ecuador</td>
<td>Finland</td>
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<td>Ecuador</td>
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<td>France</td>
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<td>Finland</td>
<td>France</td>
<td>Germany</td>
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<tr>
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<td>Greece</td>
<td>India</td>
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<tr>
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<td>Greece</td>
<td>India</td>
<td>Ireland</td>
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<tr>
<td>Greece</td>
<td>India</td>
<td>Ireland</td>
<td>Israel</td>
</tr>
<tr>
<td>India</td>
<td>Ireland</td>
<td>Italy</td>
<td>Japan</td>
</tr>
<tr>
<td>Philippines</td>
<td>Italy</td>
<td>Japan</td>
<td>Korea (Rep)</td>
</tr>
<tr>
<td>Russia</td>
<td>Korea (Rep)</td>
<td>Korea (Rep)</td>
<td>Korea (Rep)</td>
</tr>
<tr>
<td>Federation</td>
<td>Japan</td>
<td>Korea (Rep)</td>
<td>Latvia</td>
</tr>
<tr>
<td>Romania</td>
<td>Japan</td>
<td>Latvia</td>
<td>Latvia</td>
</tr>
<tr>
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<td>Kenya</td>
<td>Latvia</td>
<td>Latvia</td>
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<tr>
<td>Singapore</td>
<td>Kenya</td>
<td>Latvia</td>
<td>Latvia</td>
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<tr>
<td>South Africa</td>
<td>Latvia</td>
<td>Latvia</td>
<td>Latvia</td>
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<td>Latvia</td>
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<tr>
<td>Switzerland</td>
<td>Latvia</td>
<td>Latvia</td>
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</tr>
</tbody>
</table>
ISO/IEC 18013

• UN Conventions on Road Traffic of 1949 (Geneva) and 1968 (Vienna) specify an International Driving Permit (IDP)

• ISO/IEC 18013 specifies an “ISO compliant driving licence” (IDL) that can perform the function of both the IDP and a domestic driving licence/permit

• Number of signatories to Geneva Convention did not ratify and are not signatories of the Vienna Convention
ISO/IEC 18013

• From vehicle category and data content regulatory perspective ISO/IEC 18013-1 is compliant with both Geneva and Vienna Conventions, as well as European Union Driving Licence Codes, prior to 3rd Directive

• ISO/IEC 18013 allows flexibility for issuing jurisdictions to adapt (i.e. make more strict or add to) the ISO standard for domestic purposes without becoming non-compliant with ISO/IEC 18013
ISO/IEC 18013: Mandatory data fields

<table>
<thead>
<tr>
<th>Item #</th>
<th>Data field reference code on IDL</th>
<th>Card zone placement</th>
<th>Data element name</th>
<th>Description/Definition</th>
<th>Field maximum length/type</th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>1</td>
<td>Zone II</td>
<td>Family name</td>
<td>Last name, surname, or primary identifier, of the licence holder</td>
<td>V36AS</td>
</tr>
<tr>
<td>b</td>
<td>2</td>
<td>Zone II</td>
<td>Given names</td>
<td>First name(s), other name(s), or secondary identifier, of the licence holder</td>
<td>V36AS</td>
</tr>
<tr>
<td>c</td>
<td>3</td>
<td>Zone II</td>
<td>Date of Birth</td>
<td>Day, month, year on which the licence holder was born (if unknown, approximate Date of Birth)</td>
<td>F8N</td>
</tr>
<tr>
<td>d</td>
<td>4a</td>
<td>Zone II</td>
<td>Date of Issue</td>
<td>Date licence document was issued (same format as Date of Birth)</td>
<td>F8N</td>
</tr>
<tr>
<td>e</td>
<td>4b</td>
<td>Zone II</td>
<td>Date of Expiry</td>
<td>Date licence document expires (same format as Date of Birth)</td>
<td>F8N</td>
</tr>
<tr>
<td>f</td>
<td>4c</td>
<td>Zone II</td>
<td>Issuing Authority</td>
<td>Abbreviations may be used (see 4.10)</td>
<td>V65ANS</td>
</tr>
<tr>
<td>g</td>
<td>5</td>
<td>Zone II</td>
<td>Licence Number</td>
<td>The number assigned or calculated by the issuing authority</td>
<td>V25AN</td>
</tr>
<tr>
<td>h</td>
<td>6</td>
<td>Zone III</td>
<td>Portrait</td>
<td>A reproduction of the licence holder’s portrait</td>
<td>(Image)</td>
</tr>
<tr>
<td>i</td>
<td>7</td>
<td>Zone II</td>
<td>Signature</td>
<td>A reproduction of the licence holder’s signature, or usual mark, or thumb or fingerprint</td>
<td>(Image)</td>
</tr>
<tr>
<td>j</td>
<td>9</td>
<td>Zone II (may be repeated in Zone IV)</td>
<td>Categories of Vehicles</td>
<td>Vehicle types the licence holder is authorised to operate</td>
<td>V36N (or Pictograms)</td>
</tr>
<tr>
<td>k</td>
<td>10</td>
<td>Zone II or IV</td>
<td>Date of issue per category</td>
<td>The date of issue for a specific class of vehicle if it is before the date of issue of the licence document (same format as Date of Birth)</td>
<td>F8N</td>
</tr>
<tr>
<td>l</td>
<td>11</td>
<td>Zone II or IV</td>
<td>Date of expiry per category</td>
<td>The date of expiry of the specific category if it expires before or after the date of expiry of the licence document (same format as Date of Birth)</td>
<td>F8N</td>
</tr>
</tbody>
</table>
## ISO/IEC 18013: Optional data fields

<table>
<thead>
<tr>
<th>Item #</th>
<th>Data field reference code on IDL¹</th>
<th>Card zone placement</th>
<th>Data element name</th>
<th>Description/Definition</th>
<th>Field maximum length/type</th>
</tr>
</thead>
<tbody>
<tr>
<td>o</td>
<td>3</td>
<td>Zone II</td>
<td>Place of Birth</td>
<td>Country and municipality or state/province where the licence holder was born</td>
<td>V33A</td>
</tr>
<tr>
<td>p</td>
<td>4d</td>
<td>Zone II</td>
<td>Administrative Number</td>
<td>An audit control number assigned by the licensing authority</td>
<td>V25ANS</td>
</tr>
<tr>
<td>q</td>
<td>8</td>
<td>Zone II</td>
<td>Permanent Place of Residence</td>
<td>The place where the licence holder resides and/or may be contacted (street/house number, municipality etc.)</td>
<td>V108ANS</td>
</tr>
<tr>
<td>r</td>
<td>15</td>
<td>Zone II</td>
<td>Gender</td>
<td>Licence holder's gender: M for male, F for female</td>
<td>F1A</td>
</tr>
<tr>
<td>s</td>
<td>16</td>
<td>Zone II</td>
<td>Height (cm.)</td>
<td>Licence holder's height in centimetres</td>
<td>F3N</td>
</tr>
<tr>
<td>t</td>
<td>16</td>
<td>Zone II</td>
<td>Height (ft,in.)</td>
<td>Licence holder's height in feet (1), inches (2) for example. 509=5ft9in</td>
<td>F3N</td>
</tr>
<tr>
<td>u</td>
<td>17</td>
<td>Zone II</td>
<td>Weight (kg.)</td>
<td>Licence holder's weight in kilograms</td>
<td>F3N</td>
</tr>
<tr>
<td>v</td>
<td>17</td>
<td>Zone II</td>
<td>Weight (lb.)</td>
<td>Licence holder's weight in pounds</td>
<td>F3N</td>
</tr>
<tr>
<td>w</td>
<td>18</td>
<td>Zone II</td>
<td>Eye Colour</td>
<td>Licence holder's eye colour: blue, brown, black, hazel, green, grey, pink, dichromatic</td>
<td>V12A</td>
</tr>
<tr>
<td>x</td>
<td>19</td>
<td>Zone II</td>
<td>Hair Colour</td>
<td>Licence holder's hair colour: brown, black, blonde, grey, red/auburn, sandy, white, bald</td>
<td>V12A</td>
</tr>
</tbody>
</table>

NOTE: Data field reference codes 13 & 14 are not used as they are designated for domestic use in the EC Directives and in the amendments to the Vienna Convention (proposed Rev.3 of WP.1, dated 5 Jan 2004).

¹ The use of the reference code on the IDL is optional for the data elements in this table. However, if a reference code is used, it shall be the reference code listed in this table.
## ISO/IEC 18013: Mandatory vehicle categories

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<tr>
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<td>🛵</td>
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<td>Motor vehicles other than those in category A with a maximum authorized mass not exceeding 3500 kilograms and having not more than eight seats in addition to the driver's seat; motor vehicles in this category may be combined with a trailer having a maximum authorized mass of which does not exceed 750 kilograms, or combinations of a tractor vehicle in category B and a trailer, the maximum authorized mass of which exceeds 750 kilograms but does not exceed the unladen mass of the tractor vehicle, where the maximum authorized mass of the combination does not exceed 3500 kilograms</td>
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<td>Motor vehicles other than those in category D and whose maximum authorized mass is over 3500 kilograms; motor vehicles in this category may be combined with a trailer having a maximum authorized mass which does not exceed 750 kilograms</td>
<td>🚚</td>
</tr>
<tr>
<td>D</td>
<td>Passenger vehicles</td>
<td>Motor vehicles used for the carriage of persons and having more than eight seats in addition to the driver's seat; motor vehicles in this category may be combined with a trailer having a maximum authorized mass which does not exceed 750 kilograms</td>
<td>🚐</td>
</tr>
<tr>
<td>BE</td>
<td>Light vehicles with trailers</td>
<td>Combination of motor vehicles consisting of the tractor vehicle in category B above and a trailer the maximum authorized mass of which exceeds 750 kilograms and the unladen mass of the tractor vehicle (but the maximum authorized mass of the combination does not exceed 3500 kilograms), or combinations of a tractor vehicle in category B and a trailer, the maximum authorized mass of which exceeds 750 kilograms but does not exceed the unladen mass of the tractor vehicle (where the combined maximum authorized mass exceeds 3500 kilograms)</td>
<td>🛴 🛴</td>
</tr>
<tr>
<td>CE</td>
<td>Goods vehicles with trailers</td>
<td>Combination of motor vehicles consisting of the tractor vehicle in category C above and its trailers; a maximum authorized mass exceeding 750 kilograms</td>
<td>🚚 🚚</td>
</tr>
<tr>
<td>DE</td>
<td>Passenger vehicles with trailers</td>
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</tr>
<tr>
<td>D1</td>
<td>Medium sized passenger vehicles (e.g. minibuses)</td>
<td>Motor vehicles used for the carriage of persons and having more than eight seats but not more than ( xx \text{ seats} ) in addition to the one's seat; motor vehicles in this category may be combined with a trailer having a maximum authorized mass which does not exceed 750 kilograms</td>
<td><img src="image" alt="Pictograph" /></td>
</tr>
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<td>D1E</td>
<td>Medium sized passenger vehicles (e.g. minibuses) with trailers</td>
<td>Motor vehicles in category D1 above combined with a trailer having a maximum authorized mass exceeding 750 kilograms, provided that the maximum authorized mass of the combination does not exceed ( yyyy \text{ kg} ), and that the maximum authorized mass of the trailer does not exceed the unladen mass of the tractor vehicle and the trailer is not used for the transport of persons.</td>
<td><img src="image" alt="Pictograph" /></td>
</tr>
</tbody>
</table>
ISO/IEC 18013-1

- Zoned approach – mandatory & optional data elements
- Placement of data elements
- Other graphical characteristics
- Physical card security

Card layout specification
ISO/IEC 18013-1

- Example of ISO/IEC 18013-1 compliant driving licence issued by Namibia
ISO/IEC 18013-1: IDL Booklet

- Human-readable content of the IDL is displayed in extended Latin Character set
- Booklet explains content in languages and character sets specified in the Convention to accompany the IDL when the holder travels internationally

**Important Notice to Holder!**

1. This booklet is not a licence, but merely translates your driving privileges into the languages agreed upon for international recognition in the United Nations (UN) Conventions on Road Traffic.
2. Your valid ISO compliant Driving Licence must accompany this booklet at all times.
3. It is understood that an ISO compliant Driving Licence shall in no way affect the obligation of the holder to conform strictly to the laws and regulations relating to residence or to the exercise of a profession which are in force in each country through which he travels.

**Recognition of IDL**

An ISO compliant Driving Licence (IDL) card can be recognised from the following common features on the front of the card:
- The words "DRIVING LICENCE" in one of the languages English ("DRIVING LICENCE"), French ("PERMIS DE CONDUIRE") or Spanish ("PERMISO DE CONDUCCIÓN") are printed in black lettering along the top edge of the card or alternatively in the background graphic design.
- The photograph of the holder of the licence is only depicted on the left side of the card.
- The mention "PERMIS DE CONDUIRE" must be printed in one of the languages English ("DRIVING LICENCE"), French ("PERMIS DE CONDUIRE") or Spanish ("PERMISO DE CONDUCCIÓN") on the right side of the card, with the name of the issuing country below the text of the licence.
- The colour of the background of the first 10 mm along the top edge of the card shall be predominantly pink.
- Recognition of IDL is not affected by the presence of any additional information or security features that do not impact the identification of the cardholder or the validity of the licence.
Подробные сведения о водительских правах

Транспортные средства, разрешенные для использования водителями, признанными в трех категориях: A, B1, B,

**Категория A**
- Мотоциклы
- Миниатюрные автомобили
- Квадроциклы

**Категория B1**
- Мотоциклы
- Миниатюрные автомобили
- Квадроциклы

**Категория B**
- Мотоциклы
- Миниатюрные автомобили
- Квадроциклы

**Категория C**
- Автомобили
- Троллейбусы
- Трамваи

**Категория D**
- Автомобили
- Троллейбусы
- Трамваи

**Категория BE**
- Автомобили
- Троллейбусы
- Трамваи

**Категория CE**
- Автомобили
- Троллейбусы
- Трамваи

**Категория DE**
- Автомобили
- Троллейбусы
- Трамваи

Виды кольцевых знаков

1. Флаг
2. Имен
3. Дата
4. Место
5.ULLET
6. Время
7. Направление
8. Место назначения

Ключ к цифровым значениям

- 1: Длина
- 2: Ширина
- 3: Высота
- 4: Скорость
- 5: Угол

**Перечень категорий**

- A: Мотоцикл
- B1: Миниатюрный
- B: Мотоцикл
- C: Автомобиль
- D: Автомобиль
- BE: Автомобиль
- CE: Автомобиль
- DE: Автомобиль

**Дополнительные комментарии**

- **Скорость**: 30 км/ч
- **Ширина**: 2 метра
- **Высота**: 2 метра

**Правила движения**

- **Порядок проезда**: Слева направо
- **Режим движения**: Правообладатель

**Комментарии**

- **Ограничения**: Неограниченные
- **Сроки действия**: Непрерывные

**Основные правила**

- **Приоритеты**: Пешеходы
- **Проезд**: Слева направо

**Окончание правила**

**Заключение**

Водительские права являются важным документом, который дает право на управление различными видами транспортных средств. Нарушение правил движения может привести к серьезным последствиям. Важно соблюдать все правила и регулировать скорость движения в соответствии с условиями дороги."
Information technology — Personal identification — ISO-compliant driving licence

Part 2: Machine-readable technologies
ISO/IEC 18013-2

- Human-readable and machine-readable data should not conflict
- Mandatory data elements (identified in Part 1) has to be present (may be protected by basic access protection)
- Covered technologies: Barcodes, magnetic stripe, IC with contacts, contactless IC, optical memory
- Stated functions of the machine-readable data include:
  - Identity verification
  - Evidence of residence
  - Biometric authentication
  - Age verification
- Comprehensive specification for the storage of images
ISO/IEC 18013-2

- Conceptual data structure
- Encoding rules specified separately for:
  - Barcode, magnetic stripe (Compact encoding)
  - IC, both with and without contacts (Standard encoding)
  - Optical memory
Information technology — Personal identification — ISO-compliant driving licence

Part 3: Access control, authentication and integrity validation

Technologies de l’information — Identification des personnes — Permis de conduire conforme à l’ISO
Partie 3: Contrôle d’accès, authentification et validation d’intégrité
ISO/IEC 18013-3

Specifies mechanisms (for various storage technologies, as applicable) that allow for:

- Access control
  - Requires a “secret” to access data (or parts thereof)
- Document authentication
  - Verify that document was issued by apparent issuing authority
- Data integrity validation
  - Cloning
  - Exchange of machine-readable data carriers
  - Copied machine-readable data
  - Changes to human-readable data
  - Changes to machine-readable data
ISO/IEC 18013-3

Mechanisms:

• Passive authentication:
  • Digital signature

• Active authentication
  • Challenge-response protocol that uses information in a secure area of an IC to confirm that the IC and the other machine-readable data were issued together

• Non-match alert
  • Alerts if human-readable data and machine-readable data differ

• Basic access protection
  • Allows access to machine-readable data only if visual access to IDL can be confirmed
  • Protects (encrypts) communication between card and reader

• Extended access protection
  • IC authentication, strong secure messaging, and conditional authenticated access to data groups
Non-match alert using existing field

Non-match alert using a dedicated field

Basic access protection using a barcode
SUGGESTION/PROPOSAL

Format of the DDP and model IDP

• Committee on driving licences assisting EC adopted & recommended ISO/IEC 18013 as requirement for microchip on driving licence card

• Booklet specified in Part 1 can fulfil the role of the translation of the DDP in terms of the 2006 Amendment of 1968 Convention

• Integrity and authentication specifications in Part 1, 2 and 3 will render the DDP more secure against forgers and allow interoperability regarding the machine readable content
SUGGESTION/PROPOSAL

Format of the DDP and model IDP (continue)

• Opportunity to utilise technical work performed by ISO/IEC in publication of ISO/IEC 18013

• Amendment of Annex 6 and 7 of the Convention is suggested by reference to ISO/IEC 18013 regarding:
  o Format of DDP (Annex 6)
  o Model of IDP (Annex 7)
  without any changes to regulatory aspects of
  o Categories of vehicles specified in 2006 amendment of Convention
  o Data content to be displayed visually and stored electronically
Categories of vehicles

- IDP only recognised if accompanied by DDP according to 2006 amendment of Convention
- Confusion regarding driving licence privileges conveyed by same designations and symbols used in EU 3rd Directive and in Convention for different definitions
- Resolve current inconsistencies in definitions
- Formal arrangements to co-ordinate future changes for convergence in definition of licence codes