
**Information technology — Personal
identification — ISO-compliant driving
licence —**

**Part 1:
Physical characteristics and basic data
set**

*Technologies de l'information — Identification des personnes — Permis
de conduire conforme à l'ISO —*

Partie 1: Caractéristiques physiques et jeu de données de base

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Published in Switzerland

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Foreword

ISO (the International Organization for Standardization) and IEC (the International Electrotechnical Commission) form the specialized system for worldwide standardization. National bodies that are members of ISO or IEC participate in the development of International Standards through technical committees established by the respective organization to deal with particular fields of technical activity. ISO and IEC technical committees collaborate in fields of mutual interest. Other international organizations, governmental and non-governmental, in liaison with ISO and IEC, also take part in the work. In the field of information technology, ISO and IEC have established a joint technical committee, ISO/IEC JTC 1.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of the joint technical committee is to prepare International Standards. Draft International Standards adopted by the joint technical committee are circulated to national bodies for voting. Publication as an International Standard requires approval by at least 75 % of the national bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO and IEC shall not be held responsible for identifying any or all such patent rights.

ISO/IEC 18013-1 was prepared by Joint Technical Committee ISO/IEC JTC 1, *Information technology*, Subcommittee SC 17, *Cards and personal identification*.

ISO/IEC 18013 consists of the following parts, under the general title *Information technology — Personal identification — ISO-compliant driving licence*:

— *Part 1: Physical characteristics and basic data set*

The following part is under preparation:

— *Part 2: Machine readable technologies*

0 Introduction

ISO/IEC 18013 prescribes requirements for an ISO compliant driving licence (IDL). The intent of ISO/IEC 18013 is to allow the issuance of one document to serve the purpose of both an international driving permit (IDP) and a domestic driving permit (DDP). Issuing authorities issuing domestic driving licences (DDLs) that do not conform to ISO/IEC 18013 can benefit from using parts of ISO/IEC 18013 for their own domestic purpose. These issuing authorities should continue to issue a second document that follows the requirements of the IDP for international use.

0.1 Definition, Function & Requirements of International Driving Permit

The United Nations Conventions on Road Traffic of 1949 Geneva and 1968 Vienna are the responsibility of the Secretary General at the United Nations Headquarters, New York. The maintenance of the Conventions has been assigned to UN/ECE-Transport Division, Geneva, Switzerland. The ultimate goal of the Conventions is road safety. The Conventions make provisions for both an International Driving Permit (IDP) and a Domestic Driving Permit (DDP).

The IDP serves as a means of mutual recognition in that it is issued by the holder's home country licensing authority requesting another country who has ratified the Conventions to allow the holder the permission to operate a motor vehicle of authorized categories under specific conditions/restrictions. The IDP is essentially a translation of the DDP except in a common worldwide-recognized standardized format for global recognition and acceptance as specified in the Conventions. The IDP also makes provision for a state to disqualify the holder of an IDP from driving in that country by recording such in the designated area.

0.2 Harmonisation and Interoperability

The above general definition of a driving licence implies a human-readable document with the following properties.

- The document contains sufficient information for the identification of the licence holder.
- The document is difficult to counterfeit.
- The document is secure to prevent alteration.

In today's worldwide freedom of movement, modern driving licence systems impose additional requirements for facilitation with the advent and need for machine-assisted storage, retrieval, reading and verification technologies that UN Conventions have not addressed.

To achieve maximum global harmonisation and interoperability, standards are required to provide common platforms for visual human-readable evidence as well as for machine-assisted storage, retrieval, reading and verification by the use of ISO data storage technologies incorporated into the driving licence document.

0.3 Current Limitations of International Driving Permit

The problems and concerns with the current IDP that have been reported include the following

- 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.
- 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.
- Validity of the IDP is currently limited to a maximum of 1 to 3 years, depending on the UN Convention followed.

0.4 Replacement of International Driving Permit (IDP) with ISO compliant Driving Licence (IDL)

At one time, the conventions contained specifications in regard to a mandatory “model” data element set (particulars) and a mandatory design layout of defined dimensions for both DDP and IDP. Subsequently, in 1990, the Convention’s mandatory requirement for the defined design layout of the DDP was rescinded as some countries made preparations for issuing the DDP in the form of an ISO ID-1 size card.

ISO/IEC 18013 similarly provides for the migration of the current mandatory design layout of defined dimensions for the IDP paper document to an ISO ID-1 size card. This allows the use of ISO machine-readable technologies at the option of motor vehicle authorities. Additionally, it provides the potential integration of the two documents (DDP&IDP) into a single document.

Compliance with International Standards is voluntary. No International Standards are mandated and use is at the sole discretion of the motor vehicle authority.

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Information technology — Personal identification — ISO-compliant driving licence —

Part 1:

Physical characteristics and basic data set

1 Scope

This part of ISO/IEC 18013 establishes guidelines for the design format and data content of an ISO compliant driving licence (IDL) in regard to both visual human-readable features and ISO machine-readable technologies. It creates a common basis for international use and mutual recognition of the IDL without impeding individual national/community/regional motor vehicle authorities in taking care of their specific needs.

The design approach of the IDL ISO ID-1 size card and accompanying booklet with sleeve insert pocket is intended to replace the international driving permit (IDP) paper document (see annex G).

The basis of document design premises includes

- a minimum common mandatory data element set;
- a common layout for ease of recognition;
- minimum security requirements.

At the discretion of national/community/regional motor vehicle authorities, it

- allows for inclusion of supplementary optional data elements to meet the needs of specific national/community/regional requirements apart from the minimum common mandatory data element set;
- allows for the incorporation of ISO/IEC JTC1/SC17 machine-readable technologies including magnetic stripe, integrated circuit with contacts, contactless integrated circuit and optical memory technology, and ISO/IEC JTC1/SC31 1-dimensional / 2-dimensional bar codes, at the option of national/community/regional authorities;
- allows for the incorporation of current and future technologies (including biometrics, cryptography, data compression) at the option of national/community/regional authorities;
- allows for additional document physical security elements at the option of national/community/regional authorities, and facilitates international procurements.

A major benefit of these design premises is that a single card may serve a dual purpose of both a national/community/regional licence as well as an internationally recognized licence. Therefore, one card, in some cases, can replace the need for two documents. Alternatively, those countries that choose to maintain their individual domestic design can issue a second card with or without ISO machine-readable technologies to replace the current IDP paper document.

This new IDL design yields a document that

- is more secure from counterfeiting and alteration than the previous IDP document;
- allows authorities to verify the authenticity of the document;
- integrates the personal data into a secure ID-1 size medium;
- allows a more reliable identification of the licence holder;
- allows for machine-readable technologies;
- facilitates information exchange and mutual recognition among motor vehicle authorities;
- allows the domestic driving licence (DDL) that meets this Standard to serve simultaneously as an ISO compliant driving licence (IDL).

2 Conformance

A driving licence is in conformance with this part of ISO/IEC 18013 if it meets all mandatory requirements specified directly or by reference herein.

3 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO/IEC 7810:2003, *Identification cards — Physical characteristics*

4 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

4.1

alphabetic character

A

hexadecimal ranges 41 – 5A (Latin capital letters), 61 – 7A (Latin small letters), C0 – D6, D8 – F6 and F8 – FF of ISO/IEC 8859-1

4.2

country distinguishing sign

abbreviation for issuing country identified to the UN Secretary General in accordance with the UN Conventions (1949 and 1968) for vehicles in international traffic (see annex F), on the driving licence (human-readable)

4.3

card

document with nominal dimensions in conformance with ISO/IEC 7810 ID-1

4.4

data element

item of data that may appear on the driving licence in either human or machine-readable form

NOTE A distinction is made between static data elements and dynamic data elements.

4.4.1

static data element

data element associated with the issuing authority, and which is the same for all DLs issued on behalf of or by that issuing authority