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**COLLABORATION WITH OTHER ECE BODIES AND  
INTERNATIONAL ORGANIZATIONS**

**ISO/IEC JTC1/SC17 Work Group 10**  
International Standardization in the field of Driver Licence  
WORKING DRAFT

Transmitted by the ISO/IEC Committee on Cards and Personal Identification

Background

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.

Definition, Function & Requirements of International Driver Permit

The Conventions make provisions for both an International Driver Permit (IDP) and a Domestic Driver Permit (DDP).

The IDP serves as a means of mutual recognition in that it is issued by the holder's home country issuing authority requesting another (receiving) 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. It provides proof that the holder possesses a valid driver license from his/her home country.

In today's worldwide freedom of movement, modern driver license 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 harmonization and interoperability, standards must 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 driver licence document.

### Current Limitations of International Driver Permit

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

- Easily forged and difficult for law enforcement authorities to detect forgery from original
- Forgeries are easily obtained from many Internet web sites
- 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

### Future Standardization Direction of International Driver Permit

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 dimensioned 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 plastic card.

This standard, similarly provides for the migration of the current mandatory design layout of defined dimensions for the IDP paper document to a ISO ID-1 size plastic card. This allows the use of ISO machine assisted data storage card technologies at the option of motor vehicle authorities to facilitate data information exchange and mutual recognition among nations. Additionally, it provides the potential integration of the two documents (DDP&IDP) into a single document.

All ISO Standards are voluntary. No ISO Standards are mandated and use is at the sole discretion of the motor vehicle authority.

### Scope of Proposed ISO Standard

This international standard establishes guidelines in the design dimensioned format and content of a driver licence document in regard to both visual human readable features and ISO machine assisted data storage card technologies to support UN Conventions. It creates a common basis for international use and mutual recognition of the IDP without impeding individual national/community/regional motor vehicle authorities in taking care of their specific needs.

The design approach of the ISO ID-1 size card document and accompanying booklet with sleeve insert pocket replaces the IDP paper document.

The basis of the document design premises includes:

- A minimum common mandatory “model” data element set (particulars) of the provisions of the UN Conventions on Road Traffic for identification of the document owner
- A common dimensioned design layout of the “model” data element set for ease in recognizing and verifying the authenticity of the document
- A common document physical security pattern feature for improved security from counterfeiting and alteration

At the discretion of National/Community/Regional Motor Vehicle Authorities:

- Allows for inclusion of supplementary optional data elements to the needs of specific national/community/regional requirements apart from the minimum common “model” data element set
- Allows for the incorporation of ISO SC17 card data storage technologies including magnetic stripe, IC circuit contact/contactless, one/two bar codes, OCR and optical memory technology
- Allows for the incorporation of Biometrics, Cryptography, Digital Imaging Compression formats & Finger Imaging formats
- Allows for additional document physical security features

A major benefit of these design premises is that a single card may serve a dual purpose of both as a national/community/regional license as well as an internationally recognized license. Therefore, one card, in some cases, can replace the need for two documents.

Alternatively, those countries that choose to maintain their individual national licence design can issue a second card to replace the current IDP paper document

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