MAURITIAN STANDARD

MS ISO/IEC 18013-1:2018

First edition
2021-02-27

Information technology — Personal identification — ISO-compliant driving licence — Part 1: Physical characteristics and basic data set

ICS 35.240.15

Mauritius Standards Bureau
Moka

National foreword

This Mauritian Standard is identical with the International Standard **ISO/IEC 18013-1:2018 - Information technology — Personal identification — ISO-compliant driving licence — Part 1: Physical characteristics and basic data set** It was adopted by the Mauritius Standards Bureau on the recommendation of the **Information Technology Standards Committee.** The standard was approved by the **Standards Council** on 27 January 2021 and notified in the Government Gazette on **27 February 2021**. *

*** General Notice No. 387 of 2021**

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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.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of document should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see the following URL: www.iso.org/iso/foreword.html.

This document was prepared by ISO/IEC JTC 1, *Information technology*, SC 17, *Cards and personal identification*.

This second edition cancels and replaces the first edition (ISO/IEC 18013-1:2005), which has been technically revised.

The most significant changes are the following:

— Following the revision of ISO/IEC 18013-3, magnetic stripe and optical memory machine readable technologies are no longer supported by this document.

— The vehicle categories in respect of which driving licence may be issued have been updated to incorporate the contemplated amendments to the UN Conventions.

— The document security features have been restructured and grouped in accordance with the nature of the features in respect of the card body, security design, inks/pigments and protection of personalised data. The minimum number of mandatory and optional security features to be included in the IDL from each of the groups is specified in respect of each type of fraud and security level.

— The content of the IDL Booklet has been revised in accordance with the contemplated amendments to the UN Conventions.

A list of all the parts in the ISO/IEC 18013 series can be found on the ISO website.

0 Introduction

0.1 General

This document prescribes requirements for an ISO-compliant driving licence (IDL). The intent of the document is to allow the issuance of one document to serve the purpose of both a domestic driving permit (DDP) and an international driving permit (IDP).

Issuing authorities issuing domestic driving licences (DDLs) that do not conform to this document can benefit from using parts of the document for their own domestic purpose. These issuing authorities should continue to issue a second document that follows the requirements of the DDP and IDP for international use.

0.2 Definition, function and requirements of International Driving Permit (IDP)

The United Nation 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 1968 Convention has been assigned to UN/ECE-Transport Division, Geneva, Switzerland. The 1949 Convention is not being maintained and it continues to exist due to the fact that certain countries who are signatories to the 1949 Convention have not acceded or ratified the 1968 Convention. The ultimate goal of the Conventions is road safety. The Conventions prescribe provisions for both a DDP and an IDP.

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.

However, following the amendment of Clause 2 of Article 41 of the 1968 Convention on 29 March 2011 that the IDP only be recognized if accompanied by the DDP and that the DDP be recognised by all Contracting Parties, the IDP is rendered as a translation of the DDP only by the 1968 Convention. Furthermore, the 1968 Convention places all confidence in the integrity of the DDP, which according to Annex 6 shall take the form of a document and may be made of plastic or paper, without detailing any minimum requirements to protect the integrity of the document. Hence the DDP will become the focus of the attention of forgers and criminal activity. In the case of many countries that issue a DDP which is not in conformance with this document, such DDP will not be able to withstand the test of time.

0.3 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 conveys the driving privileges of the licence holder in a standardised manner for consistent interpretation.

— The document is difficult to counterfeit.

— The document is secure to resist alteration.

In today's worldwide freedom of movement, modern driving licence systems impose additional requirements with the advent and need for machine-assisted storage, retrieval, reading and verification technologies for facilitation of data protection and secure communication that the 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.

0.4 Current limitations of International Driving Permit

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

— 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.

0.5 Replacement of International Driving Permit 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, the 1968 Convention's mandatory requirement for the defined design layout of the DDP was rescinded, allowing contracting parties to produce the DDP in either paper or plastic and in the case of plastic in the preferred format of an ISO ID-1 size card. Furthermore, the 1968 Convention requires all contracting parties to recognise any DDP conforming to the provisions of Annex 6, yet it does not prescribe the minimum properties of the document to ensure that the integrity of the DDP can be maintained.

Since the March 2011 amendment of the 1968 Convention effectively integrated the two documents (DDP and IDP) into a single document, this document provides for the following minimum requirements:

— Layout and integrity properties of the DDP in the dimensions of an ISO ID-1 size card, allowing the use of ISO machine-readable technologies at the option of motor vehicle authorities in the contracting parties.

— Layout and dimensions of the paper document for the IDP translation of the DDP inclusive of the language provisions of Annex 7 of the 1968 Convention.

Compliance with this document is at the discretion of the issuing authority.

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

Part 1:
Physical characteristics and basic data set

1 Scope

This document 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 is to establish a secure domestic driving permit (DDP) for both human verification and machine readability and accompanying booklet with sleeve insert pocket for international use instead of the international driving permit (IDP) paper document (see Annex G).

The basic document design premises include:

— A minimum common mandatory data element set.

— A common layout for ease of recognition.

— Minimum security requirements for both human and machine verification.

— Interoperability of the machine-readable content.

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.

— Additional document physical security elements at the option of national/community/regional authorities, and facilitates international procurements.

— Incorporation of ISO/IEC JTC1/SC17 machine-readable technologies including integrated circuit with contacts and contactless integrated circuit technology, and ISO/IEC JTC1/SC31 1-dimensional / 2-dimensional bar codes, at the option of national/community/regional authorities.

— Incorporation of current and future technologies (including biometrics, cryptography, data compression) at the option of national/community/regional authorities.

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 most cases, can replace the need for two documents. Alternatively, those countries that choose to maintain their individual domestic design or not to use Latin characters on their domestic driving licence for example can issue a second card with or without ISO machine-readable technologies. This second card can serve as DDP to be used with the accompanying booklet with sleeve insert pocket for international use instead of the current IDP paper document.

This new IDL design yields a document that:

— Is more secure from counterfeiting and alteration than the previous DDP and IDP documents.

— Allows authorities to verify the authenticity of the document.