

Distr.: General  
12 March 2024

Original: English

---

## **Economic Commission for Europe**

Inland Transport Committee

### **Global Forum for Road Traffic Safety**

#### **Eighty-eighth session**

Geneva, 18 - 22 March 2024

Item 3 (a) of the provisional agenda

#### **Convention on Road Traffic (1968):**

#### **Driving Permits**

### **Use of domestic and international driving permits**

**Submitted by the Experts of Brazil, Canada, France, Sweden, United Kingdom of Great Britain and Northern Ireland, American Association of Motor Vehicle Administrators, Fédération Internationale de l'Automobile and International Organization for Standardization**

At the eighty-seventh session, WP.1 continued discussing ECE/TRANS/WP.1/2023/1 (a driving permit proposal which had been submitted by ISO at the request of WP.1) as well as its revised version (Informal document No. 14). WP.1 decided to continue discussing these two documents at the next session. WP.1 encouraged the informal group of experts on driving permits led by the United Kingdom to continue its work. The informal group was invited to work on the two documents, taking into account feedback from WP.1 participants, and report at the next session in March 2024 with a view to the submission of this informal paper as a formal paper, ECE/TRANS/WP.1/2018/1/Rev.3 ahead of the subsequent session in September 2024.

## I. Introduction

1. This draft formal document has been prepared in response to the previous discussions during the last 10 sessions of WP.1. It summarises the background for and proposes amendments (additions in bold, deletions in strike through) to Article 41, Annex 6 and Annex 7 of the 1968 Convention. The amendments proposed to Annex 6 address the requirements to which a DDP must adhere to be recognized at international level. The amendments proposed to Annex 7 address the requirements to which an IDP must adhere to be recognized at international level, should the DDP not be compliant with Annex 6 (Appendix A).
2. In addition to these amendments, we propose additional amendments to Annex 6 of the 1968 Convention relating to a DDP intended to be recognised at international level (which amendments are replicated in the proposed Annex 7 of the 1968 Convention relating to the IDP). Amendments to the vehicle categories and subcategories are proposed, and special endorsement of restrictions and their pictograms are introduced. These are also contained in in Appendix A, and we ask WP.1 for its opinion on these.
3. Appendix B provides an overview of how a minimum yet flexible set of security features for a DDP (or IDP), accommodating the vast differences in the DDP validity period and layout of the required data fields permitted by the Convention (as observed in real life), can be supported by the ISO/IEC standards on driving licences.

## II. Background history

4. The informal group of experts on driving permits began their work at the request of WP.1 during its sixty-fourth session. The initial request asked 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 is concluded and the brochure, entitled “International Driving Permit Categories”, has been published.
5. Since the sixty-ninth session of WP.1, the group has been considering broader issues related to Domestic Driving Permits (DDPs) and International Driving Permits (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 on Road Traffic (“1968 Convention”) relating to IDPs;
  - (b) A number of Contracting Parties to the 1949 Convention on Road Traffic (“1949 Convention”) 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;
  - (d) The specifications for the mandatory languages, into which Model 3’s left-hand page must be translated into, differ between the 1968 and 1949 Conventions:
    - (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) There is inconsistent standing/status of IDPs depending on whether they are issued under the 1949 or 1968 Convention. For example:

- (i) for the 1968 Convention, the IDP must be accompanied by a valid DDP;<sup>1</sup>  
and
- (ii) for the 1949 Convention, the IDP is a standalone document (i.e. does not need to be accompanied by a valid DDP).<sup>2</sup>

6. Besides the inconsistencies in the model DDPs and IDPs (issued under both the 1949 and 1968 Conventions) mentioned above, as a rule, when IDPs are issued by non-governmental bodies, IDPs to date 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.

7. At the seventy-fifth session of WP.1, the Secretariat delivered a presentation summarizing the discussions of the informal group of experts, initially comprising Belgium, Canada, France, Luxembourg, Russian Federation and United Kingdom of Great Britain and Northern Ireland, Fédération Internationale de l'Automobile (FIA) and International Organization for Standardization (ISO). Japan, Spain and United States of America were new additions at that time to the Informal Group.

8. The presentation included a list of six possible options related to prospective future changes to DDPs and IDPs pursuant to the 1968 Convention.

9. WP.1 invited the informal group of experts, 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 IDPs issued by Contracting Parties to the 1949 Convention. The intention was to facilitate discussions and to reach consensus on a preferred option.

10. The informal group of experts prepared ECE/TRANS/WP.1/2018/1 which was presented at the seventy-sixth session of WP1. This document covered the background, description of the options, and a set of principles to accommodate IDPs issued by Contracting Parties to the 1949 Convention. The set of principles guiding the options were: harmonization, security, and acceptability to Contracting Parties. WP.1 expressed support for the document and requested that it be updated with a more detailed comparison and with the benefits and costs of the three options.

11. Accordingly, the informal group prepared ECE/TRANS/WP.1/2018/1/Rev1 which was presented and discussed at the seventy-seventh session of WP1. WP1 discussed the pros and cons of the three options and asked the informal group of experts to consider the comments made.

---

<sup>1</sup> 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.”

<sup>2</sup> 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.”.

### III. Options considered for driving permits under the 1968 Convention

12. For ease of reference, the three options described in ECE/TRANS/WP.1/2018/1/Rev1 are set out below.

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

13. 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 states, a DDP would be valid for both domestic and international traffic.

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

14. Under this option a DDP compliant with Annex 6 would be issued and used by Contracting Parties to the 1968 Convention (as described in option (a)). If the DDP is not compliant with Annex 6 it must be accompanied by an IDP.

*Option (c) IDPs valid as a standalone document for international travel, with a system of (1) DDPs compliant with Annex 6 valid for international and domestic travel and (2) DDPs (not necessarily compliant with Annex 6) for domestic use only (i.e. three types of driving permits: One for international and domestic travel, one for international travel only, and one for domestic travel 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 travel; (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 travel (i.e. it does not have to be accompanied by a valid DDP).

### IV. Consideration of an amalgamated approach

16. At the seventy-ninth session, WP.1 discussed and commented on ECE/TRANS/WP.1/2018/1/Rev.2 which proposed an amalgamated approach combining the elements of the three options (a), (b) and (c) in ECE/TRANS/WP.1/2018/Rev.1.

17. WP.1 indicated general support for the amalgamated approach and requested that the Informal Group of Experts prepare an amendment proposal for the necessary changes in relation to the 1968 Convention as follows (paragraph 14 of ECE/TRANS/WP.1/2018/1/Rev.2/):

- A DDP compliant with Annex 6 (of the 1968 Convention) and with minimum security features which are recognised at international level, or
- An IDP compliant with Annex 7 (of the 1968 Convention) and with minimum security features recognised at international level.
- A DDP not compliant with Annex 6 could only be used domestically. This may be interpreted that there would be no requirement for enhanced security features to be included in the DDP for national use. However, the Convention addresses road traffic safety both domestically and internationally. Thus, from a road safety perspective, there must always be security feature requirements for a DDP, even if the permit is only used domestically.
- Countries who wish to retain a DDP not compliant with Annex 6 would have to issue an IDP compliant with Annex 7 to drivers who wish to travel internationally.
- To facilitate this approach, a change in the 1968 Convention is needed. Currently the Convention requires, “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”.

18. At the eightieth session, WP.1 further discussed the amalgamated approach, and commented on Informal Document No.15/Rev.1 which described the proposed amendments to Article 41 and Annex 6 of the 1968 Convention relating to the DDP recognised at international level and Annex 7 of the 1968 Convention relating to the IDP recognised at international level in accordance with the Report of the Seventy-Ninth Session of WP.1 (paragraph 16 of ECE/TRANS/WP.1/169).

19. WP.1 requested the submission of a formal paper, ECE/TRANS/WP.1/2018/1/Rev.3 for the next session. The updated Rev.3 contained an amendment proposal, showing the necessary changes in relation to the 1968 Convention based on the Group's proposed amalgamated approach. It combined elements of the three options (a), (b) and (c) in ECE/TRANS/WP.1/2018/1/Rev.1 (paras 14 and 15, ECE/TRANS/WP.1/169). The paper also elaborates on minimum security features for driving permits that were recommended by the Informal Group of Experts (para 16, *ibid*).

20. Despite the amalgamated approach getting initial support during the WP.1 meeting of September 2019 (paragraph 16 of the report), and repeated during the March 2020 session (paragraph 8 of the report), there appeared to be some confusion about the meaning of a standalone IDP.

21. At the eighty-first session, WP.1 discussed and commented on ECE/TRANS/WP.1/2018/1/Rev.3 and related documents ECE/TRANS/WP.1/2020/6 (Appendix A), ECE/TRANS/WP.1/2020/7 (Appendix B), and ECE/TRANS/WP.1/2020/8 (Appendix C) which contained the proposed amendments to 1968 Convention for the amalgamated approach combining the elements of the three options (a), (b) and (c) in ECE/TRANS/WP.1/2018/Rev.1.

22. WP.1 indicated that a standalone IDP could not be supported and guided the Informal Group of Experts to continue its work on the basis that an IDP compliant with Annex 7 issued to drivers who wish to travel internationally, would have to be accompanied by the DDP as currently required in Article 41.

## **V. Compliant IDP to be accompanied by non-complaint DDP**

23. Notwithstanding the fact that an IDP would have to be accompanied by the DDP, it is important to establish minimum security features required at international level. It allows Contracting Parties who have a DDP which is not compliant with Annex 6, irrespective of the Latin character set, data fields to be included, vehicle categories or the minimum security requirements required in Annex 6, and do not wish to change, to continue to use such DDP domestically, which would be accompanied by an IDP compliant with the minimum security features for international use. WP.1 requested that the proposed minimum security features be further elaborated on in the proposed amendment.

24. The Contracting Parties to the 1949 Convention would need to recognise compliant DDPs (through a voluntary agreement) in order to achieve greater global harmonisation of driving permits. If they do not recognise DDPs compliant under the 1968 Convention, they would need to recognise an IDP compliant under the 1968 Convention (again through a voluntary agreement). The need for an IDP (and no requirement to present a DDP) is closer in spirit to the 1949 Convention which only requires drivers to have an IDP when driving internationally.

25. Based on the understanding that the minimum security features of the DDP do not need to be as stringent as the minimum security features prescribed for the EU driving licence in Directive 2006/126/EC, it is noted that Annex 1 to Directive 2006/126/EC is a stricter implementation of the minimum security requirements specified in ISO/IEC 18013-1. For example, ISO/IEC 18013-1 allows selection of the card material based on the required life (validity period) of the card, instead of prescribing the use of Polycarbonate (as is the case for the EU driving licence). Since it is flexible and generally being used as a standard worldwide, it is proposed that ISO/IEC 18013-1 be adopted as the minimum security requirements. These minimum security features will apply to a DDP or an IDP and can help countries understand how close their current security features/formats are to a global standard.

Harmonisation of the security features at international level may also encourage Contracting Parties to adopt a new DDP format.

**Explanation for referencing the ISO Standard in the Convention, provided by the International Organization for Standardization**

26. The ISO/IEC 18013 suite of standards specific to driving licences reflects the participation of the spectrum of ISO Member States worldwide and thus it is a truly global standard. As a result, the ISO standards are not prescriptive to an exact card material, method of printing (also referred to as personalisation) or the security features to be incorporated in the card, for example, as the driving licences issued worldwide differ amongst others in respect of the validity period of the card and whether machine readable properties are included in the card.

27. To accommodate such differences and to maintain a minimum level of quality on terms of durability and security that are fit for the validity period of the card, the ISO/IEC 18013 suite of standards allows selection of a number of options in accordance with the service life of the card desired by the issuing authority. As a result of the various options included, the individual parts are quite voluminous:

- **Part 1:** Physical Characteristics and Basic Data Set. This describes the basic terms for this standard including physical characteristics, durability to match the validity period, basic data elements in conformance with the enumeration and vehicle categories prescribed in the 1968 Convention, layout options for the front and back of the card, together with options for the physical security features. (81 pages).
- **Part 2:** Machine-Readable Technologies. This describes the machine-readable technologies that may be used for this standard, such as a 2-dimensional barcode, contact chip or proximity chip, including the logical data structure and data mapping for each technology to ensure international interoperability. (66 pages).
- **Part 3:** Access Control, Authentication and Integrity Validation. This describes the electronic security features that may be incorporated in the machine-readable technologies under this standard, including mechanisms for controlling access to data, authenticating/verifying the origin of a driving licence and confirming data integrity. (80 pages).
- **Part 4:** Test Methods. This describes the test methods that can be used to determine if a driving licence card conforms to the requirements for machine readable technologies specified in Part 2 and to the electronic security features specified in Part 3. (197 pages).
- **Part 5:** Mobile driving licence (mDL) application. This part describes the requirements for a digital driving licence issued in an electronic format on a mobile device, inclusive of the technical requirements for international interoperability and electronic authentication (156 pages).

28. The nature of the options included in the ISO standards and the difficulty in selecting from the options to incorporate in the proposed amendment is illustrated by examples contained in Appendix C. Thus, the informal group of experts proposes the inclusion of references to the standards rather than incorporate sections of the standards into the Convention and its Annexes 6 and 7.

29. In response to concerns about the inclusion of ISO Standards references, it is common to find these in agreements, treaties, legislation, and regulations. Should there be concern that the ISO Standards may be amended in a way not favourable to WP.1, a similar approach to the practice followed regarding the ISO references in the UN Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) may also be applied; namely that the reference is restricted to the current published versions, with the inclusion of the Standards date of publication.

**Explanation for proposed format of the IDP, provided by the International Organization for Standardization**

30. The provisions of the 1968 Convention are clear regarding the recognition of a DDP which complies with Annex 6 by the other contracting parties to the Convention. Thus,

contracting parties who issue an Annex 6 compliant DDP do not have to issue an IDP to the holders of such a DDP who wish to travel internationally. They may simply present their compliant DDP to any law enforcement authority or service provider, such as a car rental agency when travelling abroad.

31. Notwithstanding this significant benefit, there are a number of contracting parties to both the 1949 and 1968 Conventions who will not be issuing a DDP compliant with Annex 6. Upon investigation, ISO found that the key reasons for the continued issuing of such non-compliant DDPs include the following:

- The number of domestic drivers that will be driving internationally is so small that it does not warrant the issuing of an Annex 6 compliant DDP which does not reflect the culture of the population, i.e. to record entries in Latin characters or to include the transliteration to the Latin alphabet on the DDP, when Latin characters are not used in the domestic language(s) of the contracting party. The following statistics supplied to ISO by the National Police Agency of Japan (the DDP issuing authority) provide a perspective on the quantum of domestic drivers relative to international drivers in that country:
  - DDPs issued – 82 150 008 (2015 figure)
  - IDPs issued per annum – 304 000 (0.37% of DDPs in 2015)
- The driving licence document is also used for other purposes domestically, such as a picture ID, by a far larger number of the population than the number of drivers that will ever drive internationally, and hence it serves other purposes in the national interest to issue a DDP which is not compliant with Annex 6.

32. Although such contracting parties to the 1949 and 1968 Conventions may not find it meritorious to issue an Annex 6 compliant DDP, there is significant merit in such contracting parties issuing an Annex 7 compliant IDP of which the format corresponds to Annex 6. The benefits of such IDP include the following:

- For contracting parties who do not issue a DDP compliant to Annex 6:
  - The cost of issuing an Annex 7 compliant IDP, the format of which corresponds to Annex 6, would be much smaller than the cost of an IDP in the form of a passport with the costly security features of a polymer based title page. This conclusion is drawn from the fact that the dimensions of an ID-1 sized card is almost half the size of an ID-2 sized passport and thus the amount of material used for a card size IDP is less than half of that of a passport style IDP with corresponding security features. In addition, for contracting parties issuing an ID-1 sized DDP (not compliant with Annex 6) that opts to issue the IDP themselves instead of contracting a third party, the ability to leverage existing raw material, security features and production infrastructure will also make issuing an ID-1 sized IDP less expensive than a passport format IDP.
  - Harmonisation of the legal instruments for international driving as a single format driving permit – either:
    - A DDP card not compliant to Annex 6, accompanied by
    - an Annex 7 compliant IDP card the format of which corresponds to Annex 7 (issued by contracting parties who do not issue a compliant DDP),
 is used for international travel.
  - All drivers travelling abroad carry a DDP (not compliant with Annex 6) and an Annex 7 compliant IDP, both of a compact card format.
- For contracting parties who issue a DDP compliant to Annex 6:
  - No need to issue such an IDP as their compliant DDP already conforms to the requirements for recognition by other Contracting Parties, and their DDP can readily be interpreted by law enforcement officers and car rental agents alike domestically and internationally.

- Ease of recognition and interpretation of the IDP issued by countries who issue a non-compliant DDP by law enforcement officers and car rental agents alike, because the format and content of such an IDP would correspond with the format of their own DDP in Latin characters, with numbered data fields on the card and corresponding vehicles categories without the need for a translation.
- All drivers on the road in such contracting party's jurisdiction carry a document of the same format, either the Annex 6 compliant DDP or the Annex 7 compliant IDP (of which the format corresponds to Annex 6) accompanied by a non-compliant DDP by foreign drivers travelling abroad.

33. In conclusion, it needs to be emphasised that a contracting party who issues a DDP complaint with Annex 6 would not have to issue an IDP. However, a contracting party who does not issue an Annex 6 compliant DDP for any of the reasons mentioned above, will have to issue an Annex 7 compliant IDP (the format of which corresponds to Annex 6), or contract a duly empowered association to issue such IDP on its behalf.

#### **Option to issue DDP in electronic format on a mobile device**

34. Part 5 of ISO/IEC 18013 sets the requirements for a digital driving licence issued in an electronic format on a mobile device, inclusive of the technical requirements for international interoperability and electronic authentication. A number of contracting parties are already issuing the DDP in an electronic format. Compliance with Part 5 of ISO/IEC 18013 allows the electronic authentication of such DDPs by among others law enforcement agencies and car rental companies internationally.

35. In view of the extensive time that it takes to introduce amendments to the 1968 Convention, the 5 year period before adopted amendments come into effect, and explicit requests for recognition of such DDPs under the Conventions, the informal group of experts have included a further amendment to Annex 6. This amendment enables contracting parties to issue the DDP either as a physical document or as an electronic document.

## **VI. Additional proposed amendments**

36. In addition to the above amendments, the Informal Group of Experts also considered the vehicle categories and subcategories, and driver and vehicle restrictions. The Informal Group of Experts proposes the following amendments to the 1968 Convention and Annexes 6 and 7 as a result of these considerations (included in Appendix A).

#### **Contracting out of IDP production**

37. This change explicitly allows agents of Contracting Parties to issue IDPs.

#### **Validity period of DDPs**

38. To reflect photocard driving licences becoming the norm around the world, the Convention requires amendment to reflect this, by inserting validity periods for licences along the lines of those required for passports.

39. The proposed validity periods are that a DPP shall be valid for at least five years, but in general no more than ten years. There are two exceptions, the first stating that in the case of a medical condition the validity period may be shorter; the second noting that in some countries the maximum validity can go up to fifteen years.

#### **Limitation for licences for newly qualified drivers**

40. This proposed change allows Contracting Parties to impose restrictions on newly qualified drivers. There is nothing in the Convention which says that such restrictions cannot be applied to newly qualified drivers from other countries.

#### **Limitations for licences – medical and offences**

41. This proposed change allows Contracting Parties to reduce the validity period of driving licences for medical reasons and to allow for punishments to be imposed on a driver for road safety related reasons. This brings the Convention more into line with what Contracting Parties already do.



### **Changes to the IDP**

42. The principal change would be to make the IDP a blue polymer card. The proposed colour has not been agreed by WP.1 yet; the informal group of experts thinks that these should not be pink so as not to confuse with the DDP.

### **Proposed amendments to the vehicle categories and subcategories**

43. Having reviewed the current vehicle categories and subcategories, the Informal Group of Experts proposes elevating subcategories to full categories and the inclusion of new categories. This means updating section 8 and deleting section 9 of Annex 6, so that subcategories A1, B1, C1 and D1 are set out as intermediate categories for categories A, B, C and D to reflect extensive existing practice.

44. In addition, the Informal Group of Experts proposes the introduction of new categories which are already used by the European Union and others. These are:

- AM: This category is included to require a driving licence for persons who drive 2 and 3 wheelers and light quadracycles in traffic, in the absence of which persons without any experience would simply rent and drive such vehicles, often with disastrous outcomes.
- A2: There is a gap between 125cc category A1 and A. This is too large, allowing a driver (who may not be able to safely control a 1000cc motor cycle) to obtain a category A driving licence upon being tested on a 175cc motor cycle, and get on the road on a 1000cc motor cycle.

45. This amendment is also for Annex 7 and will result in amended paragraphs 11 – 12 that replicates Annex 6.

### **Proposed inclusion of driver and vehicle restrictions**

46. There is an extensive list of restrictions in use internationally, and ISO has assessed these lists of regional institutions and published lists with codes without the duplication of codes. ISO analysed these restrictions used more than 99% worldwide, and based on this the Informal Group of Experts proposes their inclusion in both Annexes 6 and 7 to the 1968 Convention.

## **VII. Concluding remarks**

47. This paper proposes amendments to the 1968 Convention and its accompanying annexes 6 and 7, based on the guidance by the 81<sup>st</sup> and subsequent session of WP.1, and in line with the agreed principles (paragraph 2 of this paper). This paper also addresses the matter of minimum security features as requested by WP.1 at the 79<sup>th</sup> session.

48. As guided by WP.1, an IDP compliant with Annex 7 has to be accompanied by a DDP which does not comply with Annex 6.

49. As part of the amendments, we propose the inclusion of reference to ISO/IEC 18013, and ask for WP.1's agreement to this approach to deal with the minimum security features. In the absence of a regular updating mechanism that other agreements and conventions, such as the ADR, may have, these references are without date; so that the security requirements update in line with updates made to the standards suite.

50. The informal group understands that some members of WP.1 might be nervous to take the route of not including a date, because they are in theory handing over the maintenance of the minimum security features to an ISO group. Yet this is the well-established practice already adopted in other agreements and conventions to ensure that technical requirements keep pace with the latest technologies. Although the use of a dated reference is possible, this could lead to situations similar to still specifying a paper document for the DDP in the Convention while all contracting parties have moved away from this technology due to its lack of security. The informal group of experts welcomes WP.1 guidance on this point.

51. In addition, the informal group of experts, as discussed previously in this paper, proposes amalgamating the subcategories of vehicles into the categories so that they are

recognised as such, and their update to reflect modern conditions. In addition, as is modern practice in many Countries, the Informal Group of Experts also proposes the inclusion of driver and vehicle restrictions and their codes and pictograms. The Informal Group of Experts views both sets of amendments as important to keep the Convention up to date.

52. In view of the growing number of Contracting Parties issuing the DDP in an electronic form, and recognizing explicit requests for recognition of such DDPs under the Conventions, the informal group proposes an amendment to Annex 6 that will allow Contracting Parties to issue a compliant DDP in the form of a physical or electronic document. Consideration may also be given to include such options for the IDP in Annex 7.

53. Finally, many countries are Contracting Parties to both the 1949 and 1968 Conventions. However, countries who are only Contracting Parties to the 1968 Convention need to be willing to recognise compliant DDPs or IDPs from 1949 Contracting Party countries to ensure a harmonised approach. However, the standalone IDP of the 1949 Convention does not have any security features. In addition, some of the 1949 Contracting Parties are not issuing DDPs in compliance with the 1949 Convention. Consequently, such parties should be encouraged to issue DDPs and/or IDPs in compliance with 1968 Convention which may then be considered for recognition by the 1968 Contracting Parties.

## Appendix A: Proposed Amendments to 1968 Convention

Proposed amendments are presented in bold for additions, and strikethrough for deletions.

### ARTICLE 41

#### Driving Permits

1. (a) Every driver of a motor vehicle must hold a driving permit **which should conform to the provisions of Annex 6. If a Contracting Party does not issue a driving permit that conforms to the provisions of Annex 6, then it must issue an international driving permit conforming to the provisions of Annex 7 for international use;**

(b) Contracting Parties undertake to ensure that driving permits are issued only after verification by the competent authorities that the driver possesses the required knowledge and skills; the persons authorized to check if drivers have the necessary knowledge and skills must have appropriate qualifications; the contents and procedure of both theoretical and practical exams are regulated by national legislation;

(c) Domestic legislation must lay down requirements for obtaining a driving permit. In particular, ~~#~~ **the requirements** shall specify the minimum ages for holding a permit, the medical conditions to be fulfilled and the conditions for passing the theoretical and practical exams;

(d) Nothing in this Convention shall be construed as preventing Contracting Parties or subdivisions thereof from requiring driving permits for other power-driven vehicles ~~and mopeds~~ **that have not been incorporated in Annex 6.**

2. (a) Contracting Parties shall recognize:

(i) Any domestic **driving** permit conforming to the provisions of Annex 6 to this Convention; **or**

(ii) Any international **driving** permit conforming to the provisions of Annex 7 to this Convention, on condition that it is presented with the corresponding domestic driving permit,

as valid for driving in their territories a vehicle of one of the categories covered by the permits, provided that the **driving** permits are still valid and that they were issued by another Contracting Party or subdivision thereof or by an association **such as those affiliated to an international organization promoting road safety** duly empowered thereto by such other Contracting Party or one of its subdivisions; **provided that if an association is authorised to issue an international driving permit on behalf of a Contracting Party, the particulars of such institution shall be communicated to the Secretary General of the United Nations;**

(b) Driving permits issued by a Contracting Party **in conformance with the provisions of Annex 6 or Annex 7** shall be recognized in the territory of another Contracting Party until this territory becomes the place of normal residence of their holder;

(c) The provisions of this paragraph shall not apply to learner-driver permits.

3. (a) Domestic legislation ~~may~~ **shall** limit the period of validity of a domestic driving permit. The period of validity of ~~an~~ **a domestic driving permit shall be at least five years (except in the case of a medical condition leading to a shorter period of validity), but in general no more than ten years (except in some countries where it could go up to fifteen years).** An international **driving** permit shall ~~be~~ **have a validity period** of either no more than three years after the date of issue or until the date of expiry of the domestic driving permit, whichever is earlier;

(b) **Contracting parties may limit the period of validity set out in paragraph 3(a) of driving permits issued to novice drivers in order to apply specific measures to such drivers, aimed at improving road safety;**

(c) **Contracting parties may limit the period of validity set out in paragraph 3(a) if it is found necessary to apply an increased frequency of medical checks or other specific measures such as restrictions for traffic offenders.**

4. Notwithstanding the provisions of paragraphs 1 and 2:

(a) Where the validity of the driving permit is made subject by special endorsement to the condition that the holder shall wear certain devices or that the vehicle shall be equipped in a certain way to take account of the driver's disability, the **driving** permit shall not be recognized as valid unless those conditions are observed;

(b) Contracting Parties may refuse to recognize the validity in their territories of driving permits held by persons under eighteen years of age;

(c) Contracting Parties may refuse to recognize the validity in their territories, for the driving of motor vehicles or combinations of vehicles in categories C, D, CE and DE referred to in Annexes 6 and 7 to this Convention, of driving permits held by persons under twenty-one years of age.

5. An international **driving permit in conformance with the provisions of Annex 7** shall be issued only to the holder of a domestic **driving permit** ~~for the issue of which the~~ **format is not in conformance with the provisions of Annex 6 but the holder has fulfilled the** minimum conditions laid down in this Convention ~~have been fulfilled~~ **to be issued with such driving permit**. An international driving permit shall only be issued by the Contracting Party in whose territory the holder has his normal residence and which issued the domestic driving permit ~~or which recognized the driving permit issued by another Contracting Party~~; it shall not be valid for use in that territory.

**6. Contracting Parties, or associations fulfilling the minimum conditions and requirements laid down in Annex 7 which are granted authorization by a Contracting Party, shall issue international driving permits.**

7. The provisions of this Article shall not require Contracting Parties:

(a) To recognize the validity of domestic **driving** permits issued in the territory of another Contracting Party to persons who had their normal residence in their territories at the time of such issue or whose normal residence has been transferred to their territories since such issue;

(b) To recognize the validity of domestic **driving** permits issued to drivers whose normal residence at the time of such issue was not in the territory in which the permit was issued or who since such issue have transferred their residence to another territory.

## Annex 6

### DOMESTIC DRIVING PERMIT

1. A domestic driving permit shall take the form of a **physical document or the form of an electronic document.**

(a) **The technical and security requirements of the physical document are described in paragraphs 7 and 8.**

(b) **The technical and security requirements of the electronic document must comply with the mobile driving licence standard ISO/IEC 18013-5.**

2. The **physical domestic driving** permit may be made of ~~plastic or paper~~ **polymer only.** The preferred format for the ~~plastic~~ **polymer** permit shall be 54 x 86 mm in size **in accordance with the international standard ID-1.** The preferred colour of the permit shall be pink; the print and spaces for the entries to be made shall be defined by domestic legislation subject to the provisions of paragraphs 6, ~~and~~ **7 and 8.**

3. On the front side of the **physical** permit is the title "Driving Permit" in the domestic language (domestic languages) of the country issuing the permit **together with English "Driving Licence" or French "Permis de Conduire",** as well as the name and/or the distinguishing sign of the country which issued the permit. **The national flag and/or coat of arms of the country which issued the permit may also be included on the front side. A further distinguishing mark for a learner permit may be added. Included in an electronic permit is a standardized identifier indicating that it is a driving permit, and the name of the country which issued the permit. The national flag and/or coat of arms of the country which issued the permit, the distinguishing sign of the country which issued the permit, as well as a further distinguishing mark for a learner permit, may be added to an electronic permit.**

4. It is compulsory to indicate ~~in~~ **on** the permit the data listed under the numbers given below:

1. Family name;
2. Given name, other names;
3. Date and place of birth;<sup>3</sup>
- 4.(a) Date of issue;
- 4.(b) Expiry date;
- 4.(c) Name or stamp of the authority which issued the permit;
5. Number of the permit;
6. Photograph of the holder;
7. Signature of the holder;
9. Categories ~~(subcategories)~~ of vehicles for which the permit is valid;
12. Additional information or limitations for each category ~~(subcategory)~~ of vehicles in coded form.

5. If additional information is required by domestic legislation, it shall be entered on the driving permit under the numbers given below:

- 4.(d) Identification number for the purposes of registration, other than the number under 5 of paragraph 4;
8. Place of normal residence;
10. Date of issue for each category ~~(subcategory)~~ of vehicles;
11. Expiry date for each category ~~(subcategory)~~ of vehicles;

<sup>3</sup> The place of birth may be replaced by other particulars defined by domestic legislation.

13. Information for purposes of registration in the case of a change in country of normal residence;
  14. Information for purposes of registration or other information related to road traffic safety.
6. All the entries on the permit shall be made only in Latin characters. If other characters are used, the entries shall also be transliterated into the Latin alphabet.
  7. The information under numbers 1-7 in paragraphs 4 and 5 should preferably be on the same side of the **physical** permit. The spaces for other data under numbers 8-14 in paragraphs 4 and 5 should be set by domestic legislation. Domestic legislation may also allocate a space on the physical permit for the inclusion of ~~electronically stored information~~ **machine readable information which must comply with the driving licence standards ISO/IEC18013-2 and ISO/IEC18013-3.**
  8. **To protect the physical permit from alteration and fraudulent reproduction, the security features of the permit must comply with the driving licence standard ISO/IEC18013-1.**
98. The categories of vehicles for which the driving permit may be valid are the following:
- AM. Two-wheel and three-wheel vehicles with a maximum design speed of not more than 50km/h and light quadricycles, excluding a cycle with an integrated electric motor which can be used for propulsion;**
  - A1. Motorcycles with a cubic capacity not exceeding 125 cm<sup>3</sup> and a power not exceeding 11 kW with or without a sidecar (light motorcycles) and motor tricycles with a power not exceeding 15 kW;**
  - A2. Motorcycles with or without a sidecar of a power not exceeding 35kW and with a power/weight ratio not exceeding 0.2kW/kg and not derived from a vehicle of more than double its power;**
    - A. Motorcycles;
  - B1. Motor tricycles and quadricycles;**
    - B. Motor vehicles, other than those in category A, having a permissible maximum mass not exceeding 3,500 kg and not more than eight seats in addition to the driver's seat; or motor vehicles of category B coupled to a trailer the permissible maximum mass of which does not exceed 750 kg; or motor vehicles of category B coupled to a trailer the permissible maximum mass of which exceeds 750 kg but does not exceed the unladen mass of the motor vehicle, where the combined permissible maximum mass of the vehicles so coupled does not exceed 3,500 kg;
  - C1. Motor vehicles, with the exception of those in category D, the permissible maximum mass of which exceeds 3,500 kg but does not exceed 7,500 kg; or motor vehicles of category C1 coupled to a trailer, the permissible maximum mass of which does not exceed 750 kg;**
    - C. Motor vehicles, other than those in category D, having a permissible maximum mass exceeding 3,500 kg; or motor vehicles of category C coupled to a trailer the permissible maximum mass of which does not exceed 750 kg;
  - D1. Motor vehicles used for the carriage of passengers and having more than 8 seats in addition to the driver's seat but not more than 16 seats in addition to the driver's seat; or motor vehicles of category D1 coupled to a trailer, the permissible maximum mass of which does not exceed 750 kg;**
    - D. Motor vehicles used for the carriage of passengers and having more than eight seats in addition to the driver's seat; or motor vehicles of category D coupled to a trailer the permissible maximum mass of which does not exceed 750 kg;
  - BE. Motor vehicles of category B coupled to a trailer, the permissible maximum mass of which exceeds 750 kg and exceeds the unladen mass of the motor vehicle; or motor vehicles of category B coupled to a trailer the permissible maximum mass of which**

exceeds 750 kg, where the combined permissible maximum mass of the vehicles so coupled exceeds 3,500 kg;

**C1E. Motor vehicles of category C1 coupled to a trailer the permissible maximum mass of which exceeds 750 kg but does not exceed the unladen mass of the motor vehicle, where the combined permissible maximum mass of the vehicles so coupled does not exceed 12,000 kg;**

CE. Motor vehicles of category C coupled to a trailer whose permissible maximum mass exceeds 750 kg;

**D1E. Motor vehicles of category D1 coupled to a trailer, not used for the carriage of persons, the permissible maximum mass of which exceeds 750 kg but does not exceed the unladen mass of the motor vehicle, where the combined permissible maximum mass of the vehicles so coupled does not exceed 12,000 kg.**

DE. Motor vehicles of category D coupled to a trailer whose permissible maximum mass exceeds 750 kg.

9. ~~Under categories A, B, C, CE, D and DE, domestic legislation may introduce the following subcategories of vehicles for which the driving permit may be valid:~~

~~A1. — Motoreycles with a cubic capacity not exceeding 125 cm<sup>3</sup> and a power not exceeding 11 kW (light motoreycles);~~

~~B1. — Motor tricycles and quadricycles;~~

~~C1. — Motor vehicles, with the exception of those in category D, the permissible maximum mass of which exceeds 3,500 kg but does not exceed 7,500 kg; or motor vehicles of subcategory C1 coupled to a trailer, the permissible maximum mass of which does not exceed 750 kg;~~




~~D1. — Motor vehicles used for the carriage of passengers and having more than 8 seats in addition to the driver's seat but not more than 16 seats in addition to the driver's seat; or motor vehicles of subcategory D1 coupled to a trailer, the permissible maximum mass of which does not exceed 750 kg;~~













~~C1E. — Motor vehicles of subcategory C1 coupled to a trailer the permissible maximum mass of which exceeds 750 kg but does not exceed the unladen mass of the motor vehicle, where the combined permissible maximum mass of the vehicles so coupled does not exceed 12,000 kg;~~

~~D1E. — Motor vehicles of subcategory D1 coupled to a trailer, not used for the carriage of persons, the permissible maximum mass of which exceeds 750 kg but does not exceed the unladen mass of the motor vehicle, where the combined permissible maximum mass of the vehicles so coupled does not exceed 12,000 kg.~~




10. Domestic legislation may introduce categories and subcategories of vehicle other than those listed above. The designations of such categories and subcategories ~~shall~~**should** not resemble the symbols used in the Convention to designate categories and subcategories of vehicles; another type of print ~~shall~~**should** also be used.

11. The categories ~~(subcategories)~~ of vehicles for which the permit is valid shall be represented by the **code and/or** pictograms in the table below.

Category Code/ Pictogram	Subcategory-Related Category Code/ Pictogram
<p>A </p>	<p><b>AM</b> </p>
	<p>A1 </p>

Category Code/ Pictogram	Subcategory-Related Category Code/ Pictogram
	<b>A2</b> 
<b>B</b> 	<b>B1</b> 
<b>C</b> 	<b>C1</b> 
<b>D</b> 	<b>D1</b> 
<b>BE</b> 	
<b>CE</b> 	<b>C1E</b> 
<b>DE</b> 	<b>D1E</b> 

12. The following special endorsement of restrictions applicable to the driver or the vehicle shall be represented on the permit by either the codes or the pictograms in the table below:

Code	Definition	Pictogram
01	Licence holder requires eyesight correction and/or protection	
03	Licence holder requires prosthetic device for the limbs	
78	Licence holder restricted to vehicles with automatic transmission	<b>AT</b>
S05	Licence holder restricted to vehicles adapted for physically disabled	



## Annex 7

### INTERNATIONAL DRIVING PERMIT

1. ~~The~~ An international driving permit shall take the form of a physical document or the form of an electronic document.

(a) The technical and security requirements of the physical document are described in paragraph 10.

(b) The technical and security requirements of the electronic document must comply with the mobile driving licence standard ISO/IEC 18013-5.

2. The physical international driving permit may be made of polymer document, 54 x 86 mm in size in accordance with the international standard ID-1. The preferred colour of the permit shall be blue; the print and spaces for the entries to be made shall be defined by domestic legislation subject to the provisions of paragraphs 3, 4 and 5 ~~be a booklet in format A 6 (148 x 105 mm). The cover shall be grey and the inside pages white.~~

~~32.~~ On the front side of the physical permit is the title "International Driving Permit" in English "International Driving Licence" and French "Permis de Conduire International" together with any of the other official languages of the United Nations that the country issuing the permit may prefer, as well as the name and/or the distinguishing sign of the country which issued the domestic driving permit. The national flag and/or coat of arms of the country which issued the permit may also be included on the front side. ~~The outside and inside of the front cover shall conform, respectively, to model pages Nos. 1 and 2 below; they shall be printed in the national language, or in at least one of the national languages, of the issuing State. The last two inside pages shall be facing pages conforming to model No. 3 below; they shall be printed in French. The inside pages preceding these two pages shall repeat the first of them in several languages, which must include English, Russian and Spanish.~~ Included in an electronic permit is a standardized identifier indicating that it is a driving permit, and the name of the country which issued the permit. The national flag and/or coat of arms of the country which issued the permit, and the distinguishing sign of the country which issued the permit, may be added to an electronic permit.

43. It is compulsory to indicate on the permit the data listed under the numbers given below:

1. Family name;
2. Given name, other names;
3. Date and place of birth;<sup>4</sup>
- 4.(a) Date of issue;
- 4.(b) Expiry date;
- 4.(c) Name or stamp of the authority or the duly empowered association which issued the permit;
5. Number of the permit;
6. Photograph of the holder;
7. Signature of the holder;
9. Categories of vehicles for which the permit is valid;
12. Additional information or limitations for each category of vehicles in coded form.

5. If additional information is required by domestic legislation, it shall be entered on the driving permit under the numbers given below:

<sup>4</sup> The place of birth may be replaced by other particulars defined by domestic legislation.

4.(d) Identification number for the purposes of registration, other than the number under 5 of paragraph 4;

8. Place of normal residence;

10. Date of issue for each category of vehicles;

11. Expiry date for each category of vehicles;

13. Information for purposes of registration in the case of a change in country of normal residence;

14. Information for purposes of registration or other information related to road traffic safety.

~~63. Handwritten or typed~~ All entries made on the permit shall be made in Latin characters ~~or in English cursive script~~ If other characters are used, the entries shall also be transliterated into the Latin alphabet.

74. The information under numbers 1-7 in paragraphs 4 and 5 must be on the front side of the physical permit. The spaces for other data under numbers 8-14 in paragraphs 4 and 5 should be set by domestic legislation ~~Contracting Parties issuing or authorizing the issuance of international driving permits of which the cover is printed in a language other than English, French, Russian or Spanish shall communicate to the Secretary-General of the United Nations the translation into that language of the text of model page No.3 below.~~

8. Associations empowered by contracting parties must fulfil the following requirements:

- a) Proven knowledge in the application of the present Convention, and
- b) Proven experience in the facilitation of mobility and road safety.

9. The Contracting Parties (or associations empowered by Contracting Parties) must keep an electronic register of all international driving permits issued on their territory to enable the following enquiry and exchange of information with empowered associations:

- (a) Verification of the validity of the domestic driving permit prior to the issuing of an international driving permit,
- (b) Communication of the particulars of the international driving permit issued, to be recorded in the electronic register kept by the Contracting Parties, and
- (c) Notification of the suspension or cancellation of a domestic driving permit to enable the suspension or cancellation of the international driving permit, as the case may be, by the empowered associations.

10. To protect the permit from alteration and fraudulent reproduction, the security features of the permit must comply with the driving licence standard ISO/IEC18013-1, with exception of the colour of Zone 1. Machine readable information may also be included which must comply with the driving licence standards ISO/IEC18013-2 and ISO/IEC18013-3.

11. The categories of vehicles for which the driving permit may be valid are the following:

AM. Two-wheel and three-wheel vehicles with a maximum design speed of not more than 45km/h and light quadricycles;

A1. Motorcycles with a cubic capacity not exceeding 125 cm<sup>3</sup> and a power not exceeding 11 kW (light motorcycles);

A2. Motorcycles with or without a sidecar of a power not exceeding 35kW and with a power/weight ratio not exceeding 0.2kW/kg and not derived from a vehicle of more than double its power;

A. Motorcycles;

**B1. Motor tricycles and quadricycles;**

**B. Motor vehicles, other than those in category A, having a permissible maximum mass not exceeding 3,500 kg and not more than eight seats in addition to the driver's seat; or motor vehicles of category B coupled to a trailer the permissible maximum mass of which does not exceed 750 kg; or motor vehicles of category B coupled to a trailer the permissible maximum mass of which exceeds 750 kg but does not exceed the unladen mass of the motor vehicle, where the combined permissible maximum mass of the vehicles so coupled does not exceed 3,500 kg;**

**C1. Motor vehicles, with the exception of those in category D, the permissible maximum mass of which exceeds 3,500 kg but does not exceed 7,500 kg; or motor vehicles of category C1 coupled to a trailer, the permissible maximum mass of which does not exceed 750 kg;**

**C. Motor vehicles, other than those in category D, having a permissible maximum mass exceeding 3,500 kg; or motor vehicles of category C coupled to a trailer the permissible maximum mass of which does not exceed 750 kg;**

**D1. Motor vehicles used for the carriage of passengers and having more than 8 seats in addition to the driver's seat but not more than 16 seats in addition to the driver's seat; or motor vehicles of category D1 coupled to a trailer, the permissible maximum mass of which does not exceed 750 kg;**

**D. Motor vehicles used for the carriage of passengers and having more than eight seats in addition to the driver's seat; or motor vehicles of category D coupled to a trailer the permissible maximum mass of which does not exceed 750 kg;**

**BE. Motor vehicles of category B coupled to a trailer, the permissible maximum mass of which exceeds 750 kg and exceeds the unladen mass of the motor vehicle; or motor vehicles of category B coupled to a trailer the permissible maximum mass of which exceeds 750 kg, where the combined permissible maximum mass of the vehicles so coupled exceeds 3,500 kg;**





**C1E. Motor vehicles of category C1 coupled to a trailer the permissible maximum mass of which exceeds 750 kg but does not exceed the unladen mass of the motor vehicle, where the combined permissible maximum mass of the vehicles so coupled does not exceed 12,000 kg;**












**CE. Motor vehicles of category C coupled to a trailer whose permissible maximum mass exceeds 750 kg;**

**D1E. Motor vehicles of category D1 coupled to a trailer, not used for the carriage of persons, the permissible maximum mass of which exceeds 750 kg but does not exceed the unladen mass of the motor vehicle, where the combined permissible maximum mass of the vehicles so coupled does not exceed 12,000 kg.**




**DE. Motor vehicles of category D coupled to a trailer whose permissible maximum mass exceeds 750 kg.**

**12. The categories of vehicles for which the permit is valid shall be represented by the code and/or pictograms in the table below.**

Category Code/ Pictogram	Related Category Code/ Pictogram
A 	AM 
	A1 
	A2 

Category Code/ Pictogram	Related Category Code/ Pictogram
B 	B1 
C 	C1 
D 	D1 
BE 	
CE 	C1E 
DE 	D1E 

13. The following special endorsement of restrictions applicable to the driver or the vehicle shall be represented on the permit by either the codes or the pictograms in the table below:

Code	Definition	Pictogram
01	Licence holder requires eyesight correction and/or protection	
03	Licence holder requires prosthetic device for the limbs	
78	Licence holder restricted to vehicles with automatic transmission	<i>AT</i>
S05	Licence holder restricted to vehicles adapted for physically disabled	

MODEL PAGE No.1  
(Outside of front cover)

..... 1

International Motor Traffic

INTERNATIONAL DRIVING PERMIT

No. ....

Convention on Road Traffic of 8 November 1968

Valid until ..... 2

Issued by .....

At .....

Date .....

Number of domestic driving permit

4

..... 3

<sup>1</sup>—Name of the issuing State and its distinguishing sign as defined in Annex 3.

<sup>2</sup>—Either no more than three years after the date of issue or the date of expiry of the domestic driving permit, whichever is earlier.

<sup>3</sup>—Signature of the authority or association issuing the permit.

<sup>4</sup>—Seal or stamp of the authority or association issuing the permit.

MODEL PAGE No. 2

(Inside of front cover)

This permit is not valid for the territory of: .....  
.....  
.....  
.....<sup>1</sup>

It is valid for the territories of all the ..... of Contracting Parties on condition  
that it is presented with the corresponding domestic driving permit. The categories of  
vehicles for which the permit is valid are ..... at the end of the booklet.














2

This permit shall cease to be valid in the territory of another Contracting  
Party if its holder establishes his normal residence there.

<sup>1</sup>—Enter here the name of the Contracting Party in which the holder is normally resident.

<sup>2</sup>—Space reserved for a list of the States which are Contracting Parties (optional).

MODEL 3  
Left hand page

PARTICULARS CONCERNING THE DRIVER	
Family name: .....	1.
Given name, other names: .....	2.
Place of birth: <sup>1</sup> .....	3.
Date of birth: .....	4.
Place of normal residence: <sup>2</sup> .....	5.
CATEGORIES AND SUBCATEGORIES OF VEHICLES, WITH THE CORRESPONDING CODES, FOR WHICH THE PERMIT IS VALID	
Category code/Pictogram	Subcategory code/Pictogram
A 	A1 
B 	B1 
C 	C1 
D 	D1 
BE 	
CE 	C1E 
DE 	D1E 
INSTRUCTIONS CONCERNING THE CONDITIONS OF USE <sup>3</sup>	

<sup>1</sup> The place of birth may be replaced by other particulars defined by domestic legislation.

<sup>2</sup> To be completed when required by domestic legislation.

<sup>3</sup> For example: "Must wear corrective lenses", "Valid only for driving vehicle No. ....", "Vehicle must be equipped to be driven by a one legged person".

MODEL 3  
Right hand page

1. ....	2. ....	3. ....	4. ....	5. ....
STAMP <sup>4</sup>	STAMP <sup>4</sup>	<div style="border: 1px solid black; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> </div> <div style="text-align: center; margin-top: 20px;"> </div>		
A	A1			
B	B1			
C	C1			
D	D1			
BE	C1E			
DE	D1E			
		Signature of the holder .....		
<b>DISQUALIFICATIONS:</b>				
The holder is deprived of the right to drive in the territory of ..... <sup>5</sup> until ..... <sup>6</sup> At ..... on .....				
The holder is deprived of the right to drive in the territory of ..... <sup>5</sup> until ..... <sup>6</sup> At ..... on .....				

<sup>4</sup>— Seal or stamp of the authority or association issuing the permit. This seal or stamp shall be affixed against the designation of the categories or subcategories only if the holder is licensed to drive the appropriate vehicles.

<sup>5</sup>— Name of State.

<sup>6</sup>— Signature and seal or stamp of the authority which has invalidated the permit in its territory. If the spaces provided for disqualifications on this page have already been used, any further disqualifications should be entered overleaf.



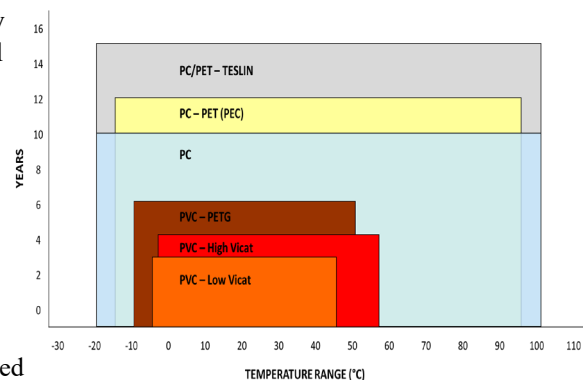
## Appendix B: Rationale for not selecting specific options from the ISO Standards for inclusion in the 1968 Convention (provided by ISO)

### Card body material

An important consideration when selecting card body materials is durability of the material since this will determine the minimum guaranteed card life.

The following materials are typically used:

- PVC: up to 3-year card service life.
- PVC Composite: up to 6-year card service life.
- Polycarbonate (PC): 10-year card service life.
- PEC: up to 12-year card service life.
- PC/PET-Teslin: up to 15-year card service life (if cared for well).



The European Commission opted for a polycarbonate card body to match their desired 10-year service life. But there are many Contracting Parties to the 1968 Convention that issue a driving licence valid for only 3 years or 5 years. To prescribe a single card body material for them will result in unnecessary additional costs as the less costly PVC or PVC Composite card body material would have been appropriate for a 3-year or 5-year validity period respectively.

### Printing (personalisation)

The following printing technologies are included as options in the ISO standard:

- Electro-photographic printing.
- Thermal transfer printing.
- Ink-jet printing.
- Photographic process.
- Laser engraving.

The printing technology must be appropriate for the card body material and aspects such as whether lamination is applied before or after personalisation. Upon selecting a polycarbonate card, the European Commission had to select a printing option appropriate for the card body material and did not have many options but to opt for laser engraving. Laser engraving has many security benefits, but cannot personalise a digitised colour photograph of the card holder unless a second printing technology is combined with laser engraving. Not only is laser engraving one of the costliest printing options, but many Contracting Parties to the 1968 Convention require that a digital colour image of the holder be on the card.

### Minimum Security Features

To effectively combat the possible attacks on a driving licence card, the ISO standard identifies 3 types of card fraud together with the threats relating to each type, and lists the available options to counter each of the threats for the issuing authority to select its desired combination of features:

- Counterfeiting – producing a simulation of the genuine document, including reproduction by scanning or copying and re-origination.
- Falsification – altering the holder's details on a genuine document, including modification of existing valid documents and reuse of valid or invalid documents.
- Misuse of a genuine document – theft of original blank documents, or posing as the rightful holder (particularly with a poor-quality photo image of the holder on the card) by an imposter that resembles the actual holder of the driving licence.

The following counter measures and number of options for each are listed in the ISO standard:

- Card-body design – 10 features, of which one is compulsory and another one from the remaining 9 options must be selected. Amongst the 9 options are the following: Fixed printed and/or dynamic data

on different layers, Tamper evident card body, Look through element (transparent) such as window element, Pre-printed serial number on card blanks and Embedded thread or fibre.

- Security design resistant to reproduction – 8 features, of which three are compulsory and another one from the remaining 5 options must be selected. Amongst the 5 options are the following: Micro printed text, Duplex security pattern, Rainbow printing, Deliberate error into the design or microprint and Use of non-standard type fonts.
- Security inks/ pigments – 10 features, of which one is compulsory and another two from the remaining 9 options must be selected. Amongst the 9 options are the following: Optical effect pigments (other than UV or IR pigments), IR-fluorescent ink, IR-drop out inks, Non-optical effect pigments and UV fluorescent ink in personalised data.
- Protecting personalised data – 12 features, of which three are compulsory and another one from the remaining 9 options must be selected. Amongst the 9 options are the following: Visible security element overlapping the portrait, Embedded data in the portrait image, Redundant personalized data, Optical Variable Element, Areas of different surface reflection, Personalised tactile elements, Lenticular patterns (such as variable laser element CLI/MLI) and Random pattern resulting in unique codes.

In summary, the proposed ISO card security standard allows for the selection of security features that match the card service life, security threats and budget of each issuing authority. At the same time, it also establishes sufficient security to allow one issuing authority to trust the integrity of a card issued by another issuing authority. The European Commission has selected a number of these security features based on the selection of a polycarbonate card body material and laser engraving printing, which have been prescribed to its members.

However, due to the vast differences in validity period of the domestic driving permits among the Contracting Parties and consequently the most economical card body material to match the required card service life, this approach is not feasible to be adopted in the proposed amendments of the 1968 Convention.

### **Machine Readable Technologies**

It is not envisaged to include machine readable technologies on a card as a mandatory requirement for a DDP or IDP in the proposed amendment of Annex 6 and Annex 7, but to allow Contracting Parties who wish to include such technologies the option to do so. There are many benefits to include the ISO specified machine readable technologies on a DDP, the most significant of which is that the digital signature included with the stored data in respect of all the specified technologies allows “off line” authentication of the document and verification of the integrity of the stored data without the need to connect to the originating database.

However, to enable international interoperability of such machine-readable technologies for contracting parties to be able to benefit from such electronic security features and an “off-line” authentication of a DDP issued by another contracting party, the data content of these technologies must conform to a standardised structure. Similarly, the method of securing the data by digital signature and the means of validating the integrity of the stored data must be standardised. In the absence thereof, only the issuing authority that issued the DDP will be able to interpret the content of the machine-readable technologies on a card.

The ISO standards take into account that the data storage capacity of the various machine-readable technologies are not the same, and specify a data structure suitable to the limitations of each technology, without sacrificing the minimum security requirements relating to each. The following machine-readable technologies are specified:

- 2-Dimensional barcode – printed on the back of the card during personalisation without any additional cost relative to a card without any machine-readable technology.
- Contact chip – chip (integrated circuit) protruding from the card surface to allow contact between the reader and the chip, adding to the cost of the card. The data storage capacity of a chip is scalable but has a cost implication – the larger the storage capacity the costlier the chip becomes. However, it does allow for storage of biometric credentials such as the digital portrait image and fingerprint of the card holder.
- Proximity chip – chip (integrated circuit) is encapsulated within the card body, inclusive of an antenna to allow reading of the chip. A proximity chip is generally costlier than a contact chip, but presents a

more durable card as the surface of the card is not broken and removing a chip from a card and placing it in another card is not possible without delaminating the card (and probably damaging the antennae). The data storage capacity is scalable similar to the contact chip and also has a similar cost implication.

The European Commission has selected a specific data structure, matching content and security features for a chip (contact or proximity) from ISO/IEC 18013, and prescribed that for its members in a Regulation to be complied with if included on its driving licence by any EU member state.

However, this approach is not feasible to be adopted in the proposed amendments of the 1968 Convention because it rules out the cost-effective use of a 2-dimensional barcode and imposes a minimum data storage capacity (and corresponding cost) of the chip. Again, the ISO standards allow the issuing authority to select the machine-readable technology appropriate to its driving licence, if any. Furthermore, it does not require a minimum storage capacity of a chip included on a driving licence – certain optional data groups relating to data specified as optional in the 1968 Convention and biometric credentials are simply not stored if the chip storage capacity is insufficient to accommodate such aspects.

## Appendix C: Rationale for lack of support for a standalone IDP

Following the *de facto* use of driving permits as alternative means of confirmation of identity, Contracting Parties have implemented extensive identity management processes and taken care to ensure that only one driving permit is issued to a driver at any time. If Contracting Parties were to begin issuing a standalone IDP, this would grant two driving permits to motorists which is an unacceptable situation to the licensing authorities of Contracting Parties. There is no electronic link between the IDP and the DDP to check the validity of a licence, particularly as IDPs are commonly issued by agents of licensing authorities rather than the authorities themselves. A licence which has been suspended or cancelled and not surrendered to the authorities could be potentially used to obtain a standalone IDP which could then be used to circumvent any ban. A standalone IDP would also need to ensure that any other restrictions are replicated, such as those relating to disabilities, age or court-mandated curtailments. There is no UN-recognised list of restrictions which could facilitate such a system.

Should a standalone IDP be issued, it would be very important to ensure that a suspension or cancellation of the DDP means an immediate suspension or cancellation of the associated IDP. Such a requirement would have to be incorporated in Article 41 of the Convention, for example, by way of inclusion of a provision suggested below:

**Contracting Parties of which the domestic driving permit is not in conformance with Annex 6 shall issue an international driving permit conforming to the provisions of Annex 7 on condition that such international driving permit is linked to the domestic driving permit in such manner that the international driving permit is forthwith cancelled upon a suspension or cancellation of the domestic driving permit by a competent authority of such Contracting Party.**

If this situation were to arise, the licensing authority responsible for issuing the DDP would have to be informed whenever an associated IDP has been issued. This would need to be recorded either in an existing database or a new one created. If the DDP is subsequently amended, suspended or cancelled, the authority responsible for issuing the DDP would then have to inform the party issuing the IDP to likewise amend, suspend or cancel the associated IDP.

The maintenance of separate databases (one for DDPs and one for IDPs) pose significant challenges. Foremost, data integrity needs to be maintained, which requires some proscribed technical and procedural methods to ensure that the two repositories remain in sync. There is also the question of data protection, particularly when data is transferred from one state to another. Depending on the solution developed, IDPs issued by agents rather than the central licensing authority would mean a proliferation of secure document manufacturing equipment. This could mean a rise in fraud and counterfeiting of official documents, which is unacceptable, particularly with a valuable document such as a driving permit.

The sensitivity of the data to be replicated into an IDP registry cannot be overemphasized. Even when housed in national registries (for DDP purposes), very strict rules typically apply to the collection, maintenance and care of the data. This is to protect the privacy and personal data of the drivers on the national registries and prevent unauthorized access, use, or sharing. Allowing such data to exist in another registry, not under the control of the DDP issuer, increases the risk that such unauthorized actions may occur.

Applying for a DDP requires multi-factor authentication; an application and at least one form of identification to certify the applicant is who they claim to be. If the application and renewal process for an IDP were to be held to the same standards, particularly on a more frequent basis, then this could create a bureaucratic headache for both the motorist and the issuing body. The nature of data stored is sensitive (see below), which requires (among others) strict access rules, high system security, and regular audits. These requirements have cost implications. These challenges are all exacerbated when the authority issuing the IDP is different from the authority issuing the DDP.

A further complication may arise if the driver number of a standalone IDP is different to that of the DDP, or where there may be other divergence of information. A driving record can hold information relating to convictions, penalty/demerit points (where applicable), details of any court-sanctioned restrictions (such as an alcohollock or a restriction on the hours of driving). Driving records may also be

suppressed for security reasons which can be difficult to process, especially when another agency would be involved in delivering IDPs.

Against the background of the above systems interconnectivity requirements to enable issuing of a standalone IDP, WP.1 at its eighty-first session indicated that a standalone IDP could not be supported and guided the Informal Group of Experts to continue its work on the basis that an IDP compliant with Annex 7 issued to drivers who wish to travel internationally, would have to be accompanied by the DDP as currently required in Article 41 of the Convention.

Although this body does not want to stifle innovation, particularly in an area which has been slow to change over the 100 years driving permits have been the norm in most countries, we feel that technology has moved on and we should be looking towards digital solutions which can offer more for motorists than paper or cards.