

Porvoo 11

Coimbra, Portugal, 25 May 2007

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Driver and Vehicle Licensing Agency (DVLA)



Second EU Driving Licence Directive

Third EU Driving Licence Directive

Workshop of Member States – Swansea June 2006

Directive came into force on 1 January 1997

It did not allow for the inclusion of a chip...

"Without prejudice to provisions to be adopted by the Council in this regard, the model driving licences specified in Annexes 1 and 1a may not contain any computerised electronic devices."

- **Thank you Porvoo Group for your support in lobbying the Commission to remove this!**

Second EU Driving Licence Directive

Third EU Driving Licence Directive

Workshop of Member States – Swansea June 2006

Expert group formed by Commission - agreed the inclusion of Smart Card provisions within Third Directive text

Third Directive allows for optional inclusion of a microchip (Thanks again Porvoo Group!)

However, the Smart Card provisions cannot be introduced until a technical specification has been agreed and published

No work currently underway within Commission to develop technical specification

Second EU Driving Licence Directive

Third EU Driving Licence Directive

Workshop of Member States – Swansea June 2006

The Workshop objective was to:

- **Endorse the provision for a Smart Card licence**
- **Identify benefits**
- **Progress business requirement**
- **Identify standards requirements**

13 Member States participated:

**Belgium; Estonia; Finland; Germany; Greece; Ireland; Luxembourg
Netherlands; Norway; Poland; Slovenia; Sweden; UK (including
Gibraltar)**

Business requirements identified by Member States

Three different zones for storage of data

- **driving licence information (mandatory and to European standard)**
- **optional information (to European standard)**
- **national use (optional – national standard)**

Benefits

- **Driving Licence Security**
- **Storage**
- **Data Capture**
- **Interoperability**
- **Remote Identification**

- **Readiness**
 - **only a few of the Member States are ready to move to smart card licences but many are keen to develop a standard**
- **Standards**
 - **Doctor Gutmann (German representative) informed Workshop of the work of International Driving Licence Standard**

WG10 International Driving Licence Standard (ISO 18013)

WG10 has been developing an International Driving Licence Standard for 7 years

Originally formed to discuss replacing International Driving Licence Permit

Initially concentrated on physical format



Has evolved to include harmonisation of machine-readable technologies, access and verification controls

Provides for a internationally recognised driving licence

VG10 International Driving Licence Standard (ISO 18013)

Part 1 – Physical Characteristics and Basic Data Set

- **Defines the physical format of the licence**
- **Adopted the EU licence format**
- **Outlines a basic data set - personal details, driving entitlements etc**
- **Mix of mandatory and optional data**

Progress - Standard already published

Part 2 – Machine Readable Technologies

Standard for a range of different machine-readable technologies

These include:

- magnetic stripe**
- contactless Smart Card**
- contact Smart Card**
- two-dimensional bar code**
- optical memory**

Progress - Final vote and publication later this year

VG10 International Driving Licence Standard (ISO 18013)

Part 2 – Data Groups

- 1 **Mandatory Textual Info – present on face of licence**
- 2 **Optional – Licence Holder Details eg address on licence**
- 3 **Optional – Issuing Authority Details eg doc/issue no**
- 4 **Optional – Photographic Image**
- 5 **Optional – Signature**
- 6 **Optional – Facial Biometric Data**
- 7 **Optional - Fingerprint Biometric Data**
- 8 **Optional - Iris Biometric Data**
- 9 **Optional - Other Biometric Data**
- 0 **Optional - Reserved for Future Use – Undefined**
- 1 **Optional – Authenticity & Validation Data eg PKI**

Part 3 – Access control, authenticity and integrity verification standards

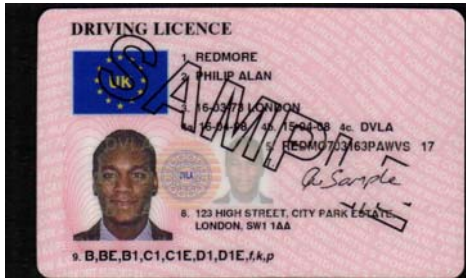
- **Defines the access and security protection**
- **Caters for interoperability with other readers (eg passport etc)**
- **Suggests commonly used protocols**

Progress - good progress made - publication expected in 2008

Benefits of adopting the WG10 International Standard

- **WG10 standard fully meets the business requirements identified by Member States**
- **Groundwork for defining standards already done by WG10**
- **Avoid the Commission and Member States having to develop a separate standard at considerable cost, eg Tachographs**
- **Adoption of International standard would result in a ready-made European standard**
- **Modular approach allows Commission to decide which parts of International standard to adopt**
- **Interoperability with countries outside European Community**

DLA Card Production



- Currently producing 7m Driving Licence and Digital Tachograph cards p.a.



Driver card

(English and Bilingual Welsh)

DVLA Card Production



24-25 May 2007 Coimbra, Portugal

From June, moving to high security LEP card



New state of the art production facilities smartcard capability with capacity of 14 million cards p.a.



Provides a seamless upgrade path to smart card driving licence



Clear benefits offered by Smart Card licences

Member States need to be able to move to Smart Card licences when they are ready to do so

The WG10 standard provides a smooth path to implementation -for Europe and beyond

Obtained the EU eReg Association's support to progress the early adoption of a standard by the Commission

Thank You /Obrigado

Questions?



24-25 May 2007 Coimbra, Portugal

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[Right driver, wrong wheel!](#)