



TEXTS ADOPTED

P9_TA(2024)0095

Driving licences

European Parliament legislative resolution of 28 February 2024 on the proposal for a directive of the European Parliament and of the Council on driving licences, amending Directive (EU) 2022/2561 of the European Parliament and of the Council, Regulation (EU) 2018/1724 of the European Parliament and of the Council and repealing Directive 2006/126/EC of the European Parliament and of the Council and Commission Regulation (EU) No 383/2012 (COM(2023)0127 - C9-0035/2023 - 2023/0053(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2023)0127),
- having regard to Article 294(2) and Article 91(1) of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C9-0035/2023),
- having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
- having regard to the opinion of the European Economic and Social Committee of 14 June 2023¹;
- after having consulted the Committee of the Regions,
- having regard to Rule 59 of its Rules of Procedure,
- having regard to the report of the Committee on Transport and Tourism (A9-0445/2023),

1. Adopts its position at first reading hereinafter set out;

¹ OJ C 293, 18.8.2023, p. 133.

2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

Position of the European Parliament adopted at first reading on 28 February 2024 with a view to the adoption of Directive (EU) 2024/... of the European Parliament and of the Council on driving licences, amending Directive (EU) 2022/2561 of the European Parliament and of the Council, Regulation (EU) 2018/1724 of the European Parliament and of the Council and repealing Directive 2006/126/EC of the European Parliament and of the Council and Commission Regulation (EU) No 383/2012

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE
EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union,
and in particular Article 91(1) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social
Committee¹,

Having regard to the opinion of the Committee of the Regions²,

Acting in accordance with the ordinary legislative procedure,

¹ OJ C , , p. .

² OJ C , , p. .

Whereas:

- (-1) The Union is committed with its "Vision Zero" goal to no road traffic related fatalities by 2050, as reiterated in the Sustainable and Smart Mobility Strategy of 2020. In 2017 the Valletta informal Transport Council agreed that the persistently high number of traffic fatalities and serious road traffic injuries is a major societal problem and issued a declaration calling upon the Commission, among others, to prepare a strengthened Union road safety policy and legal framework for the decade after 2020, ensuring fewer deaths, and enhancing the protection of road users, in particular vulnerable ones, who are most often the victims. [Am. 1]**
- (-1a) The efforts undertaken so far by public authorities have resulted in a reduction of road fatalities from 51 400 in 2001 to 19 800 in 2021. Those figures fell below the Union target of a 75 % reduction in road fatalities between 2001 and 2020. Moreover, the progress made towards halving the number of road deaths during the first decade later stagnated. [Am. 2]**

- (1) The rules on driving licences are essential elements of the common transport policy, contribute to improving road safety, and facilitate the free movement of persons taking up residence in a Member State other than the one issuing the licence. Given the importance of individual means of transport, possession of a driving licence duly recognised by a host Member State promotes and facilitates free movement and freedom of establishment of persons. Similarly, any unlawful obtaining of such a document or the right to drive, or the loss of a rightfully gained driving licence by way of unlawful conduct, affects not only the Member State in which such violations were committed but also road safety throughout the Union.
- (2) The current framework, should be updated to be fit for the new era, sustainable, inclusive, smart and resilient. It should take into account the need to reduce emissions ***and energy consumption*** from transport, ***including through a greater uptake of alternatively powered vehicles***, digitalisation, the demographic trends and technological developments to reinforce the competitiveness of the European Economy. It is important to simplify and digitise administrative procedures, in order to remove the remaining barriers, such as administrative burdens, to the free movement of the drivers taking up residence in a Member State other than the one issuing the licence. A harmonized Union standard driving licence framework should encompass both physical and mobile driving licences ***of all categories***, and provide for their mutual recognition, where they were duly issued in accordance with this Directive. **[Am. 3]**

- (3) The European Union has introduced the first “Community model” physical driving licence on 4 December 1980. Since then the rules relating to such a Community model have become the cornerstone of the most advanced licencing structures in the world, covering more than 250 million drivers. This Directive should therefore build on the accumulated experience and practice and lay down harmonized rules on the Union standards of physical driving licences. The physical driving licences issued within the Union should, in particular, provide for a high level of protection against fraud and forgery by means of anti-forgery measures and the possibility to include microchips or QR codes on them.
- (4) It should be ensured that personal data processing for the implementation of this Directive complies with the data protection framework of the Union, in particular Regulation (EU) 2016/679 of the European Parliament and of the Council³**and the Directive 2002/58/EC of the European Parliament and of the Council**⁴.
[Am. 5]

³ Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1).

⁴ **Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (OJ L 201, 31.7.2002, p. 37).**

- (5) This Directive establishes a legal basis for the storage of an obligatory set of personal data in the physical driving licences and their microchips or QR codes and the mobile driving licences, ***for the purposes of proving and verifying the person's right to drive and his or her identity***, in order to guarantee a high level of road safety throughout the Union, and in compliance with Article 6(1)(e)~~6(1)~~, ***point (e)*** and, where applicable, Article 9(2)(g)~~9(2)~~, ***point (g)*** of Regulation (EU) 2016/679. Such data should be limited to what is necessary to prove a person's right to drive, identify this person and verify the person's driving rights and identity. This Directive also provides for additional safeguards to ensure the protection of personal data disclosed during the verification process. **[Am. 6]**
- (6) In order to provide for legal clarity and guarantee the seamless transition between this Directive and Directive 2006/126/EC of the European Parliament and of the Council on driving licences⁵, Member States should be able to store additional personal data on a microchip, if this is provided by national law which complies with Regulation (EU) 2016/679. ***In any event, any data stored on such a microchip should only be kept until the end of driving licence's validity period.*** This Directive does not serve, however, as a legal basis for the inclusion of such additional data. **[Am. 7]**

⁵ Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences (OJ L 403, 30.12.2006, p. 18).

- (7) In contrast to this, the QR code established by this Directive, which allows for the verification of the authenticity of the information printed on the physical driving licence should not allow for more information to be stored than what is reported on the physical driving licence.
- (8) This Directive does not provide a legal basis for setting up or maintaining databases at national level for the storage of biometric data in Member States, which is a matter of national law that needs to comply with Union law regarding data protection. Moreover, this Directive does not provide a legal basis for setting up or maintaining a centralised database of biometric data at Union level.

(8a) The mobile driving licence should ensure the highest level of security for the personal data used for identification and authentication irrespective of whether such data is stored locally, in decentralised ledgers or on cloud-based solutions, and taking into account the different levels of risk. Despite the need for strong user authentication, the use of biometrics to identify and authenticate personal data should not be made a precondition for the use of the mobile driving licence. Biometric data used for the purpose of authentication of a natural person pursuant to the Regulation (EU) 2016/679 should not be stored using cloud-based solutions without the explicit consent of the user. The use of biometric data should be limited to specific scenarios set out in Article 9 of this Regulation, and requires organisational and security measures, commensurate to the risk that such processing may entail to the rights and freedoms of natural persons and in accordance with Regulation 2016/679. [Am. 8]

(9) Further commitments are needed to accelerate the fight against forgery and fraud concerning driving licences. Therefore, it is desirable for the date originally set by Directive 2006/126/EC for all physical driving licences issued or in circulation to fulfil all the requirements laid down in Union law to be moved forward.

- (10) The digital transformation is one of the Union's priorities. In the case of road transport, it will contribute to remove the remaining administrative barriers, such as the ones relating to the duration of issuing physical driving licences, to free movement of persons. Therefore, a separate Union standard should be established for the mobile driving licences issued within the Union. In order to facilitate digital transformation mobile driving licences should be issued as default from ~~in addition to the physical driving licence from ...~~ ***in addition to the physical driving licence from ...*** [date-of-adoption+4years***4 years***], without prejudice to the applicant's right to ~~acquire~~ ***renounce*** either a physical one or ~~both at the same time~~ ***a digital one. The applicant should have the right to acquire at any time the format of the driving licence, which he or she initially renounced. A discretionary approach should remain the rule, while ensuring that applicants have equal access to the physical and mobile format from an economic and operational perspective. Opting for a physical driving licence should therefore be in no way discouraged, and in particular, applicants who are unable or unwilling to acquire a mobile driving licence should continue to have access to a physical driving licence. Member States should ensure that the physical driving licence is issued or reissued without undue delay and no later than within 2 weeks from the date it was requested.*** [Am. 9]

- (11) The mobile driving licence should not only contain the information reported on the physical driving licence, but also information ~~allowing to verify~~**enabling** the authenticity of the data and a single-use pointer **to be verified**. However it should be ensured that even in such cases the amount of personal data made available is restricted to what would be reported on the physical driving licence and what is strictly necessary for the verification of the authenticity of such data, **in particular the electronic signature of the issuing authority**. That additional data should be different in case a person holds several mobile driving licences, which is possible provided that they are issued by the same Member State. **[Am. 10]**
- (12) The Sustainable and Smart Mobility Strategy sets out a vision for the EU to significantly improve sustainability of mobility and transport. Emissions from the road transport sector include greenhouse gases emissions, air pollutants, noise and microplastics from tyre and road wear. **A greater presence of alternatively fuelled vehicles is key to the green transition. The possibility of new models of a greater weight being available in driving licence categories B, C or D should be taken into consideration in this Directive.** Driving style influences these emissions, with possible negative impacts on the environment and human health. Therefore, driving training **and testing** should equip drivers to reduce their impact on emissions, **including through eco-driving**, as well as to prepare them to drive ~~zero-emission~~**zero or low-emission** vehicles. **[Am. 11]**

- (13) In order to allow citizens and residents to directly enjoy the benefits of the internal market without incurring an unnecessary additional administrative burden, Regulation (EU) 2018/1724 of the European Parliament and the Council⁶ provides for access to online procedures relevant for the functioning of the internal market, including for cross-border users. The information covered by this Directive is already covered in Annex I to Regulation (EU) 2018/1724. Annex II to that Regulation should be amended as to assure that any requester benefits from fully online procedures.

(13a) The national or regional differences regarding the categorisation of ambulances and the categories of licences needed to drive such vehicles pose the risk of disrupting cross-border circulation or circulation within the same Member State. Ambulances should therefore be subject to a special treatment under this Directive. It should therefore be allowed to drive ambulances with driving licence of category B throughout the Union, provided the authorised mass of the ambulance does not exceed 4 250 kg, 2 years after a driving licence for category B was issued for the first time. [Am. 12]

⁶ Regulation (EU) 2018/1724 of the European Parliament and of the Council of 2 October 2018 establishing a single digital gateway to provide access to information, to procedures and to assistance and problem-solving services and amending Regulation (EU) No 1024/2012 (OJ L 295, 21.11.2018, p. 1)

- (14) Driving licences should be categorised according to the types of vehicles they provide the right to drive to. This should be done in a clear and coherent manner and in full respect of the technical characteristics of the vehicles concerned and the skills needed to drive them.

(14a) Individual means of transport play a key role in fulfilling the mobility needs of millions of European citizens, particularly in rural areas and for persons with reduced mobility. Nevertheless, in some instances the affordability of a driving licence is a barrier. Member States should consider developing appropriate infrastructure in urban, peri-urban and rural areas necessary to reduce road accidents and traffic congestion, as well as targeted policies and support schemes for those at risk of transport poverty. [Am. 13]

- (15) In accordance with United Nations Convention on the Rights of Persons with Disabilities of 13 December 2006, to which the EU has been a Party since 21 January 2011, specific provisions should be adopted to make it easier for persons with disabilities to drive vehicles. ***Moreover, persons with reduced mobility, regardless of their ability to drive a vehicle need to enjoy their mobility rights in order to prevent transport poverty. Giving effect to those mobility rights could entail the use of adapted individual or collective vehicles, including special features or equipment, and appropriate infrastructure, including in rural areas.*** As such, with the prior agreement of the Commission, Member States should be allowed to exclude from the application of Article 6 certain specific types of power-driven vehicles. **[Am. 14]**
- (16) The minimum ages of applicants for the different categories of driving licences should be set at Union level. Nevertheless, Member States should be allowed to set a higher age limit for the driving of certain categories of vehicles in order to further promote road safety. Member States should ~~in~~***be allowed on*** ~~exceptional circumstances be allowed~~***basis*** to set lower age limits in order to take account of national circumstances. In particular, to allow the driving of fire service, ***civil protection*** and public order maintenance related vehicles or pilot projects related to new vehicle technologies. **[Am. 15]**

(16a) Active mobility, which includes walking and the use of bicycles or electric bikes and other light means of transport such as e-scooters, is becoming increasingly popular given the green transition. Their users are more frequently entering the European roads and sharing them with other individual means of transport. Youngest users, who are increasingly using particularly e-scooters often use them without a proper knowledge of the applicable norms as they have not yet acquired a driving licence for any category. This is resulting in increasing numbers of accidents in which e-scooters are involved, with both pedestrians and users of e-scooters as main victims. Given overall road safety challenges, Member States should introduce in their school curricula age-appropriate traffic rules and risk awareness training, with a view to improve road safety. That should ensure widespread comprehensive knowledge of safety measures, such as seat belts and helmet use, and in particular the traffic participation of vulnerable road users, such as pedestrians, cyclists or e-scooters, and the safe interaction with motorised vehicles. Member States could introduce further measures and schemes for users of personal mobility vehicles with a view to decrease traffic accidents, improve road safety rules and risk awareness.

[Am. 16]

(16b) The combination of an adequate minimum age for licences in each category, that facilitates both mobility independence of young drivers and their timely access to professional driving, and stricter conditions for novice drivers regarding inter alia alcohol limits, can benefit road safety. [Am. 17]

(16c) The assessment of a driver's fitness to drive safely should be made on the basis of specific criteria, taking into account in particular driver's medical condition. Decisions on the restriction, suspension, withdrawal or cancellation of driving licences should be taken on an individual basis and should be based on the objective results of examinations and tests. Any form of discrimination against licensed drivers solely on the grounds of age should be unacceptable. [Am. 18]

(16d) The right to a driving licence is a guarantee of freedom of movement and participation in economic and social life, especially in rural and less urbanised areas with a limited public transport network. Particularly for the elderly, the lonely, persons with reduced mobility or persons with disabilities, individual transport is an important element in supporting their independent and autonomous functioning. Restrictions on the right to hold a driving licence should be based on objective criteria determined on an individual basis and should not entail the risk of discrimination. [Am. 19]

- (17) A system of staging - namely establishing the entitlement for a category B driving licence as a prerequisite for the applicant to become eligible to hold certain other categories—, and equivalences between categories should be established, ***including a minimum period of experience before such eligibility, where appropriate***. Such system should be ~~partially~~ binding on all Member States, but should also grant Member States the possibility to apply it between each other in their respective territories. Member States should also be allowed to establish certain equivalences limited to their own territory only. **[Am. 20]**
- (18) On the grounds of road safety, it is necessary to lay down the minimum requirements for the issue of a driving licence. Standards for driving tests and licensing should be harmonised. To that end, the knowledge, skills and behaviour connected with driving power-driven vehicles should be specified, the driving test should be based on these concepts and the minimum standards of ~~physical and mental~~ fitness for driving such vehicles should be specified. ***Such requirements should take into account the different practices in use in all Member States.*** **[Ams. 242 and 305]**

(18a) Currently, when issuing driving licences for group 1, namely for drivers of vehicles of categories A, A1, A2, AM, B, B1 and BE, most Member States have established some form of fitness check to drive, beyond the eyesight test. Such a check may vary from a self-assessment form to a medical examination, carried out by general practitioner or a specialist doctor or a testing centre. When renewing driving licences for group 1, few Member States require a medical examination. There are also few Member States that have established a national mechanism for reporting significant changes in the fitness to drive. In general, when issuing and renewing driving licences for group 2, namely for drivers of vehicles of categories C, CE, C1, C1E, D, DE, D1 and D1E, the requirements are more stringent and detailed, by mandating a medical examination. [Ams. 243 and 306]

(19) Proof of compliance with minimum standards of physical and mental fitness for driving by drivers of vehicles used for the transport of persons or goods should be provided when the driving licence is issued and periodically thereafter. Such regular control in accordance with national rules of compliance with minimum standards would contribute to the free movement of persons, avoid distortions of competition and better take into account the specific responsibility of drivers of such vehicles. Member States should ~~be allowed to~~ impose medical examinations as a guarantee of compliance with the minimum standards of physical and mental fitness for driving other power-driven vehicles. For reasons of transparency, such examinations should coincide with a renewal of driving licences. **[Am. 21]**

(19a) Recent new medical technologies have contributed to improve road safety. Technologies which minimize or eliminate the risk connected to driving with specific medical conditions have been introduced to the market and implemented among patients. Monitoring technologies, such as continuous glucose monitoring (CGM) systems for people with diabetes mellitus, allows persons to effectively and continuously control their medical conditions thus eliminating the risk of driving connected to their disease. Furthermore technologies like CGM systems are currently being developed and improved at a rapid pace ensuring a continuously improved control of medical conditions and thereby increasing the road safety. [Am. 22]

(19b) The European Parliament in its resolution of 23 November 2022 on prevention, management and better care of diabetes in the EU on the occasion of World Diabetes Day⁷ has called on the Commission to review the relevant occupational health and safety legal framework and the road safety legislation to avoid further discrimination of people living with diabetes. [Am. 23]

(20) In order to ensure uniform rights across the Union, taking into account also considerations of road safety, driving licences of categories AM, A1, A2, A, B1 and B should have an administrative validity of 15 years, while categories C, CE, C1, C1E, D, DE, D1 and D1E shall have an administrative validity of five years. Member States should be allowed to define shorter period in exceptional cases, as defined by this Directive.

(20a) Refresher courses for experienced drivers can improve road safety by raising awareness and requiring drivers to gain additional experience in new technological solutions such as advanced driver-assistance systems, semi-automated and automated. For that purpose, the use of simulators could be key to update skills of experienced drivers. In addition, driving simulators could also recreate adverse conditions and emergency scenarios and consequently improve the driver's ability to respond and make decisions in critical situations. [Am. 24]

(20b) Lifelong training is key to keeping experienced drivers' skills up to date, especially with regard to eco-driving, the increase in the mass of vehicles, the constant technological advances in driver assistance systems and other automated devices, and alternative vehicle power sources. Member States should therefore be encouraged to develop training modules for experienced drivers. [Am. 25]

- (21) In order to allow the Member States and, in duly justified cases the Union as a whole, to react to crises that make it impossible for national authorities to renew driving licences the validity of which would otherwise expire it should be made possible to extend the administrative validity of such driving licences for the duration strictly necessary.
- (22) The principle of 'one holder - one licence' should prevent any person from holding more than one physical driving licence. Nevertheless, the principle should also be extended to take into account the technical specificities of mobile driving licences.
- (23) For reasons connected with road safety, Member States should be able to apply their national provisions on the withdrawal, suspension, renewal and cancellation of driving licences to all licence holders having acquired normal residence in their territory.

- (24) Drivers who hold a driving licence issued by the Member State where they reside following an exchange with a driving licence issued by a third country should be entitled to drive across the Union as if they had originally obtained the licence within the Union. Such an exchange could have diverse effects on road safety and the free movement of persons.
- (25) The Commission should be empowered to adopt a decision identifying third countries that ensure a comparable level of road safety as the Union and providing the opportunity to holders of licences issued by these countries to exchange their driving licences on similar terms as if they were issued by a Member State. ***The Commission should in this regard be allowed to assess if a third country has a professional driver training, certification rules and examination procedures, that are wholly or partly comparable to the level in the Union, in order to ultimately issue a certificate comparable to the Certificate of Professional Competence (CPC). This could allow the holders of those third-country certificates to exchange them with a European CPC, provided that they undertake an additional competence training. Such certificate could, in addition to the driving licence, be the second mandatory requirement for professional drivers to be able to carry out transport operations for a Union based transport undertaking.*** These conditions should be detailed and well-defined to all relevant driving licence categories. **[Am. 26]**

- (26) As regards driving licences issued by third countries that are not the object of such a Commission decision, or for which such a decision does not explicitly authorise nor prohibit the exchange, Member States should be allowed to exchange them in accordance with their national rules, provided that they use the relevant Union code on the exchanged licence. In case the holder of such a licence changes his or her residence to a new Member State, the latter should not be required to apply the principle of mutual recognition to such licence.
- (27) “Driving licence tourism”, namely the practice of changing residence for the purpose of acquiring a new driving licence, in order to circumvent the effects of a driving disqualification imposed in another Member State, is a wide-spread phenomenon, which has a negative effect on road safety. Drivers should not be exempted from requirements imposed on them to recover their right to drive or their driving licence, by changing their residence. At the same time it should be clarified that any conduct from the part of the citizens should only lead to an indefinite ban from driving where it is duly justified, and that such a decision should only have an effect limited to the territory of the Member State that issued it.

(27a) Non-Road Mobile Machinery (NRMM) covers a wide variety of machinery typically used off the road in many ways. It comprises, for example construction and forestry machinery (excavators, loaders, bulldozers, etc.), agricultural and farming machinery (harvesters, cultivators, etc.). The existing Directive does not apply to such a machinery. It is, however, a subject to a patchwork of national provisions as regards the required driving licence and particular training requirements since it may circulate on public roads. Member States should collaborate with the view to facilitate usage of Non-Road Mobile Machinery across the Union, in particular in cross border context, seasonal work or work provided by posted workers. The Commission should establish a platform for cooperation by inviting national authorities and the relevant stakeholders with the view to aggregate, process and disseminate knowledge and information on best practices for drivers of special use vehicles such as Non Road Mobile Machinery in all Member States. The deliberations of the platform for cooperation should serve as a base for the Commission's report on the effects of use of national provisions on Non Road Mobile Machinery and its implication on internal market and road safety. This report might be accompanied, if appropriate, by a legislative proposal to the European Parliament and the Council with the view to facilitating use of Non Road Mobile Machinery across the Union. [Am. 310]

- (28) A Union-wide accompanied driving scheme should be introduced for ~~certain~~ driving licence categories ***B, C and C1***, in order to improve road safety. The rules of such a system should provide the possibility of applicants to acquire driving licences in the relevant categories before the required minimum age limit is reached. However the use of those driving licences should be subject to being accompanied by an experienced driver. In such situations, Member States should be allowed, for reasons of road safety, to define stricter conditions and rules within their territory concerning the driving licences they have issued. **[Am. 27]**
- (29) The accompanied driving scheme should, without prejudice to its overall goal of improving road safety, make the profession of truck driver more accessible and appealing to younger generations, in order to broaden their occupational possibilities, and to help tackle the driver shortage within the Union. Therefore, it should cover ~~category C~~***categories C and C1*** driving licences and their prerequisite B category licences. **[Am. 28]**

(29a) The partnership between vocational schools and transport and logistics companies should be incentivised, including through specific Union budget support and use of revenues earmarked under Directive 2015/413 of the European Parliament and of the Council⁸, in order to tackle professional drivers' shortage in the Union. Such partnership should offer to future professional drivers an opportunity to become more familiar with the benefits and the challenges of the profession, to improve their operational and organisational skills and to gain experience, while using advanced technologies and techniques. The form of that support could include, among others, EU co-financing to obtain certain qualifications such as CPC or dedicated trainings for future drivers. [Am. 29]

⁸ OJ L 68, 13.3.2015, p. 9. ELI:
<http://data.europa.eu/eli/dir/2015/413/oj>.

- (30) It should be ensured that drivers who newly acquire their driving licence in a given category do not endanger road safety on account of their inexperience. For those novice drivers a probationary period of **at least** two years should be established. ***In case a novice driver already has a valid driving licence for another category, the probationary period should only include what may remain of the probationary period of the existing driving licence, yet it should not be shorter than 6 months.*** During which ~~they~~**that period drivers** should be subjected to stricter rules and penalties Union-wide when breaking them, ***for example, due to the influence of alcohol or drugs, speeding, using unauthorised vehicles, failing to use safety equipment, or driving without a valid driving licence.*** ***Enforcement authorities might need to establish a technical zero tolerance threshold for their effective measurements, which should not be higher than 0.2 g/mL, in order to take into account accidental exposure to*** alcohol. The penalties for such conduct should be effective, proportionate, dissuasive and ~~non-discriminatory~~**non-discriminatory** and their severity should to the furthest extent possible take into account the Union's mid-term and long-term goals of halving and nearly eliminating deaths and serious injuries. As regards any other restrictions on novice drivers, Member States should be allowed to freely implement additional rules in their territory. **[Am. 30]**

- (31) Minimum standards concerning access to the profession of examiner and examiner training requirements should be established in order to improve the knowledge and skills of examiners, ***including hazard perception training***, thereby ensuring a more objective evaluation of driving licence applicants and achieving greater harmonisation of driving tests. The Commission should be empowered, moreover, to adopt delegated acts to amend and adapt those minimum standards to any technical, operational or scientific developments in this field, ***including new advanced driver assistance systems***, where it becomes necessary. **[Am. 31]**
- (32) The concept of normal residence should be defined, in a way that enables resolving issues arising where it is not possible to establish normal residence on the basis of occupational or familial ties. It is also necessary to provide for the possibility for applicants to take the theoretical or practical tests in the Member State of their citizenship in the cases where their Member State of normal residence does not provide the opportunity to take those tests in the official language of the former. Specific rules ~~should~~***could*** be established for diplomats and their families, where their mission requires them to live abroad for an extended period of time, ***provided that does not entail additional road safety risks***. **[Am. 32]**

- (33) Member States should assist each other in the implementation of this Directive. Where possible they should use the EU driving licence network in order to provide such assistance. The EU driving licence network, commonly referred to as 'RESPER' is a hub for the exchange of information between national authorities responsible for issuing driving licences and facilitating the implementation of this Directive.
- (34) The EU driving licence network aims to guarantee the recognition of documents and acquired rights originating in Member States, combat document fraud, avoid the issuance of multiple licences and facilitate the enforcement of driving disqualifications. In particular, Member States should be given the possibility to systematically verify that the reasons, that led to any previously imposed restrictions, suspensions, withdrawals or cancellations of a driving licence or the right to drive, have disappeared. The use of RESPER for the implementation of other acts of the Union should only be permitted as long as those uses are explicitly provided for by this Directive.

(35) In order to enable the preparation of meaningful reports on the implementation of this Directive, the Commission should receive information on a yearly basis regarding the number of driving licences issued, renewed, replaced, withdrawn and exchanged, for each category, including data on the issuance and use of mobile driving licences.

(35a) During the preparations for the review of this directive, the Commission should take into consideration to the fullest extent that Member States have different geographical and societal challenges they face when aiming to improve road safety. Indeed, while some Member States are successfully aiming to enforce road traffic rules through the so-called demerit point systems, others are choosing different methods, such as imposing stricter sanctions immediately or putting more effort into targeted enforcement and prevention campaigns. Moreover, account should also be taken of the fact that demerit point systems themselves can be significantly different between Member States that choose to apply them. As such, resources and attention should be directed to other measures which can increase road safety, while also letting Member States address their diverse challenges in ways they believe to be the most efficient. [Ams. 247 and 311]

(35b) Member States should equally share data on their best practices as regards road safety measures and risk awareness trainings, especially as regards novice drivers and within the lifelong training, use of support system per age group through feedback interventions with proof of participation and recommendations provided by a driving instructor, traffic psychologist or driving examiner, as well as measures to increase road safety among vulnerable road users. [Am. 34]

(36) In order to achieve the objectives of this Directive, in particular to adjust its Annexes to any technical, operational or scientific developments, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission in respect of amending Parts A, B and D of Annex I that governs the specifications of physical driving licences; amending Part C of Annex I that lays down the specifications for mobile driving licences; amending Part E of Annex I that governs the rules on the applicable national and Union codes; amending Annexes II, III, V and VI specifying certain minimum requirements concerning the issuance, validity and renewal of driving licences; and amending Annex IV laying down the minimum standards for examiners. Such empowerment should be granted for a period of five years, given the fact that technical, operational and scientific developments in the matters governed by these Annexes occur on a frequent basis. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making⁹. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

⁹ OJ L 123, 12.5.2016, p. 1.

- (37) In a context of gradual digitalisation and automation, of ever more stringent emission reduction requirements of road transport, as well as of constant technological progress of power-driven vehicles, it is necessary to keep all drivers up to date in terms of knowledge about ***new technologies***, road safety and sustainability. ~~The promotion of~~ ***Member States should endeavour to promote lifelong training of drivers and incentivise attendance at safe driving courses, including through feedback interventions with proof of participation and recommendations provided by a driving instructor, traffic psychologist or driving examiner, which can contribute to more inclusive mobility. That*** can be key in keeping experienced drivers' skills up to date in terms of road safety, new technologies, ecodriving, which improves fuel efficiency and reduces emissions, and speed management.
- [Am. 35]**

- (38) In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to specify interoperability features and security measures applicable to the QR codes introduced on physical driving licences; provisions related to interoperability, security and testing of mobile driving licences; the extension of the period of administrative validity of driving licences across the Union in case of a crisis; the content of the self-assessment on physical and mental fitness to be conducted for drivers of group 1; the conditions of the exchange of driving licences from third countries for driving licences issued by Member States without recording the fact of exchange on the driving licence; as well as interoperability between national systems connected to the EU driving licence network and the protection of personal data exchanged in that context. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council¹⁰.
- (39) For the sake of consistency, Directive (EU) 2022/2561 of the European Parliament and of the Council¹¹, which addresses certain matters covered by this Directive, and Regulation (EU) 2018/1724 should be amended.

¹⁰ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

¹¹ Directive (EU) 2022/2561 of the European Parliament and of the Council of 14 December 2022 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers (OJ L 330, 23.12.2022, p. 46).

- (40) Directive 126/2006/EC and Commission Regulation (EU) No 383/2012¹² should be repealed.
- (41) Since the objectives of this Directive cannot be sufficiently achieved by the Member States as the rules governing the issuance, renewal, replacement and exchange of driving licences would lead to so diverse requirements, that the level of road safety and free movement of citizens harmonized rules provide for, could not be achieved, such objectives are better achieved at Union level by way of laying down minimum requirements. Therefore the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives.
- (42) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 and delivered an opinion on [DD/MM/YYYY].

¹² Commission Regulation (EU) No 383/2012 of 4 May 2012 laying down technical requirements with regard to driving licences which include a storage medium (microchip) (OJ L 120, 5.5.2012, p. 1).

(43) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents¹³, Member States have undertaken to accompany, in justified cases, the notification of their transposition measures with one or more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified.

HAVE ADOPTED THIS DIRECTIVE:

Article 1

Subject matter and scope

1. This Directive lays down common rules on:
 - (a) the models, standards and categories of driving licences;
 - (b) the issuance, validity, renewal, and mutual recognition of driving licences;

¹³ OJ C 369, 17.12.2011, p. 14.

- (c) certain aspects of the exchange, replacement, withdrawal, restriction, suspension and cancelation of driving licences;
- (d) certain aspects applicable *inter alia* to novice drivers.

[Am. 36]

2. ***Without prejudice to Articles 12a and 20 of this Directive as well as the right of Member States to add national categories to the driving licences that they issue in accordance with Annex I, this Directive does not apply to power-driven vehicles running on wheels or tracks, having at least two axles, the principal function of which lies in their tractive power, which are specially****self-propelled mobile machinery falling within the scope of Directive 2006/42/EC, that is*** designed to pull, push, carry or operate certain tools, machines or trailers used in connection with agricultural or forestry operations, and the use of which for carrying persons or goods by road or drawing,***or constructed with the purpose of performing work, such as non-road mobile machinery as defined by [Regulation on the road, vehicles used for the carriage of persons or goods is only a secondary function******approval and market surveillance of non-road mobile machinery circulating on public roads and amending Regulation (EU) 2019/1020 (2023/0090(COD))***].**
- [Am. 312]

Article 2

Definitions

For the purposes of this Directive, the following definitions apply:

- (1) 'driving licence' means ~~an electronic or physical~~ **a** document that certifies the right to drive power-driven vehicles and states the conditions under which the holder is authorised to drive , ***whether in a physical or digital format, or both; [Am. 38]***
- (2) 'physical driving licence' means a driving licence in its physical format, issued in accordance with Article 4;
- (3) 'mobile driving licence' means a driving licence in its digital format, issued in accordance with Article 5;
- (4) 'power-driven vehicle' means any self-propelled vehicle running on a road under its own power, other than a rail-borne vehicle;
- (5) 'two-wheel vehicle' means a vehicle referred to in Article 4(2), point (a), of Regulation (EU) No 168/2013 of the European Parliament and of the Council¹⁴;

¹⁴ Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).

- (6) 'three-wheel vehicle' means a vehicle referred to in Article 4(2), point (b), of Regulation (EU) No 168/2013;
- (7) 'light quadricycle' means a vehicle as referred to in Article 4(2), point (f), of Regulation (EU) No 168/2013;
- (8) 'motorcycle' means a two-wheel vehicle with or without a sidecar, as referred to in Article 4(2), point (c) and (d) of Regulation (EU) No 168/2013;
- (9) 'powered tricycle' means a vehicle with three symmetrically arranged wheels, as referred to in Article 4(2), point (e) of Regulation (EU) No 168/2013;
- (10) 'motor vehicle' means any power-driven vehicle which is normally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods. This term shall include trolleybuses, that is vehicles connected to an electric conductor and not track-based.
- (11) 'heavy quadricycle' means vehicles as referred to in Article 4(2), point (g), of Regulation (EU) No 168/2013;

- (11a) ‘ambulance’ means a vehicle of category M intended for the transport of sick or injured persons and having special equipment for such purpose, as referred to under ‘Criteria for vehicle categorisation’, ‘Special purpose vehicles’, in Annex I, Part A, point 5.3. to Regulation (EU) No 2018/858 of the European Parliament and the Council¹⁵; [Am. 39]**
- (11b) ‘motor caravan’ means a vehicle category M with a living accommodation area containing seating and a table, separate or folding sleeping berths, cooking facilities as well as cupboards and storage space, all of which shall be rigidly fixed to the living compartment, as referred to under ‘Criteria for vehicle categorisation’, ‘Special purpose vehicles’, in Annex I, part A point 5.1 to Regulation (EU) 2018/858; [Am. 40]**
- (11c) ‘alternatively fuelled vehicle’^{1a} means a motor vehicle powered wholly or in part by an alternative fuel, and which has been approved, pursuant to Regulation EU 2018/858; [Am. 41]**

¹⁵ **Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L, 151, 14.6.2018, p. 1).**

(11d) 'alternative fuels' mean fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute to its decarbonisation and enhance the environmental performance of the transport sector consisting of:

(a) electricity consumed in all types of electric vehicles;

(b) hydrogen;

(c) natural gas, including biomethane, in gaseous form (Compressed Natural Gas – CNG) and liquefied form (Liquefied Natural Gas – LNG);

(d) Liquefied Petroleum Gas (LPG);

(e) mechanical energy from on-board storage/on-board sources, including waste heat;

- (f) any other 'CO2 neutral fuel' that means all fuels defined by Directive (EU) 2018/2001 where the emissions of the fuel in use (eu) can be taken to be net zero, meaning for instance that the CO2 equivalent of the carbon incorporated in the chemical composition of the fuel in use (eu) is of biogenic origin and/or has been captured, so avoiding being emitted as CO2 into the atmosphere, or has been captured from ambient air including:***
- (i) renewable and/or synthetic fuels, such as biofuel, biogas, biomass fuel, renewable liquid and gaseous transport fuel of non- biological origin (RFNBO) or a recycled carbon fuel (RCF);***
 - (ii) other fuels not listed in Directive (EU) 2018/2001 may fall within the meaning of CO2 neutral fuel provided that they meet those criteria and the sustainability criteria of that Directive and associated delegated acts; and***
 - (iii) a mixture of two or more CO2 neutral fuels shall be considered to be a CO2 neutral fuel; [Am. 42]***

- (12) 'driving disqualification' means any decision which results in the withdrawal, cancellation, restriction or suspension of the driving licence or of the right to drive of a driver of a power-driven vehicle and which is no longer subject to a right of appeal. The measure may constitute either a primary, secondary or supplementary penalty or a safety measure.

Article 3

Union standard specifications on driving licences and mutual recognition

1. Member States shall ensure that their national driving licences are issued in accordance with the provisions of this Directive and comply with the Union standard specifications and other criteria pursuant to:
 - (a) Article 4 for physical driving licences;
 - (b) Article 5 for mobile driving licences.
2. Member States shall ensure that physical and mobile driving licences issued to the same person are fully equivalent between them, and state the exact same set of rights and conditions under which that person is authorised to drive.

3. Member States shall not, as a prerequisite, require the possession of a physical or mobile driving licence from the applicant when issuing, replacing, renewing, or exchanging a driving licence in the other format.
4. By ... [date-of-adoption+4 years], Member States shall ensure that ~~only~~**applicants are issued both a** mobile driving licences ~~are issued~~**licence and a physical driving licence** by default. Until that date, Member States may decide to issue mobile driving licences. [Am. 44]
5. By way of derogation from paragraph 4, ~~upon request of the applicant, Member States shall provide the opportunity for a~~**for a right for applicants upon request to renounce either** physical driving licence ~~to be issued instead of, or together with, a mobile~~**or digital** driving licence. **Member States shall facilitate such requests on the part of applicants, and not seek to influence them in any way.** [Am. 45]
- 5a. **By way of derogation from paragraph 5, Member States shall give applicants who have renounced one of the formats of their driving licence referred to in paragraph 4 the right to request the issue or reissue of that renounced format. Any issue or reissue of a renounced format shall be provided without undue delay and no later than 2 weeks from the date of the applicant's request.** [Am. 46]

6. Driving licences issued by Member States shall be mutually recognised.
7. By way of derogation from paragraph 6, Member States shall only mutually recognise mobile driving licences that were issued after [date-of-adoption+3 years] in accordance with Article 5. Mobile driving licences that were issued before that date but meet the requirements of Article 5 shall be mutually recognised after that date.

Article 4

Physical driving licences

1. Member States shall issue physical driving licences based on the Union standard specifications laid down in Annex I, Part A1.
2. Member States shall take all necessary steps to avoid any risk of forgery of driving licences, including that of model driving licences issued before the entry into force of this Directive. They shall inform the Commission thereof.

The physical driving licence shall be made secure against forgery by means of the Union standard specifications laid down in Annex I, Part A2. Member States may introduce additional security features.

3. Where the holder of a valid physical driving licence without an administrative validity period takes up normal residence in a Member State other than that which issued that driving licence, the host Member State may, as of two years after the date on which the holder has taken up normal residence on its territory, apply the administrative validity periods set out in Article 10(2), by renewing the driving licence.
4. Member States shall ensure that by 19 January ~~2030~~**2033**, all physical driving licences issued or in circulation fulfil all the requirements of this Directive. **[Am. 47]**
5. Member States may decide to introduce a storage medium (microchip) as part of the physical driving licence. Where a Member State decides to introduce a microchip as part of their physical driving licence it may, where its national laws related to driving licences provide for it, also decide to store data additional to what is specified in Annex I, Part D, on the microchip. ***The retention period for the personal data stored in the microchip shall, whenever possible, be aligned with the validity of the driving licence.*** **[Am. 48]**

When Member States provide for the microchip as part of the physical driving licence, they shall apply technical requirements laid down in Annex I, Part B. Member States may introduce additional security features

Member States shall inform the Commission in the event of a decision on including a microchip on their physical driving licences, or of any change concerning such a decision, within three months of its adoption. Member States that have already introduced a microchip on their physical driving licences shall inform the Commission accordingly within three months from the date of entry into force of this Directive.

6. Where the microchip is not introduced as part of the physical driving licence, Member States may also decide to print, in the space reserved for that purpose, a QR code on the physical driving licences that are issued by them. The QR code shall allow the verification of the authenticity of the information reported on the physical driving licence.

7. Member States shall ensure that the personal data necessary for the verification of the information reported on the physical driving licence is not retained by the verifier and that the issuing authority of the driving licence is not notified about the verification process.

The Commission shall adopt implementing acts laying down detailed provisions concerning the interoperability features and the security measures to be complied with by QR codes printed on physical driving licences. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).

Member States shall inform the Commission of any measure aimed at the introduction of a QR code on their driving licences or of any change of such measure, within three months of its adoption.

8. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Parts A, B and D, where necessary in order to take account of technical, operational or scientific developments.

Article 5

Mobile driving licences

1. Member States shall issue mobile driving licences based on the Union standard specifications laid down in Annex I, Part C.
2. Member States shall ensure that electronic applications established for mobile driving licences, in order to enable verification of the existence of the driving rights of the holder of the driving licence, are available to persons having their normal residence in their territory, or to persons who are otherwise entitled to hold mobile driving licences issued by them, free of charge.

~~These~~**Those** applications shall be based on the European Digital Identity Wallets issued in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council¹⁶, ***and an appropriate level of security of these applications should be ensured.. [Am. 49]***

¹⁶ Regulation (EU) No 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market (OJ L 257, 28.8.2014, p. 73).

3. Member States shall publish and regularly update the list of available electronic applications which are established and maintained for the purposes of this Article.

Member States shall ensure that the electronic applications do not contain ~~or, in the case of applying a pointer, do not make available~~ more data than referred to in Annex I, Part D. **[Am. 50]**

4. Member States shall make available and regularly update each other on the information required to access the national systems referred to in Annex I, Part C, that are used for the verification of mobile driving licences.

Member States shall ensure that the personal data necessary for the verification of the driving rights of the holder of the mobile driving licence is not retained by the verifier and that the issuing authority of the driving licence processes the information received through the notification only for the purpose of responding to the verification request. ***Personal data shall be processed in accordance with Regulations (EU) 2016/679 and (EU) 2018/1725 and, where applicable, Directive 2002/58/EC, implementing the principles of 'data minimisation', 'purpose limitation' and 'data protection by design and by default', in particular with regard to technical measures.*** **[Am. 51]**

5. Member States shall inform the Commission of the list of relevant national systems authorised to issue data-and-pointers for mobile driving licences. The Commission shall make available to the public, through a secure channel, the list of such national systems of the Member States, in an electronically signed or sealed form suitable for automated processing. **[Am. 52]**
6. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Part C, where necessary in order to take account of technical, operational or scientific developments.
7. By ... [date-of-adoption+18 months], the Commission shall adopt implementing acts laying down detailed provisions concerning the interoperability, security and testing of mobile driving licences, including verification features and the interface with national systems ***and taking into account the necessary requirements to ensure recognition of those driving licences by third country authorities***. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2). **[Am. 53]**

7a. The Commission shall provide assistance in this regard to Member States who should work together in pursuit of the worldwide use and recognition of the European mobile driving licence by means of an amendment to the Geneva Convention on Road Traffic of 19 September 1949, the International Convention on Motor Transport of 24 April 1926 and the Vienna Convention on Road Traffic of 8 November 1968. [Am. 54]

Article 6

Licence categories

1. The driving licence shall authorise the driving of power-driven vehicles in the following categories:

(a) mopeds:

category AM:

- two-wheel vehicles or three-wheel vehicles with a maximum design speed of not more than 45 km/h **and a net maximum power not exceeding 4kW** (excluding those with a maximum design speed under or equal to 25 km/h); **[Am. 55]**
- light quadricycles;

(b) motorcycles and powered tricycles:

(i) category A1:

- motorcycles with a cylinder capacity not exceeding 125 cubic centimetres, of a ***net maximum*** power not exceeding 11 kW and with a power/weight ratio not exceeding 0,1 kW/kg; **[Am. 56]**
- powered tricycles with a ***net maximum*** power not exceeding 15 kW; **[Am. 57]**

(ii) category A2:

- motorcycles of a ***net maximum*** power not exceeding 35 kW and with a power/weight ratio not exceeding 0,2 kW/kg and not derived from a vehicle of more than 70 kW-; **[Am. 58]**

(iii) Category A:

- motorcycles;

- powered tricycles with a ***net maximum*** power exceeding 15 kW;

Without prejudice to the provisions of type-approval rules for the vehicles concerned, motor vehicles in categories referred to in points (a) and (b) may be combined with a trailer with a maximum authorised mass not exceeding half the weight of the towing vehicle's unladen mass; [Am. 59]

(c) motor vehicles:

(i) category B1:

- heavy quadricycles.

Category B1 is optional; in Member States which do not introduce this category of driving licence, a driving licence for category B shall be required to drive such vehicles;

Member States may also decide to introduce this category exclusively for the vehicles referred to in Article 9(4), first subparagraph, point (c), and under the conditions provided for in that paragraph. Where a Member State decides to do so they shall mark this fact on the driving licence by the use of Union code 60.03.

(ii) category B:

- motor vehicles with a maximum authorised mass not exceeding 3 500 kg and designed and constructed for the carriage of no more than eight passengers in addition to the driver.
- motor vehicles in this category may be combined with a trailer having a maximum authorised mass which does not exceed 750 kg.

Without prejudice to the provisions of type-approval rules for the vehicles concerned, motor vehicles in this category may be combined with a trailer with a maximum authorised mass exceeding 750 kg, provided that the maximum authorised mass of this combination does not exceed 4 250 kg. Where such a combination exceeds 3 500 kg, Member States shall, in accordance with the provisions of Annex V, require that this combination only be driven after:

- a training has been completed, or
- a test of skills and behaviour has been passed.

Member States may also require both such a training and the passing of a test of skills and behaviour.

Member States shall indicate the entitlement to drive such a combination on the driving licence by means of the relevant Union code specified in Annex I, Part E.

(iii) category BE:

- without prejudice to the provisions of type-approval rules for the vehicles concerned, combination of vehicles consisting of a tractor vehicle in category B and a trailer or semi-trailer where the maximum authorised mass of the trailer or semi-trailer does not exceed 3 500 kg;

(iv) category C1:

- motor vehicles other than those in categories D1 or D, the maximum authorised mass of which exceeds 3 500 kg, but does not exceed 7 500 kg, and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver.
- Motor vehicles in this category may be combined with a trailer having a maximum authorised mass not exceeding 750 kg;

(v) category C1E:

- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category C1 and its trailer or semi-trailer has a maximum authorised mass of over 750 kg provided that the authorised mass of the combination does not exceed 12 000 kg;
- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category B and its trailer or semi-trailer has an authorised mass of over 3 500 kg, provided that the authorised mass of the combination does not exceed 12 000 kg;

(vi) category C:

- motor vehicles other than those in categories D1 or D, whose maximum authorised mass is over 3 500 kg and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver.

- Motor vehicles in this category may be combined with a trailer having a maximum authorised mass which does not exceed 750 kg.

(vii) category CE:

- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category C and its trailer or semi-trailer has a maximum authorised mass of over 750 kg;

(viii) category D1:

- motor vehicles designed and constructed for the carriage of ***more than 8 and*** no more than 16 passengers in addition to the driver and with a maximum length not exceeding 8 meters. **[Am. 60]**
- motor vehicles in this category may be combined with a trailer having a maximum authorised mass not exceeding 750 kg;

(ix) category D1E:

- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category D1 and its trailer has a maximum authorised mass of over 750 kg.

(x) category D:

- motor vehicles designed and constructed for the carriage of more than eight passengers in addition to the driver; motor vehicles which may be driven with a category D licence may be combined with a trailer having a maximum authorised mass which does not exceed 750 kg;

(xi) category DE:

- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category D and its trailer has a maximum authorised mass of over 750 kg.

2. With the prior agreement of the Commission, which shall assess the impact of the proposed measure on road safety, Member States may exclude from the application of this Article certain specific types of power-driven vehicles, including special vehicles for persons with disabilities: ***or vehicles used in construction sector classified inter alia as non-road mobile machinery.***
[Am. 69]

Member States may exclude from the application of this Directive types of vehicles used by, or under the control of, the armed forces and civil defence. They shall inform the Commission thereof.

Article 7

Minimum ages

1. The minimum age for issuing a driving licence shall be the following:
 - (a) 16 years for categories AM, A1, ***B1 and T***~~and B1~~; **[Am. 70]**
 - (b) 18 years for categories A2, B, BE, C1 and C1E;
 - (c) With regard to category A:

- (i) 20 years for motorcycles. However, access to the driving of motorcycles of this category shall be subject to a minimum of two years' experience on motorcycles under an A2 licence. The two years' experience requirement may be waived if the candidate is at least 24 years old;
- (ii) 21 years for powered tricycles exceeding 15 kW;
- (d) 21 years for categories C, CE, D1 and D1E;

(da) without prejudice to the circumstances set out in Article 6(1) of Directive (EU) 2022/2561, 18 years for categories C, CE, D1 and D1E, for professional drivers using driving licence nationally and internationally on the condition that they hold a Certificate for Professional Competence (CPC); [Am. 71]

- (e) 24 years for categories D and DE.

(ea) without prejudice to the circumstances set out in Article 6(1) of Directive (EU) 2022/2561, 21 years for categories D and DE, for professional drivers using driving licence nationally and internationally on the condition that they hold a Certificate for Professional Competence (CPC). [Am. 72]

2. Member States may raise or lower the minimum age for issuing a driving licence:

- (a) for category AM down to 14 years or up to 18 years;
- (b) for category B1 up to 18 years;

Member states may not issue a driving licence for category B1 for a candidate over 21 years for the vehicles referred to in Article 9(4), first subparagraph, point (c), and under the conditions provided for in that paragraph. [Am. 73]

- (c) for category A1 up to 18 years, provided that both of the following conditions are fulfilled:
 - (i) there is a two years difference between the minimum age for category A1 and the minimum age for category A2;
 - (ii) there is a requirement of a minimum of two years' experience on motorcycles of category A2 before access to the driving of motorcycles for category A can be granted, as referred to in paragraph 1, point(c)(i);
- (d) for categories B and BE down to 17 years.

3. Member States may lower the minimum age for category C to 18 years and for category D to 21 years with regard to:
- (a) vehicles used by the fire service, ***civil protection*** and vehicles used for maintaining public order; **[Am. 74]**
 - (b) vehicles undergoing road tests for repair or maintenance purposes.

Member States may mutually recognise on their territory the validity of driving licences issued to drivers under the minimum ages as set out in this paragraph. [Am. 75]

4. Driving licences issued in accordance with ~~paragraphs 2 and 3~~***paragraph 2*** shall only be valid on the territory of the issuing Member State until the licence holder has reached the minimum age limit set out in paragraph 1. **[Am. 76]**

Member States may recognise the validity on their territory of driving licences issued to drivers under the minimum ages set out in paragraph 1.

5. ~~By way of derogation from paragraph 1, points (d) and (e), of this Article, where the candidate holds a certificate of professional competence referred to in Article 6 of Directive (EU) 2022/2561, the minimum age for issuing a driving licence shall be as follows:~~
- ~~(a) for categories C and CE, the minimum ages provided for in Article 5(2), point (a)(i) of Directive (EU) 2022/2561;~~
 - ~~(b) for categories D1 and D1E, the minimum age provided for in Article 5(3) point (a)(i), second subparagraph, of that Directive;~~
 - ~~(c) for categories D and DE, the minimum ages provided for in Article 5(3) point (a)(i) first subparagraph, Article 5(3) point (a)(ii) first subparagraph, and Article 5(3) point (b), of that Directive. [Am. 77]~~

Where, in accordance with Article 5(3), point (a)(i), second subparagraph, or Article 5(3), point (a)(ii), second subparagraph of Directive (EU) 2022/2561, a Member State authorises driving within its territory from a lower age, the validity of the driving licence shall be limited to the territory of the issuing Member State until such time as the licence holder has reached the relevant minimum age referred to in the first subparagraph of this paragraph and holds a certificate of professional competence.

Article 8

Conditions and restrictions

1. Member States shall mark driving licences issued to a person subject to one or more conditions under which he or she is authorised to drive. To that end Member States shall use the corresponding Union codes provided for in Annex I, Part E. They may also use national codes for conditions not covered by Annex I, Part E, ***and, where they do so, they shall report this fact without delay to the Commission, along with details of the codes and cases in which they are used, upon the entry into force of this Directive and in case of [subsequent] new additions or modifications of existing codes.*** [Am. 78]

If, due to a physical incapacity, driving is authorised only for certain types of vehicles or for vehicles adapted in order to compensate for such incapacities, the test of skills and behaviour provided for in Article 10(1) shall be taken in such a vehicle.

2. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Part E, where necessary in order to take account of technical, operational or scientific developments.

Article 9

Staging and equivalences between categories

1. Driving licences for categories BE, C1, C1E, C, CE, D1, D1E, D and DE shall be issued only to drivers already entitled to drive vehicles in category B.
2. The validity of driving licences shall be determined as follows:
 - (a) licences issued for categories C1E, CE, D1E or DE shall be valid for combinations of vehicles in category BE;
 - (b) licences issued for category CE shall be valid for category DE as long as their holders are entitled to drive vehicles in category D;

- (c) licences issued for category C1E or CE shall be valid for category D1E as long as their holders are entitled to drive vehicles in category D1;

(ca) licences issued for category CE and DE shall be valid for categories C and D respectively; [Am. 80]

- (d) licences issued for category CE and DE shall be valid for combinations of vehicles in categories C1E and D1E respectively;

(da) licences issued for category C1E and D1E shall be valid for categories C1 and D1 respectively; [Am. 81]

- (e) licences issued for any category shall be valid for vehicles in category AM. However, for driving licences issued on its territory, a Member State may limit the equivalences for category AM to categories A1, A2 and A, if that Member State imposes a practical test as a condition for obtaining category AM;
- (f) licences issued for category A2 shall also be valid for category A1;

- (g) licences issued for categories A, B, C or D shall be valid for categories A1, A2, B1, C1, or D1 respectively;
- (h) ~~two~~² years after a driving licence, granted for category B, was issued for the first time, it shall be valid for driving the alternatively fuelled vehicles, *as referred to in Article 2 [11c] of this Council Directive 96/53/EC¹⁷ for categories M and N established by Regulation EU 2018/858¹⁸, that are intended to be used on public roads, including those designed and constructed in one or more stages*, with a maximum authorised mass above 3 500kg but not exceeding 4 250 kg without a trailer, *and for the transport of passengers with a maximum seat capacity of eight seats excluding the driver. Those vehicles may be combined with a trailer or semi-trailer with the maximum authorised mass of this combination not exceeding 5 000 kg; [Am. 82]*

¹⁷ ~~Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59).~~

¹⁸ ***Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L, 151, 14.6.2018, p. 1).***

(ha)2 years after a driving licence, granted for category B, was issued for the first time, it shall be valid for driving ambulances as defined in Article 2 [(11a)] and other special usage vehicles, as well as motor caravans, as defined in Article 2 [(11b)] of this Directive that are up to 4250 kg;

In the periodic reports to the European Parliament and the Council referred to in Article 20 of this Directive, the Commission shall review the impact of technological advances in the field of emergency medical equipment and/or of the use of alternative fuels on the total mass of ambulances. The Commission is empowered to adopt delegated acts in accordance with Article 21 of this Directive to amend this Directive by updating the maximum weight of ambulances based on the conclusions of those periodic reports.

The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend this Directive by updating the maximum weight of vehicles referred to in the first subparagraph of this point in order to take account of the impact of technical advances and the development of alternative fuels for ambulances;

[Am. 83]

(hb) 2 years after a driving licence granted for category BE, was issued for the first time, it shall authorise driving alternatively fuelled vehicles, as defined in Article 2 (11c) of this Directive for categories M and N established by Regulation EU 2018/858, that are intended to be used on public roads, including those designed and constructed in one or more stages, with a maximum authorised mass above 3 500 kg but not exceeding 4 250 kg without a trailer. Those vehicles may be combined with a trailer or semi-trailer where the maximum authorised mass of the trailer or semi-trailer not exceeding 3 500 kg; [Am. 84]

(hc) 3 years after a driving licence, granted for category C1, was issued for the first time, it shall be valid for driving alternatively fuelled vehicles, as defined in Article 2 [(11 c)] of this Directive, with a maximum authorized mass above 7 500 kg but not exceeding 8 250 kg without a trailer and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver. Those vehicles may be combined with a trailer having maximum authorized mass not exceeding 750 kg; [Am. 85]

(hd) 3 years after a driving licence, granted for category C1E, was issued for the first time, it shall be valid for driving alternatively fuelled vehicles referred to in Article 9(2), point (hc) and its trailer or semi-trailer having a maximum authorised mass of over 750 kg provided that the authorised mass of the combination does not exceed 12 750 kg; [Am. 86]

(he) 3 years after a driving licence, granted for category D1, was issued for the first time, it shall be valid for vehicles designed and constructed for the carriage of no more than 22 passengers in addition to the driver and with a maximum length not exceeding 8 meters. [Am. 88]

In its second implementation report to the European Parliament and the Council referred to in Article 20 of this directive, the Commission shall assess the impact of development and deployment of alternatively fuelled vehicles and/or the application of [point (h) to point (hd) of this Article] on road safety. The Commission is empowered to adopt delegated acts in accordance with Article 21 to amend this Directive by updating the mass thresholds of alternatively fuelled vehicles. [Am. 89]

3. For driving on their territory, Member States may grant the following equivalences:
- (a) powered tricycles under a licence for category B, for powered tricycles with a power exceeding 15 kW provided that the holder of the licence for category B is at least 21 years old;
 - (b) category A1 motorcycles under a licence for category B.

The equivalences provided for in the first subparagraph shall be mutually recognised by the Member States that granted them.

Member States shall not indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first subparagraph, except by means of the relevant Union codes specified in Annex I, Part E.

Member States shall inform the Commission without delay about equivalences referred to in the first subparagraph that are granted on their territory, including the national codes which may have been used before the entry into force of this Directive. The Commission shall make this information available to Member States for the purpose of facilitating the application of this paragraph.

4. Member States may authorise the driving on their territory of the following categories of vehicles:
- (a) vehicles of category D1 with a maximum authorised mass of 3 500 kg, excluding any specialised equipment intended for the carriage of passengers with disabilities, by drivers over 21 years old holding a driving licence granted for category B, at least two years after such a driving licence was issued for the first time and provided that the vehicles are being used by non-commercial bodies for social purposes and that the driver provides his or her services on a voluntary basis;
 - (b) vehicles of a maximum authorised mass exceeding 3 500 kg by drivers over 21 years old holding a driving licence granted for category B, at least two years after such a driving licence was issued for the first time , provided that all of the following conditions are met:
 - (i) those vehicles are intended to be used, when stationary, only as an instructional or recreational area;

- (ii) that they are used by non-commercial bodies for social purposes;
 - (iii) they have been modified so that they may not be used either for the transport of more than nine persons or for the transport of any goods other than those strictly necessary for their purposes;
- (c) vehicles of category B with a maximum authorised mass of 2 500 kg and a maximum speed physically limited to 45 km/h by drivers below 21 years old holding a driving licence granted for category B1.

Member States shall not indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first subparagraph, points (a) and (b), except by means of relevant national codes.

Member States shall inform the Commission of any authorisations granted in accordance with this paragraph.

4a. Member States shall be entitled to authorise to drive vehicles of category D or D1, in their territory, to the holders of driving licence granted for category C, provided that no other persons are transported in the vehicle and the driver is a person executing the roadworthiness test in accordance with Directive 2014/45/EU, or a mechanic of the car-repair shop performing a test ride, both within 5 km radius from the workshop, once the vehicle has been repaired, or maintenance or inspection drive purposes. The Member States shall inform the Commission on any authorisations granted in accordance with this paragraph.
[Am. 91]

Article 10

Issue, validity and renewal

1. Driving licences shall be issued only to applicants who meet the following conditions:
 - (a) they have passed a test of skills and behaviour and a theoretical test and who meet the minimum standards of physical and mental fitness for driving , in accordance with the provisions of Annexes II and III;

- (b) as regards category AM they have passed a theory test only; Member States may require applicants to pass a test of skills and behaviour and a medical examination for this category.

For three-wheel vehicles and quadricycles within this category, Member States may impose a distinctive test of skills and behaviour. For the differentiation of vehicles in category AM, a national code may be inserted on the driving licence;

- (c) as regards category A2 or category A, and on the condition that they have acquired a minimum of two years' experience on a motorcycle in category A1 or in category A2 respectively, either:
 - (i) passed a test of skills and behaviour only, or
 - (ii) completed a training pursuant to Annex VI;
- (d) they have completed a training or passed a test of skills and behaviour, or completed a training and passed a test of skills and behaviour pursuant to Annex V as regards category B for driving a vehicle combination referred to in Article 6(1), point (c)(ii), third paragraph;

- (e) they have their normal residence in the territory of the Member State issuing the licence, or can produce evidence that they have been studying there for at least six months.

1a. *Member States shall adopt the necessary provisions in order to ensure that persons who have a disability and whose test is carried out in a vehicle adapted for their disability are exempted from undertaking tasks incompatible with their disability.* [Am. 94]

2. The *minimum* duration of the administrative validity of driving licences issued by Member States shall be as follows: [Am. 95]

- (a) 15 years for categories AM, A1, A2, A, B, B1 and BE;
- (b) five years for categories C, CE, C1, C1E, D, DE, D1 and D1E.

The renewal of a driving licence may trigger a new administrative validity period for another category or categories the licence holder is entitled to drive, insofar as this is in conformity with the conditions laid down in this Directive.

The presence of a microchip or QR code pursuant to Article 4(5) and Article 4(6) respectively shall not be a prerequisite for the validity of a driving licence. The loss or unreadability of the microchip or of the QR code, or any other damage thereto, shall not affect the validity of the driving licence.

Member States may limit the period of administrative validity of driving licences issued to novice drivers within the meaning of Article 15(1), for any category in order to apply specific measures to such drivers, for the purpose of improving their road safety.

While respecting the principle of subsidiarity, Member States may limit the period of administrative validity of individual driving licences for any category, ***while considering medical fitness and ability to drive safely in accordance with Annex III***, in case it is found necessary to apply an increased frequency of medical checks or other specific measures, including restrictions for traffic offenders, ***in order to further improve road safety measures***. [Ams. 253, 315 and 335]

~~Member States shall reduce the periods of administrative validity set out in the first subparagraph to five years or less for driving licences of holders residing on their territory having reached the age of 70, in order to apply an increased frequency of medical checks or other specific measures, including refresher courses. This reduced period of administrative validity shall only be applied upon renewal of the driving licence. [Am. 97]~~

Member States may reduce the period of administrative validity set out in this paragraph of driving licences of persons who have been granted a temporary residence permit or who enjoy temporary protection or adequate protection under national law on their territory. For that purpose, this reduced period of administrative validity shall be equal to or shorter than the administrative validity of the temporary residence permit or of the temporary protection or adequate protection.

3. The renewal of driving licences when their administrative validity expires shall be subject to both of the following conditions:
 - (a) continuing compliance with the minimum standards of physical and mental fitness for driving set out in Annex III;

(b) normal residence in the territory of the Member State issuing the licence, or evidence that the applicant has been studying there for at least six months, at the time they submit their application.

4. In case of a crisis Members States may extend the period of administrative validity of driving licences that would otherwise expire, for a maximum period of six months. The extension may be renewed where the crisis persists.

Any such extension shall be duly reasoned and notified immediately to the Commission. The Commission shall immediately publish this information in the *Official Journal of the European Union*. Member States shall recognise the validity of driving licences whose period of administrative validity has been extended under this paragraph.

Where a crisis affects several Member States, the Commission may adopt implementing acts in order to extend the period of administrative validity of all or certain categories of driving licences that would otherwise expire. That extension may not exceed six months and may be renewed where the crisis persists. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(3).

Where a Member State is not, and is not likely to be, affected by difficulties that rendered the renewal of driving licences impracticable as a consequence of the crisis referred to in the third subparagraph, or has taken appropriate national measures to mitigate the crises' impact, that Member State may decide not to apply the extension introduced by the implementing act referred to in the third subparagraph, after first informing the Commission. The Commission shall inform the other Member States thereof and publish a notice in the *Official Journal of the European Union*.

For the purposes of this paragraph, a crisis means an exceptional, unexpected and sudden, natural or man-made event of extraordinary nature and scale that takes place inside or outside of the Union, with significant direct or indirect impacts on the area of road transport and that also prevents or significantly impairs the possibility for the holders of driving licences or relevant national authorities from carrying out the necessary procedures for their renewal.

5. Without prejudice to national criminal and police laws, Member States may apply to the issuing of driving licences national provisions relating to conditions other than those referred to in this Directive. They shall inform the Commission thereof.

6. When issuing or renewing driving licences in categories AM, A, A1, A2, B, B1 and BE, Member States may require an examination applying the minimum standards of physical and mental fitness for driving set out in Annex III instead of the self-assessment laid down in point 3 of that Annex. In that case, the medical examination shall cover all the medical incapacities mentioned in Annex III.

~~The Commission shall adopt by [date-of-adoption+18 months] implementing acts setting out the content of the self-assessment referred to in point 3 of Annex III and covering all of the medical incapacities mentioned in that Annex. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).~~ **[Am. 99]**

While respecting the principle of subsidiarity, when renewing driving licences in categories AM, A, A1, A2, B, B1, BE and T Member States may require an examination applying the minimum standards of fitness for driving set out in Annex III. [Ams. 256 and 318]

6a. Member States shall establish evidence-based guidelines for General Practitioners and family doctors to identify those who may be at risk of driving a car, and shall operate in coordination with licencing authorities. [Am. 100]

6b. Member States shall develop national sensibility campaigns to raise awareness among the general public about mental or physical signals that may put a person at risk of driving a vehicle. [Am. 101]

7. No person may hold more than one ~~physical~~ driving licence. A person may however ~~hold several~~ **store a** mobile driving licences, provided that these are issued by the same Member State **licence on several devices. [Am. 102]**

No person may hold driving licences issued by more than one Member State.

A Member State shall refuse to issue a driving licence where it establishes that the applicant already holds a driving licence issued by another Member State.

Member States shall take the necessary measures for the purpose of applying the third subparagraph. The necessary measures as regards the issue, replacement, renewal or exchange of a driving licence shall be to verify with other Member States where there are reasonable grounds to suspect that the applicant is already the holder of another driving licence. To that end, Member States shall use the EU driving licence network referred to in Article 19.

Without prejudice to Article 3(6), a Member State issuing a driving licence shall apply due diligence to ensure that a person fulfils the requirements set out in paragraph 1 of this Article, and shall apply its national provisions on the cancellation or withdrawal of the driving licence or of the right to drive if it is established that a licence has been issued without those requirements having been met.

8. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annexes II, III, V and VI where necessary in order to take account of technical, operational or scientific developments.

8a. *The Commission shall, based on expert advice, develop an online training course for general practitioners allowing them to assess all aspects of an applicant's fitness to drive.*
[Am. 103]

Article 11

Exchange and replacement of driving licences issued by Member States

1. Where the holder of a valid driving licence issued by a Member State has taken up normal residence in another Member State, he or she may request that his or her driving licence be exchanged for an equivalent licence. The Member State performing the exchange shall check for which category the licence submitted is in fact still valid.
2. Subject to observance of the principle of territoriality of criminal and police laws, the Member State of normal residence may apply its national provisions on the restriction, suspension, withdrawal or cancellation of the right to drive to the holder of a driving licence issued by another Member State and, if necessary, exchange the licence for that purpose.

3. The Member State performing the exchange ***of a physical driving licence*** shall return the old licence to the authorities of the Member State which issued it and give the reasons for doing so. ***The Member State exchanging the driving licence shall inform the authorities of the issuing Member State, specifying the reasons for such exchange. The Member States which originally issued the driving licence shall ensure that the former mobile driving licence can no longer be viewed. For the purposes of communication, Member States shall make use of the EU driving licence network referred to in Article 19(1). [Am. 104]***
4. A replacement for a driving licence which has been lost or stolen may only be obtained from the competent authorities of the Member State in which the holder has his or her normal residence. Those authorities shall provide the replacement on the basis of the information in their possession or, where appropriate, proof from the competent authorities of the Member State which issued the original licence.

Article 11a

Interim driving licence

- 1. During the replacement, renewal or exchange of a driving licence, the Member State performing the replacement, renewal or exchange shall issue an interim driving licence in a form of a certificate, even if it is the same Member State which has issued the previous licence. The Commission is empowered to adopt by 31 December 2025 a delegated act in accordance with Article 21 to supplement this Directive by laying down a model standardised form for such a certificate. When adopting those delegated acts the Commission shall have due regard to any risk of forgery of such forms.**
- 2. The certificate issued by a Member State under this Article shall be valid for a maximum period of 1 month. Such certificates shall be mutually recognised by Member States. Where the replacement, renewal or exchange of the driving licence is taking longer Member States may renew that certificate twice, each for the period not exceeding 1 month. The validity of such a certificate shall automatically cease once the holder comes into the possession of a physical or mobile licence in accordance with Article 3. [Am. 105]**

Article 12

Exchange of driving licences issued by third countries

1. Where a Member State provides for the exchange of a driving licence issued by a third country to a holder that has taken up normal residence in its territory, that Member State shall exchange the driving licence in accordance with the provisions of this Article.
2. Where a Member State exchanges a driving licence issued by a third country that has not been the object of an implementing decision referred to in paragraph 7, such exchange shall be recorded on the driving licence issued by that member State by way of marking the relevant code from Annex I, Part E, as shall any subsequent renewal or replacement. If the holder of that licence transfers his or her normal residence to another Member State, the latter need not apply the principle of mutual recognition set out in Article 3(6).

Member States shall apply, for such exchanges, the provisions of their national legislation, in accordance with the conditions provided for in this paragraph.

3. Where the driving licence is issued in a category and by a third country that has been the object of an implementing decision referred to in paragraph 7, such exchange shall not be recorded on the driving licence issued by the Member State concerned. In those cases, Member States shall exchange the driving licence in accordance with the conditions set out in the relevant implementing decision.
4. Where a driving licence issued by a Member State was exchanged for a driving licence issued by a third country, Member States shall not require the fulfilment of any additional conditions other than those set out in point (a) of Article 10(3) or record any additional information for exchanging that driving licence for a driving licence issued by them, as regards the categories of the initial driving licence.

In the situation referred to in the first subparagraph, where an applicant requests to exchange a driving licence that is also valid for categories concerning which he or she acquired the right to drive in a third country, the following rules shall apply:

- (a) if the driving licence was issued in a category and by a third country that has been the object of an implementing decision referred to in paragraph 7, paragraph 3 shall apply;

(b) in the absence of such implementing decision, paragraph 2 shall apply.

5. The exchanges referred to in paragraphs 2, 3 and 4 shall only occur if the driving licence issued by the third country has been surrendered to the competent authorities of the Member State making the exchange.
6. The Commission may identify that a third country has a road transport framework guaranteeing, wholly or partially, a level of road safety that is comparable to the Union one, which allows for the driving licences issued by this third country to be exchanged without recording such exchange on the driving licences issued by Member States, if necessary after complying with certain pre-defined conditions.

Where the Commission identifies such a third country, it may assess the third country's road transport framework in cooperation with the Member States. Member States shall have six months to provide their opinion on the road transport framework in place in the identified third country. The Commission shall proceed with the assessment once it has received an opinion from all Member States or once the time limit for sending the opinions has passed, whichever is ~~later~~**earlier. [Am. 106]**

When assessing the road transport framework in place in a third country the Commission shall take into account at least the following elements:

- (a) the driver licensing requirements in place, such as the classification of driving licence categories, minimum age requirements, training and driving tests' requirements and conditions, and medical standards for issuing the licence;
- (b) whether the third country issues mobile driving licences and if so, the applicable technical and structural details for operating the system;
- (c) the extent to which there are forged driving licences in circulation and what measures are taken to prevent forgery of driving licences;
- (d) the period of administrative validity of the driving licences issued by the third country;
- (e) the traffic conditions in the third country and whether they are comparable to the traffic conditions on the road networks in the Union;
- (f) the road safety performance of the third country.

(fa) the exchange system established for EU driving licences in the third country. [Am. 107]

7. The Commission may, after conducting the assessment referred to in paragraph 6 and by means of implementing decisions, decide that a third country has a road transport framework in place that wholly or partially guarantees a level of road safety that is comparable to the Union one for the driving licences issued by that third country to be exchanged without recording such exchange on the driving licence issued by a Member State.

The implementing decision shall contain at least:

- (a) the driving licence categories referred to in Article 6, regarding which an exchange may be made without recording it on the driving licence issued by a Member State;
- (b) the dates of issuance of the third country driving licences from which an exchange may be made without recording it on the driving licence issued by a Member State;
- (c) any general conditions to be complied with for the purpose of verifying the authenticity of the official document to be exchanged;

- (d) any general conditions the applicant has to comply with to demonstrate compliance with the medical standards laid down in Annex III, prior to the exchange.

Where the driving licence of the applicant does not allow compliance with the second subparagraph, points (a) or (b), of this paragraph, Member States may decide to exchange the driving licence in accordance with paragraph 2. Where the applicant is not able to comply with the second subparagraph, points (c) or (d), of this paragraph, Member States shall refuse to exchange the driving licence. Any additional condition that the implementing decision may contain shall provide for either the applicability of the national provisions of the Member State in accordance with paragraph 2, or for the refusal of the exchange of the driving licence, where such conditions are not complied with by the applicant.

The implementing decisions shall be adopted in accordance with the examination procedure referred to in Article 22(2).

8. The implementing decision referred to in paragraph 7 shall provide for a periodic review, at least every four years, of the road safety situation in the third country concerned. Depending on the conclusions of the review, the Commission shall maintain, amend or suspend, to the extent necessary, or repeal the implementing decision referred to in paragraph 7.
- 8a. *A certificate of professional competence (CPC), or an equivalent certificate, issued by a third country referred to in paragraph 2 may be replaced by a new CPC issued by a Member State where the holder has completed in that Member State additional competence training of up to 35 hours. That additional competence training shall be carried out in the EU language best understood by a [candidate]. If necessary, in line with Directive (EU) 2022/2561 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers¹⁹, to ensure a high level of competence and road safety, appropriate linguistic support shall be provided.***

¹⁹ ***Directive (EU) 2022/2561 of the European Parliament and of the Council of 14 December 2022 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers (OJ L 330, 23.12.2022, p. 46).***

For the purpose of determining whether third countries have rules wholly or partially comparable to corresponding Union rules that guarantee a level of road safety that is wholly or partially comparable to that in the Union, the Commission is empowered to adopt by ... [2 years after the entry into force of this amending Directive] delegated acts in accordance with Article 21 to supplement this Directive, by laying down the conditions for, and the criteria and methodologies to be used when, assessing third-country rules on professional training for drivers or third-country rules on certification and examination procedures, or both.

On the basis of those [delegated acts/ assessment conditions, criteria and methodologies], and in cooperation with the Member States in accordance with the procedure set out in paragraph 6, the Commission shall adopt implementing acts, setting out its decision that a specific third country has rules on professional training for drivers and/or rules on certification and examination procedures wholly or partially comparable to corresponding Union rules that guarantee a level of road safety that is wholly or partially comparable to that in the Union. Those implementing acts shall be adopted in accordance with examination procedure referred to in Article 22(2).

[Am. 108]

9. The Commission shall publish in the *Official Journal of the European Union* and on its website a list of the third countries that have been the object of an implementing decision in accordance with ~~paragraph 7~~ **paragraphs 7 and 8a**, and shall also publish accordingly any relevant changes made in accordance with paragraph ~~98~~. **[Am. 109]**
10. The Commission shall establish a knowledge network to aggregate, process and disseminate knowledge and information on best practices for the integration of foreign professional drivers in the internal market. The network shall include relevant Members States authorities, centres of excellence, universities and researchers, social partners and other relevant actors of the road transport sector.

Article 12a

Platform for cooperation

1. ***The Commission shall establish a platform for cooperation to aggregate, process and disseminate knowledge and information on best practices for***
 - (a) ***the training schemes of drivers in the Member States, including training of special use vehicles such as Non Road Mobile Machinery;***

(b) the licencing and normal use of special use vehicles, such as Non Road Mobile Machinery in the different Member States, including cross border implications of differences of these rules with the view to facilitating use of such machinery; and

(c) any other issue deemed appropriate.

- 2. The platform shall include relevant Members States authorities, and relevant stakeholders of the road transport sector, and where possible facilitate building on these best practices. [Am. 320]***

Article 13

Effects of a restriction, suspension, withdrawal or cancellation of the
right to drive or driving licence

1. A Member State shall refuse to issue a driving licence to an applicant whose driving licence is restricted, suspended, withdrawn or cancelled in another Member State.
2. A Member State shall refuse to recognise the validity of any driving licence issued by another Member State to a person whose driving licence or right to drive is restricted, suspended, withdrawn or cancelled in the former Member State's territory.

3. A driving licence or the right to drive shall be considered as restricted, suspended, withdrawn, or cancelled for the purposes of this Article as long as the person concerned is yet to fulfil any conditions, imposed by a Member State, with which he or she must comply with in order to be able to recover his or her right to drive or driving licence or to be able to apply for a new one.

Member States shall ensure that any conditions they impose in order for the holder to be able to recover his or her right to drive or driving licence or to be able to apply for a new one are proportionate, non-discriminatory to holders of driving licences issued by any other Member State and that they do not, by themselves, lead to an indefinite refusal to issue a driving licence or to recognise a driving licence issued by another Member State.

A Member State shall suspend a driving licence if the medical examination confirming validity referred to in Article 10 shows that the physical and psychological requirements regarding the medical conditions referred to in Annex III temporarily cannot be met. [Am. 110]

4. Nothing in this Article shall be understood as preventing Member States from banning a person from driving in their territories indefinitely without providing him or her the possibility to recover his or her right to drive or driving licence or to be able to apply for a new one, where this is justified on the basis of his or her conduct.

Where a Member State, in accordance with this paragraph, has imposed an indefinite ban on driving, such Member State may refuse to recognise the validity of any driving licence, issued by another Member State, in its respective territory indefinitely. By way of derogation from paragraph 1 other Member States may, after consulting with the Member State imposing the indefinite driving ban, issue a driving licence to such a person.

Article 14

Accompanied driving scheme

1. By way of derogation from Article 7(1), points (b) and (d) respectively, Member States shall issue driving licences, in accordance with Article 10(1), for categories B, **C and C1** ~~and C~~ marked with the Union code 98.02 specified in Annex I, Part E, to applicants who have reached the age of 17 years. **[Am. 111]**

2. Holders of a driving licence marked with the Union code 98.02 who have not reached the age of 18 years shall only drive when accompanied by a person ***in the front passenger seat, who is able to provide guidance during the driving. The accompanying person shall comply with the rules on driving under the influence of alcohol or drugs or in an incapacitated state due to any other reason, and shall meet***who meets the following conditions: **[Am. 112]**
- (a) has a minimum age of 25 years;
 - (b) holds ~~aan~~ ***EU*** driving licence of the relevant category issued more than five years ago; **[Am. 113]**
 - (c) has not been subject to a driving disqualification over the last five years;
 - (d) has not been subject to a decision in the field of criminal law resulting from a road-traffic related offence;
 - (e) in the case of a vehicle of category ~~C~~***categories C and C1*** has the qualification and training provided by Directive (EU) 2022/2561. **[Am. 114]**

(ea) in the case of a vehicle category C and C1, has undergone a dedicated 7-hour training course to learn the necessary professional and pedagogical skills, as part of their periodic CPC training. [Am. 115]

Member States may decide to increase the duration of the training up to 14 hours. [Am. 116]

3. Member States may require the identification of the accompanying persons referred to in the paragraph 2 in order to ensure compliance with this Article. Member States may limit the number of possible accompanying persons.

3a. The accompanied driving scheme does not restrict Member States' existing options to lower the minimum age for category B as set in Article 7(2) of this Directive and to apply related conditions at national level. [Am. 117]

4. Member States may apply additional conditions for the issuance of a driving licence marked with the Union code 98.02 to applicants who have not reached the age of 18 years. They shall inform the Commission thereof. The Commission shall make this information available to the public.

4a. Member States may reduce the age set out in paragraph 1 to persons having their normal residence in their territory in order to run pilot projects and collect data on the effect of accompanied driving schemes with a lower age as a part of applicant's training until he or she reaches 3500 km. If a Member State wishes to make use of that option, it shall submit a reasoned request to the Commission. The Commission shall assess such request through a dialogue with the Member State concerned and render a decision within 3 months. The Commission may approve or deny the request by submitting a reasoned opinion, or approve it upon additional conditions in order to ensure road safety. The provisions of paragraphs 2, 3 and 4 shall remain applicable, where a derogation is granted by the Commission. Member States shall monitor results of the approved pilot projects and report them to the Commission. The Commission shall assess the requests and, when available, the results of the approved pilot projects in its periodic reviews. [Am. 118]

Article 15

Probationary period

1. The holder of a driving licence of a given category issued for the first time shall be considered a novice driver and shall be subject to a probationary period of at least two years. ***Member States shall lay down rules on the length of the period and the penalties for novice drivers. [Am. 119]***
- 1a. ***Member States shall establish an obligation for novice drivers to display a standard Union disk on the back windscreen of their vehicle during the whole length of their probationary period. The Commission shall, no later than [6 months from the date of entry into force of this directive] adopt a delegated act in accordance with Article 21 establishing the common visual specifications for the common disk. [Am. 268]***

2. Member States shall lay down rules on penalties for novice drivers who drive with a blood alcohol level exceeding ~~0~~**0.2g /mL or under the influence of psychotropic substances or narcotics.**~~0g/mL~~ **The enforcement authorities of Member States shall establish a technical zero tolerance measuring threshold on the basis of the lowest limit of quantification that takes account of passive or accidental exposure** and take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and ~~non-discriminatory~~**non-discriminatory, and may include driving disqualifications.** [Am. 120]
- 2a. **Member States shall lay down stricter rules on penalties for novice drivers, including where they fail to use safety equipment or drive without a valid driving licence, and take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and non-discriminatory.** [Am. 121]
- 2b. **Member States may extend the application of the zero tolerance system for alcohol and illicit psychoactive drugs to all drivers.** [Am. 269]

3. Member States may establish additional rules applicable on their territory to novice drivers during the probationary period to improve road safety. They shall inform the Commission thereof.
Those rules shall not limit night-time driving. [Am. 122]
4. Member States shall mark driving licences issued during a probationary period with the Union code 98.01 specified in Annex I, Part E.
5. A probationary period shall not be applied to drivers obtaining a driving licence of category A2 or A in accordance with Article 10(1), point (c).
- 5a. For drivers obtaining a new category during their probationary period for a previously issued licence category, the probationary period for the new category may be reduced taking into account already completed probationary period, subject to a minimum of 6 months. Such a reduction shall not apply if the existing driving licence is issued for category AM only. [Am. 123]***

5b. Member States are encouraged to include age-appropriate training on road safety rules and traffic risk awareness trainings as part of their elementary and secondary school curricula. Member States may use revenues earmarked under [Directive 2015/413 of the European Parliament and of the Council²⁰] to financially support such initiatives. The Commission may use the resources indicated in [Article 8a of that Directive] also to financially support such initiatives. [Am. 124]

Article 16

Examiners

1. Driving examiners shall meet the minimum standards set out in Annex IV.

Driving examiners already working in that capacity before 19 January 2013 **the entry into force of this Directive** shall be subject only to the requirements concerning quality assurance and regular periodic training measures. **[Am. 125]**

2. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex IV where necessary in order to take account of technical, operational or scientific developments.

²⁰ **Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L 68, 13.3.2015, p. 9).**

Article 17

Normal residence

1. For the purposes of this Directive, normal residence shall be the place where a person usually lives, that is for at least 185 days in each calendar year, because of personal ~~and~~**or** occupational ties, ~~or~~ **and**, in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where he or she is living. **[Am. 126]**

However, the normal residence of a person whose occupational ties are in a different place from his or her personal ties and who consequently lives in turn in different places situated in two or more Member States shall be regarded as being the place of his or her personal ties, provided that such person returns there regularly. This last condition need not be met where the person is living in a Member State in order to carry out a task of a definite duration. Attendance at a university or school shall not imply transfer of normal residence.

2. For the purposes of Article 10(3), point (b) and Article 11(4), the normal residence of the staff of diplomatic services of the Union or of its Member States, or of the members of their families forming part of their households, shall be considered to be in the territory of the Member States that issued the driving licences that are being renewed or replaced.

For the purposes of this Article “diplomatic services of the Union” shall include officials from relevant departments of the General Secretariat of the Council and of the Commission, as well as staff seconded from national diplomatic services of the Member States and any other employee or contractor working for the Union institutions, bodies, offices and agencies in the area of external representation and who, in order to be able to perform their contractual duties, have to live at least 181 days in the territory of one or several third countries in a calendar year.

3. Where the holder of a driving licence cannot prove the establishment of his or her normal residence in a given Member State under paragraph 1, the holder may as a last resource have his or her driving licence renewed in the Member State that originally issued it.

4. By way of derogation from Article 10(1), point (e) and for the specific purpose of the first issuance of a driving licence ~~of category B~~, an applicant whose Member State of normal residence is different from his or her Member State of citizenship may have his or her driving licence issued by the latter, where the Member State of normal residence does not provide for the possibility to pass the theoretical or practical tests in one of the official *EU* languages of the Member State of citizenship or with an interpreter. **[Am. 127]**

Article 18

Equivalences between non-Union standard model licences

1. Member States shall apply the equivalences established by Commission Decision (EU) 2016/1945²¹ between entitlements obtained before ~~19 January 2013~~ ***entry into force of this Directive*** and the categories set out in Article 6 of this Directive. **[Am. 128]**
2. Any entitlement to drive granted before ~~19 January 2013~~ ***entry into force of this Directive*** shall not be removed or in any way qualified by the provisions of this Directive. **[Am. 129]**

²¹ Commission Decision (EU) 2016/1945 of 14 October 2016 on equivalences between categories of driving licences (OJ L 302, 9.11.2016, p. 62).

Article 19

Mutual assistance

1. Member States shall assist one another in the implementation of this Directive. They shall exchange information on the licences they have issued, exchanged, replaced, renewed, restricted, suspended, withdrawn, cancelled or revoked, on the driving disqualifications they have imposed or plan to enact and consult each other in order to verify whether an applicant for a driving licence is not subject to a driving disqualification in any Member State. They shall use the EU driving licence network set up for those purposes.
2. Member States may also use the EU driving licence network for the exchange of information for the following purposes:
 - (a) to enable their authorities to verify the validity and authenticity of a driving licence during road-side checks or as part of anti-forgery measures;
 - (b) to facilitate investigations that aim to identify the liable person for road-safety-related traffic offences, in accordance with Directive (EU) 2015/413 of the European Parliament and of the Council²²;

²² Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L 68, 13.3.2015, p. 9).

- (c) to prevent, detect and investigate ***road traffic-related*** criminal offences ~~as referred to in~~ ***accordance with*** [REFERENCE TO PRÜM II], ***provided all necessary conditions therein for that purpose apply and with due observance of the principles of purpose limitation, necessity and proportionality; [Am. 130]***
- (d) to enforce Directive (EU) 2022/2561;
- (e) to implement and enforce [NEW DIRECTIVE ON THE UNION-WIDE EFFECT OF CERTAIN DRIVING DISQUALIFICATIONS].

3. Access to the network shall be secured. The network shall provide for both synchronous (real time) and asynchronous exchange of information, and for the sending and receiving of secured messages, notifications and attachments.

Member States shall take all necessary steps to ensure that the information exchanged through the network is up-to-date.

Member States may grant access for the network only to the authorities competent for the purposes referred to in paragraphs 1 and 2.

4. Member States shall also assist each other in the implementation of the mobile driving licence, in particular to guarantee the seamless interoperability between the applications and verification features referred to in Annex I, Part C.
5. In order to ensure interoperability between national systems connected to the EU driving licence network and the protection of personal data exchanged in this context, the Commission shall adopt by 6 June 2026 implementing acts laying down the detailed operational, interface and technical requirements of the EU driving licence network. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).
6. Member States may cooperate in the enforcement of any partial restriction, suspension, withdrawal or cancellation of the right to drive or a driving licence, in particular where the respective measures are limited to certain driving licence categories or to the territories of certain Member States, in particular through endorsements on the driving licences they have issued.

Article 20

Review

Member States shall inform the Commission on a yearly basis about the number of driving licences issued, renewed, replaced, withdrawn and exchanged, for each category, including data on the issuance and use of mobile driving licences.

Member States shall also inform the Commission within 3 months if the laws, regulations and administrative provisions they adopted, which are necessary to comply with this Directive, are changed in a way affecting the application of the provisions of this Directive. [Am. 131]

Member States shall also share data on their best practices as regards road safety measures and risk awareness trainings, especially as regards novice drivers and within the lifelong training, on types of medical fitness checks per age group, use of support system per age group through feedback interventions with proof of participation and recommendations provided by a driving instructor, traffic psychologist or driving examiner as well as measures to increase road safety measures among vulnerable road users, including measures regulating micro mobility. [Am. 132]

By 1 July 2027, the Commission is invited to present a report to the European Parliament and to the Council on the effects of use of national provisions on Non Road Mobile Machinery and its implication on internal market and road safety. The report may be accompanied, if appropriate, by a proposal to the European Parliament and the Council with the view to facilitating use of Non Road Mobile Machinery across the Union. [Am. 321]

Member States shall annually report to the Commission statistics on road accidents per driving licence category, caused by novice drivers under accompanied driving scheme as defined by Article 14. Every 3 years, the Commission is invited to prepare a report comparing the road accidents caused by drivers who obtained a driving licence following accompanied driving scheme with the other drivers. The report shall take into account data per each category of driving licence. The Commission shall make the report publically available, including through the CBE portal as established by the [CBE directive]. [Am. 133]

By [entry into force + 5 years], and every five years thereafter, the Commission shall present a report to the European Parliament and the Council on the implementation of this Directive, including its impact on road safety.

Article 21

Exercise of the delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.
2. The power to adopt delegated acts referred to in Article 4(8), Article 5(6), Article 8(2), Article **9(2), Article 10(8), Article 11(a), Article 12(8a)**~~10(8)~~ and Article 16(2) **and Article 16a(2)** shall be conferred on the Commission for a period of five years from [Date of entry into force of the Directive]. The Commission shall draw up a report in respect of the delegation of power no later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension no later than three months before the end of each period. **[Am. 134]**

3. The delegation of power referred to in Article 4(8), Article 5(6), Article 8(2), Article 10(8) and Article 16(2) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the *Official Journal of the European Union* or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.
4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.
5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.
6. A delegated act adopted pursuant to Article 4(8), Article 5(6), Article 8(2), Article 10(8) and Article 16(2) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council, or if before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Article 22

Committee procedure

1. The Commission shall be assisted by the committee on driving licences. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.
2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

Where the opinion of the committee is to be obtained by written procedure, that procedure shall be terminated without result when, within the time limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request.

Where the committee delivers no opinion, the Commission shall not adopt the implementing act and Article 5(4), third subparagraph, of Regulation (EU) No 182/2011 shall apply.

3. Where reference is made to this paragraph, Article 8 of Regulation (EU) No 182/2011 shall apply.

Article 23

Amendments to Directive (EU) 2022/2561

Directive (EU) 2022/2561 is amended as follows:

- (1) In Article 5(2) of Directive (EU) 2022/2561, the following point (c) is added:

‘(c) from the age of 17, a vehicle in licence ~~category~~
categories C and C1, provided they hold a CPC as
referred to in Article 6(1) and only under the conditions
laid down in Article 14(2) of Directive [REFERENCE-TO-
THIS-DIRECTIVE];’ **[Am. 135]**

- (2) ***In Article 5, paragraph 3, point (a) is replaced by following:***

‘(a) from the age of 21:

***(i) a vehicle in driving licence categories D and D + E
provided that they hold a CPC as referred to in
Article 6(2).***

Any Member State may authorise drivers of vehicles in driving licence categories D1 and D1 + E to drive such vehicles within its territory from the age of 18, provided that they hold a CPC as referred to in Article 6(1).

Any Member State may lower the minimum age for categories D and DE for professional bus and coach drivers to:

- 19 years on their territory, provided that drivers have undergone a full professional training and are holders of CPC in accordance with Article 6(1), of Directive (EU) 2022/2561;***
- 18 years on their territory, provided that drivers have undergone a full professional training and are holders of CPC in accordance with Article 6(1), of Directive (EU) 2022/2561, and drive such vehicles without passengers or on lines of less than 50 km with passengers.***

(ii) a vehicle in driving licence categories D and D + E, provided that they hold a CPC as referred to in Article 6(1).

Any Member State may lower the minimum age for categories D and DE for professional bus and coach drivers to:

- 19 years on their territory, provided that drivers have undergone a full professional training and are holders of CPC in accordance with Article 6(1), of Directive (EU) 2022/2561;***
- 18 years on their territory, provided that drivers have undergone a full professional training and are holders of CPC in accordance with Article 6(1), of Directive (EU) 2022/2561, and drive such vehicles without passengers or on lines of less than 50 km with passengers.’ [Am. 322]***

(3) In Article 5, paragraph 3, point (b) is deleted. [Am. 323]

Article 24

Amendments to Regulation (EU) 2018/1724

Annex II of Regulation (EU) 2018/1724 is amended as follows:

- (a) in the second column, belonging to the row 'Moving', the following cell is added: 'Acquiring and renewing a driving licence';
- (b) in the third column, belonging to the row 'Moving', the following cell is added: 'Issuance, exchange and replacement of EU driving licences'.

Article 25

Transposition

1. ***Without prejudice to paragraph 1a***, Member States shall adopt and publish, by [date-of-adoption+2 years] at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions. **[Am. 324]**

Without prejudice to paragraph 1a, they shall apply those provisions as from [date-of-adoption+3 years]. **[Am. 325]**

When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such reference on the occasion of their official publication. Member States shall determine how such reference is to be made.

- 1a. Member States shall adopt and publish, by [date-of-adoption+4 months] at the latest, the laws, regulations and administrative provisions necessary to comply with Article 9 paragraph 2 of this Directive.**

They shall apply those provisions from [date-of-adoption+4 months]. [Am. 326]

2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.

Article 26

Repeal

1. Directive 2006/126/EC is repealed with effect from [date-of-adoption+3 years].

References made to Directive 2006/126/EC shall be construed as references to this Directive and be read in accordance with the correlation table in Annex VII.

2. Regulation (EU) No 383/2012 is repealed with effect from [date-of-adoption+3 years].

3. References made Regulation (EU) No 383/2012 shall be construed as references to Annex I, Part B, to this Directive, and be read in accordance with the correlation table in Annex VII.

Article 27

Entry into force

This Directive shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Article 28

Addressees

This Directive is addressed to the Member States.

Done at ...,

For the European Parliament

The President

For the Council

The President

Annex I

PROVISIONS CONCERNING DRIVING LICENCES ISSUED BY MEMBER STATES

PART A1: GENERAL SPECIFICATIONS FOR THE PHYSICAL DRIVING LICENCE

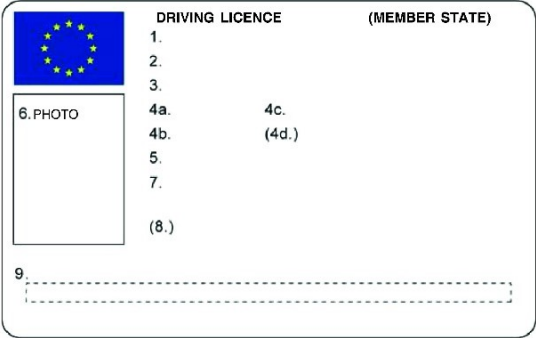
- (1) The physical characteristics of the card of the Union model driving licence shall be in accordance with ISO 7810 and ISO 7816-1.

The card shall be made of polycarbonate.

Methods for testing the characteristics of driving licences for the purpose of confirming their compliance with the international standards shall be in accordance with ISO 10373.

- (2) The licence shall have two sides and comply with the model in figure 1.

Side 1



Side 2

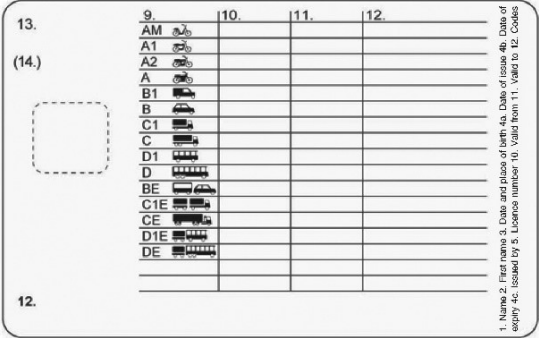


Figure 1: Model of the EU driving licence

- (3) The licence shall contain the information specified in Part D as follows:

Side 1 shall contain:

- (a) the words 'Driving Licence' printed in large type in the language or languages of the Member State issuing the licence;
- (b) the name of the Member State issuing the licence (optional);
- (c) the distinguishing sign of the Member State issuing the licence, printed in negative in a blue rectangle and encircled by 12 yellow stars, as laid down in Part D, point 1;
- (d) information specific to the licence issued (fields 1 to 9), as laid down in Part D, point 3;
- (e) the words 'European Union model' in the language(s) of the Member State issuing the licence and the words 'Driving Licence' in the other languages of the European Union, printed in pink to form the background of the licence, as laid down in Part D, point 2.

Side 2 shall contain:

- (f) information specific to the categories of the licence issued (fields 9 to 12), as laid down in Part D, point 4;
- (g) information specific to the administration of the licence (fields 13 and 14), as laid down in of Part D, point 5;
- (h) an explanation of the following numbered fields which appear on sides 1 and 2 of the licence: 1, 2, 3, 4a, 4b, 4c, 5, 10, 11 and 12.

If a Member State wishes to make the entries in a national language other than one of the following languages: Bulgarian, Croatian, Czech, Danish, Dutch, English, Estonian, Finnish, French, German, Greek, Hungarian, Italian, Latvian, Lithuanian, Maltese, Polish, Portuguese, Romanian, Slovak, Slovenian, Spanish or Swedish, it shall draw up a bilingual version of the licence using one of the aforementioned languages, without prejudice to the other provisions of this Annex.

A space shall be reserved on the Union model driving licence to allow for the possible introduction of a microchip or similar computer device, or for the possible printing of a QR code.

The colour references shall be as follows:

- blue: Pantone Reflex Blue;
- yellow: Pantone Yellow.

(4) Special provisions

- (a) Where the holder of a driving licence issued by a Member State in accordance with this Annex has his normal place of residence in another Member State, that Member State may enter in the licence such information as is essential for administering it, provided that it also enters this type of information in the licences which it issues and provided that there remains enough space for the purpose.

- (b) Member States may add colours or markings, such as bar codes and national symbols, without prejudice to the other provisions of this Annex. Member States shall inform the Commission thereof.

In the context of mutual recognition of driving licences, the bar code may not contain information other than what can already be read on the driving licence or which is essential to the process of issuing the licence.

- (c) Information contained in the front and reverse side of the card shall be legible with the eye, using a minimum character height of 5 points for fields 9 to 12 on side 2.

PART A2: ANTI FORGERY SPECIFICATIONS FOR THE PHYSICAL DRIVING LICENCE

- (1) The threats to the physical security of driving licences are:
 - (a) production of false cards: creating a new object which bears great resemblance to the document, either by making it from scratch or by copying an original document;
 - (b) material alteration: changing a property of an original document, for instance modifying some of the data printed on the document.

- (2) The overall security shall lie in the system in its entirety, consisting of the application process, the transmission of data, the card body material, the printing technique, a minimum set of different security features and the personalisation process.
- (3) The material used for driving licences shall be made secure against forgery by using the following techniques (mandatory security features):
 - (a) card bodies shall be UV dull;
 - (b) a security background pattern designed to be resistant to counterfeit by scanning, printing or copying, using rainbow printing with multicolour security inks and positive and negative guilloche printing. The pattern shall not be composed of the primary colours (CMYK), shall contain complex pattern designs in a minimum of two special colours and shall include micro lettering;
 - (c) optical variable elements providing adequate protection against copying and tampering of the photograph;
 - (d) laser engraving;
 - (e) in the area of the photograph the security design background and photograph shall overlap on at least its border (weakening pattern).
- (4) In addition, the material used for driving licences shall be made secure against forgery by using at least three of the following techniques (additional security features):
 - (a) colour-shifting inks*;
 - (b) thermochromic ink*;

- (c) custom holograms*;
 - (d) variable laser images*;
 - (e) ultraviolet fluorescent ink, visible and transparent;
 - (f) iridescent printing;
 - (g) digital watermark in the background;
 - (h) infrared or phosphorescent pigments;
 - (i) tactile characters, symbols or patterns*.
- (5) Member States may introduce additional security features. As a basis, the techniques indicated with an asterisk shall be preferred as they enable the law enforcement officers to check the validity of the card without any special means.

**PART B: SPECIFICATIONS FOR THE MICROCHIP INTRODUCED
AS PART OF THE PHYSICAL DRIVING LICENCE**

- (1) The microchip and the data contained in the microchip, including additional information provided for by the national laws of a Member State related to driving licences, shall comply with the provisions of Part B1.
- (2) The list of applicable standards for driving licences which include a microchip is set out in Part B2.

- (3) Driving licences which include a microchip shall be subject to an EU type-approval procedure in accordance with the provisions laid down in Part B3.
- (4) Where all relevant provisions of the EU type-approval have been met with respect to a driving licence which includes a microchip in accordance with paragraphs 1 to 3, Member States shall issue an EU type-approval certificate to the manufacturer or its representative.
- (5) Where necessary, in particular to ensure that the provisions of this Part are complied with, a Member State may withdraw an EU type-approval that it has issued.
- (6) EU type-approval certificates and their notification of their withdrawal shall comply with the model set out in part B4.
- (7) The Commission shall be informed of all issued or withdrawn EU type-approval certificates. In case of a withdrawal a detailed reason shall be provided.

The Commission shall inform the Member States of any withdrawal of an EU-type approval.
- (8) EU type-approval certificates issued by Member States shall be mutually recognised.
- (9) Where a Member State ascertains that a significant number of driving licences which include a microchip are repeatedly found not to be in conformity with this part of Annex I, that Member State shall communicate this to the Commission. The relevant EU type-approval certificate number connected to those driving licences as well as a description of the non-compliance shall be indicated. The Commission shall without undue delay inform all other Member States on the facts communicated to it under this paragraph.
- (10) The Member State which issued those driving licences shall investigate the problem without delay and take appropriate corrective action, including withdrawal of the EU type-approval certificate where necessary.

PART B1: General requirements for driving licences which include a microchip

The general requirements for driving licences including a microchip described in this Annex are based on international standards, in particular the ISO/IEC 18013-series standards. They cover:

- (a) the specifications for the microchip and the logical data structure on the microchip;
- (b) the specifications for harmonised and additional data to be stored;
- (c) the specifications relating to data protection mechanisms for the digitally stored data on the microchip.

1. ABBREVIATIONS

Abbreviation	Meaning
AID	Application Identifier
BAP	Basic Access Protection
DG	Data Group
EAL 4+	Evaluation Assurance Level 4 Augmented
EF	Elementary File
EFID	Elementary File Identifier
eMRTD	Machine Readable Travel Documents
ICC	Integrated Circuit Card
ISO	International Standard Organisation
LDS	Logical Data Structure
PICC	Proximity Integrated Circuit Card
PIX	Proprietary Application Identifier Extension
RID	Registered Application Identifier
SOd	Document Security Object

2. DATA STORED ON THE MICROCHIP

(1) Harmonised mandatory and optional driving licence data

The microchip shall store the harmonised driving licence data specified in part D. If a Member State decides to include in the driving licence data items marked as optional in part D, those items shall be stored in the microchip.

(2) Additional data

Member States may store additional data on the microchip which their national laws related to driving licences provide for. They shall inform the Commission thereof.

3. MICROCHIP

(1) Storage medium type

The storage medium for driving licence data shall be a microchip with a contact, contactless, or combined contact and contactless (dual) interface, as specified in part B2, item 1.

(2) Applications

All data on a microchip shall be stored in electronic applications. All applications on the microchip shall be identified by a unique code called Application Identifier (AID) as specified in part B2, item 2.

(a) EU Driving Licence Application

Mandatory and optional driving licence data, as referred to in Annex I, part D, shall be stored in the dedicated EU Driving Licence application. The AID for the EU Driving Licence application shall be:

‘A0 00 00 04 56 45 44 4C 2D 30 31’,

consisting of both of the following:

- the Registered Application Identifier (RID) for the European Commission: ‘A0 00 00 04 56’;
- the Proprietary Application Identifier Extension (PIX) for the EU Driving Licence application: ‘45 44 4C 2D 30 31’ (EDL-01).

Data shall be grouped in Data Groups (DGs) as part of a Logical Data Structure (LDS).

DGs shall be stored as Elementary Files (EFs) in the EU Driving Licence application, and shall be protected in accordance with part B2, item 3.

(b) Other Applications

Other additional data shall be stored in one or more dedicated applications apart from the EU Driving Licence Application. Each such application shall be identified by a unique AID.

4. LOGICAL DATA STRUCTURE OF THE EU DRIVING LICENCE APPLICATION

(1) Logical Data Structure

Driving Licence Data shall be stored on the microchip in a Logical Data Structure (LDS) specified in part B2, item 4. This point specifies additional requirements for the mandatory and additional DGs.

Each DG shall be stored in one EF. The EFs to be used for the EU Driving Licence Application shall be identified with the Elementary File Identifiers (EFIDs) and Short EF identifiers as specified in part B2, item 5.

(2) Mandatory Data Groups

The mandatory and optional data elements shall be stored in the following DGs:

- (a) DG 1: all mandatory and optional data elements as printed on the document, except face image and signature image;
- (b) DG 5: image of the licence holder's signature;
- (c) DG 6: image of the licence holder's face.

DG 1 data shall be structured as specified in point 6 and as specified in Part B2, item 6. Data contained in DG 5 and DG 6 shall be stored in accordance with the specifications of part B2, item 7.

(3) Additional Data Groups

The additional data elements, where provided for by the national legislation of Member States concerning driving licences, shall be stored in the following DGs:

- (a) DG 2: details on the licence holder, except for biometric data;
- (b) DG 3: details on issuing authority;
- (c) DG 4: portrait image;
- (d) DG 7: biometric data regarding fingerprint of the licence holder;
- (e) ~~DG 8: biometric data regarding iris of the licence holder;~~
[Am. 138]
- (f) DG 11: other details, such as the full name of the holder in national characters.

Data contained in these DGs shall be stored in accordance with the specifications of part B2, item 8.

5. DATA SECURITY MECHANISMS

Appropriate mechanisms shall be used for the validation of authenticity and integrity of the microchip and data contained in it and for restricting access to driving licence data.

Data on the microchip shall be protected according the specifications laid down in part B2, item 3. This section specifies additional requirements that shall be complied with.

(1) Authenticity Verification

(a) Mandatory Passive Authentication

All DGs stored in the EU Driving Licence application shall be protected with passive authentication.

Data related to passive authentication shall comply with the requirements specified in part B2, item 9.

(b) Optional Active Authentication

Optional Active Authentication mechanisms shall be applied to ensure that the original microchip has not been replaced.

(2) Access Restriction

(a) Mandatory Basic Access Protection

The Basic Access Protection mechanism (BAP) shall be applied for all data in the EU Driving Licence application. In the interest of interoperability with existing systems such as that using Machine Readable Travel Documents (eMRTD) it is mandatory to use the one-line Machine Readable Zone (MRZ), as specified in part B2, item 10.

The Kdoc document key used to access the chip is generated from the one-line MRZ, which can be entered either manually or using an Optical Character Recognition (OCR) reader. The BAP 1 configuration defined for a one-line MRZ as specified in part B2, item 10 shall be applied.

(b) Conditional Extended Access Control

Where personal data as referred to in Article 9(1) of Regulation (EU) 2016/679 are stored on the microchip, access to such data shall be protected with additional measures.

The Extended Access Control mechanisms shall comply with the specifications of part B2, item 11.

(3) Public Key Infrastructure (PKI) for driving licences including a microchip

Member States shall establish the necessary national arrangements for Public Key management, in accordance with Annex A of ISO standard 18013_3.

6. DATA PRESENTATION

(1) Formatting of data in DG 1

Tag	L	Value					Encoding	M/O
61	V	DG1 Data elements (nested)						
		Tag	L	Value				
		5F01	V	Type approval number			ans	M
		5F02	V	Constructed data object of demographic data elements				M
				Tag	L	Value		
				5F03	3	Issuing Member State	a3	M
				5F04	V	Surname(s) of the holder	as	M
				5F05	V	Other name(s) of the holder	as	M
				5F06	4	Date of birth (ddmmyyyy)	n8	M
				5F07	V	Place of birth	ans	M
				5F08	3	Nationality	a3	O
				5F09	1	Gender	M/F/U	O
				5F0A	4	Date of issue of the licence (ddmmyyyy)	n8	M
				5F0B	4	Date of expiry of the licence (ddmmyyyy)	n8	M
				5F0C	V	Issuing authority	ans	M
				5F0D	V	Administrative number (other than document number)	ans	O
				5F0E	V	Document number	an	M
				5F0F	V	Permanent place of residence, or postal address	ans	O
		7F63	V	Constructed data object of categories of vehicles/ restrictions/conditions				M
				Tag	L	Value (coded as defined below)		
				02	1	Number of	N	M

						categories/restrictions/ conditions		
				87	V	Category/restriction/conditio n	ans	M
				87	V	Category/restriction/conditio n	ans	O
				...	...	...	...	...
				87	V	Category/restriction/conditio n	ans	O

(2) Logical record format

The categories regarding vehicles, restrictions or conditions shall be compiled in a data object following the structure specified in the following table:

Vehicle code	category	Date of issue	Date of expiry	Code	Sign	Value
--------------	----------	---------------	----------------	------	------	-------

where:

- (a) vehicle category codes shall be presented as defined in Article 6 (such as AM, A1, A2, A, B1, B, etc.);
- (b) date of issue shall be presented in the format DDMMYYYY (day in two digits followed by month in two digits followed by year in four digits) for the vehicle category;
- (c) date of expiry shall be presented in the format DDMMYYYY (day in two digits followed by month in two digits followed by year in four digits) for the vehicle category;
- (d) code, sign and value refer to additional information or restrictions relating to the vehicle category or the driver.

PART B2: List of applicable standards for driving licences which include a storage medium

Item	Subject	Requirement	Applicable to
1	Storage medium interface, organisation and commands	ISO/IEC 7816 series (contact), ISO/IEC 14443 series (contactless) as referred to in ISO/IEC 18013-2:2008, Annex C	Part B1, point 3.(1)
2	Application identifier	ISO/IEC 7816-5:2004	Part B1, point 3.(2)
3	Data security mechanisms	ISO/IEC 18013-3:2009	Part B1, point 3.(2) point (a) Part B1, point 5
4	Logical data structure	ISO/IEC 18013-2:2008	Part B1, point 4.(1)
5	Elementary file identifiers	ISO/IEC 18013-2:2008 Table C.2	Part B1, point 4.(1)
6	Data presentation for DG 1	ISO 18013-2:2008, Annex C.3.8	Part B1, point 4.(2) Part B1, point 6.(1)
7	Mandatory data presentation for DG 5 and DG 6	ISO/IEC 18013-2:2008, Annex C.6.6 and Annex C.6.7, face image and signature image to be stored in JPEG or JPEG2000 format	Part B1, point 4.(2)
8	Optional and additional data presentation	ISO/IEC 18013-2:2008, Annex C	Part B1, point 4.(3)
9	Passive authentication	ISO/IEC 18013-3:2009, paragraph 8.1, data shall be stored in EF.SOD (Document Security Object) in the LDS	Part B1, point 5.(1) point (a)
10	Basic access restriction	ISO/IEC 18013-3:2009 and its Amendment 1	Part B1, point 5.(2) point (a)
	Basic access	ISO/IEC 18013-3:2009,	

	restriction configuration	Annex B.8	
11	Extended access restriction	Technical Guideline TR-03110, Advanced Security Mechanisms for Machine Readable Travel Documents – Extended Access Control (EAC), Version 1.11	Part B1, point 5.(2) point (b)
12	Test methods	ISO 18013-4:2011	Part B3, point 1.
13	Security certificate	Evaluation Assurance Level 4 augmented (EAL 4+) or equivalent	Part B3, point 2.
14	Functional certificate	Smart card testing according to ISO 10373 series	Part B3, point 3.

PART B3: Procedure for EU type-approval of driving licences which include a microchip

1. GENERAL PROVISIONS

Manufacturers applying for an EU type-approval of driving licences including a microchip shall present a security certificate and a functional certificate.

Any intended modification to the production process, including software, shall be subject to a prior notification to the authority which granted type-approval. The authority may require further information and tests before accepting the modification.

Tests shall follow the methods laid down in item 12 of part B2.

2. SECURITY CERTIFICATE

For the security evaluation, driving licence microchips shall be evaluated in accordance with the criteria specified in part B2, item 13.

A security certificate shall only be delivered upon successful evaluation of the ability of the microchip to resist attempts to tamper with or alter data.

3. FUNCTIONAL CERTIFICATE

A functional evaluation of driving licences including a microchip shall be laboratory- tested in accordance with the criteria specified in part B2, item 14.

Member States implementing a microchip on driving licences shall ensure that the relevant functional standards and the requirements of part B1 are complied with.

A functional certificate shall be delivered to the manufacturer where all of the following conditions are met:

- there is a valid security certificate for the microchip;
compliance with requirements of part B2 has been demonstrated;

functional tests have been passed successfully.

The relevant Member State authority shall be responsible for issuing the functional certificate. The functional certificate shall indicate the identity of the issuing authority, the identity of the applicant, the identification of the microchip and a detailed list of the tests and their results.

4. EU TYPE-APPROVAL CERTIFICATE

(1) Model certificate

Member States shall deliver the EU type-approval certificate upon presentation of security and functional certificates as provided in this Annex. EU type-approval certificates shall comply with the model in part B4.

(2) Numbering system

The EU type-approval numbering system shall consist of:

(a) the letter 'e' followed by a distinguishing number for the Member State which has granted the EU type-approval:

- 1 for Germany;
- 2 for France;
- 3 for Italy;
- 4 for the Netherlands;
- 5 for Sweden;
- 6 for Belgium;
- 7 for Hungary;
- 8 for the Czech Republic;
- 9 for Spain;

12 for Austria;
13 for Luxembourg;
17 for Finland;
18 for Denmark;
19 for Romania;
20 for Poland;
21 for Portugal;
23 for Greece;
24 for Ireland;
25 for Croatia;
26 for Slovenia;
27 for Slovakia;
29 for Estonia;
32 for Latvia;
34 for Bulgaria;
36 for Lithuania;
49 for Cyprus;
50 for Malta;

- (b) the letters DL preceded by a hyphen and followed by the two figures indicating the sequence number assigned to this Annex or latest major technical amendment to this Annex. The sequence number for this Annex is 00;
- (c) a unique identification number of the EU type-approval attributed by the issuing Member State.

Example of the EU type-approval numbering system: e50-DL0012345

The approval number shall be stored on the microchip in DG 1 for each driving licence carrying such microchip.

PART B4: Model for the EU type-approval certificate concerning driving licences which include a microchip

Name of the competent authority: ...

Notification concerning (*):

— approval ☐

— withdrawal of approval ☐

of an EU Driving Licence including a microchip

Approval No: ...

1. Manufacturing brand or trademark: ...

2. Name of model: ...

3. Name of manufacturer or of its representative, where applicable: ...

...

4. Address of manufacturer or of its representative, where applicable: ...

...

5. Laboratory test reports:

5.1 Security Certificate No: ... Date: ...

Issued by: ...

5.2 Functional Certificate No: ... Date: ...

Issued by: ...

6. Date of approval: ...

7. Date of withdrawal of approval: ...

8. Place : ...

9. Date : ...

10. Descriptive documents in Annex : ...

11. Signature: ...

(*) Tick the relevant box.

PART C: SPECIFICATIONS FOR THE MOBILE DRIVING LICENCE

- (1) Applications for mobile driving licences shall be available for the most common mobile operating systems and shall provide to authorised persons at least the following features:
 - (a) retrieval and storage of data or pointer allowing to prove the driving rights of a person;
 - (b) display and transfer of this data or pointer.
- (2) The application and other relevant systems shall comply with the ISO/IEC 18013-5 standard on mobile driving licences and Regulation (EU) 910/2014.
- (3) For the purposes of this Annex the holder of a mobile driving licence issued in accordance with this Directive shall only be considered its authorized user where he or she is identified as such. The primary means for identification shall be electronic identification. For the electronic identification of such persons, at least all of the electronic identification means referred to in Regulation (EU) 910/2014 shall be accepted.
- (4) The relevant national system shall be the competent registry of driving licences of the Member State where the holder of the driving licence has established his or her normal residence.

- (5) The application shall allow the holder of the driving licence to retrieve from the relevant national system verifiable data containing the information listed in part D and a single-use token. When part of the information listed in part D is not available in the national system, the holder of the driving licence may retrieve his or her missing data elements by other secure means (for example the photograph of the holder from his/her biometric passport by Near Field Communication).

The application shall allow to update automatically or manually the verifiable data (the data the driving licence contains on the holder under part D) from the relevant national system of the Member State of normal residence. The application shall not allow for any other means to modify the data retrieved.

The application shall allow the holder of the driving licence to display or transmit to a third party all or part of the data contained in the mobile driving licence. Competent authorities of the Member States shall be authorised to retrieve the data contained in the mobile driving licences in order to be able to ascertain the driving rights of the holder of the driving licence (verification).

The application shall allow the holder of the driving licence to transmit to a third party a single-use token retrieved from a national system. This token may be used by the receiving party to retrieve the information listed in part D from the relevant national system if the receiving party has been authorised by the Member State concerned. Competent authorities of the Member States shall be authorised to access national systems of other Member States. Member States shall ensure that once the data of the licence holder is verified the transmitted data is not retained.

The information transmitted directly from the application or retrieved with the single-use token shall allow competent authorities to determine the driving rights of the holder of the mobile driving licence (verification), including any restrictions applicable in the Union or in the territory of a Member State. Member States shall not consider data valid when it has been retrieved more than 7 days before the time of verification or when the number of the driving licence is included in the revocation list managed by the Member State which issued the mobile driving licence. A revocation list shall contain information on all driving licences which no longer entitle their holders to exercise the right to drive.

- (6) By way of derogation from Regulation (EU) No 910/2014 and for the sole purpose of providing the possibility of the holder of the mobile driving licence to be able to prove his or her right to drive in such situations, the features to display and transmit data or a single-use token shall remain available in the event the person identification data associated with European Digital Identity Wallets, as referred to in Article 3 of that Regulation, is invalid.
- (7) The national systems shall not store or process a request based on the above-mentioned single-use token for a purpose other than implementing the provision of this Directive. For that purpose, the EU driving licence network referred to in Article 19 may be used.
- (8) Holders of mobile driving licences shall have the possibility to renew, replace or exchange their driving licences in the Union through the application or a dedicated digital services portal provided by the Member States.

PART D: DATA TO BE INTRODUCED IN THE EU DRIVING LICENCE

(1) The distinguishing signs of the Member States issuing the licence shall be as follows:

B : Belgium

BG : Bulgaria

CZ : Czech Republic

DK : Denmark

D : Germany

EST : Estonia

GR : Greece

E : Spain

F : France

HR : Croatia

IRL : Ireland

I : Italy

CY : Cyprus

LV : Latvia

LT : Lithuania

L : Luxembourg

H : Hungary

M : Malta

NL : The Netherlands

A : Austria

PL : Poland

P : Portugal

RO : Romania

SLO : Slovenia

SK : Slovakia

FIN : Finland

S : Sweden

- (2) The words “driving licence” to be printed on the driving licences in the language(s) of the Member States shall be the following ones:

Свидетелство за управление на МПС

Permiso de Conducción

Řidičský průkaz

Kørekort

Führerschein

Juhiluba

Άδεια Οδήγησης

Driving Licence

Permis de conduire

Ceadúas Tiomána

Vozačka dozvola

Patente di guida

Vadītāja apliecība

Vairuotojo pažymėjimas

Vezetői engedély

Licenzja tas-Sewqan

Rijbewijs

Prawo Jazdy

Carta de Condução

Permis de conduire

Vodičský preukaz

Vozniško dovoljenje

Ajokortti

Körkort;

(3) Information specific to the licence issued shall be as follows:

Field	Information
1	surname of the holder
2	other name(s) of the holder
3	date and place of birth
4a	date of issue of the licence
4b	date of expiry of the licence or a dash if the licence is valid indefinitely under the provision of Article 10(2), second subparagraph
4c	the name of the issuing authority
4d	a different number from the one under field 5, for administrative purposes (optional)
5	number of the licence
6	photograph of the holder
7	signature of the holder
8	permanent place of residence, or postal address (optional)
9	category of vehicle(s) the holder is entitled to drive (national categories shall be printed in a different type from harmonised categories)

(4) Information specific to the categories of the licence issued shall be as follows:

Field	Information
9	category of vehicle(s) the holder is entitled to drive (national categories shall be printed in a different type from harmonised categories)
10	date of first issue of each category (this date must be repeated on the new licence in the event of subsequent replacement or exchange); each field of the date shall be written with two digits and in the following sequence: day.month.year (DD.MM.YY)
11	date of expiry of each category; each field of the date shall be written with two digits and in the following sequence: day.month.year (DD.MM.YY)
12	additional information/restriction(s), in code form, facing the category affected, as specified in Part E

Where a code specified in Part E applies to all categories for which the licence is issued, it may be printed under fields 9, 10 and 11.

(5) Information specific to the administration of the licence issued shall be as follows:

Field	Information
13	a possible entry by the host Member State of information essential for administering the licence when implementing paragraph (4)(a) of part A1 ;
14	a possible entry by the Member State which issues the licence of information essential for administering the licence or related to road safety (optional). If the information relates to one of the headings defined in this Annex, it shall be preceded by the number of the field in question. With the specific written agreement of the holder, information which is not related to the administration of the driving licence or road safety may also be added in this field; such addition shall not alter in any way the use of the model as a driving licence.

PART E: UNION AND NATIONAL CODES

Codes 01 to 99 shall be harmonised European Union codes

DRIVER (medical reasons)

01	.	Sight correction and/or protection
	01.01.	Glasses
	01.02.	Contact lens(es)
	01.05.	Eye cover
	01.06.	Glasses or contact lenses
	01.07.	Specific optical aid
02		Hearing aid/communication aid
03		Prosthesis/orthosis for the limbs
	03.01.	Upper limb prosthesis/orthosis
	03.02.	Lower limb prosthesis/orthosis

VEHICLE ADAPTATIONS

10		Modified transmission
	10.02.	Automatic selection of gear ratio
	10.04.	Adapted transmission control device
15		Modified clutch
	15.01.	Adapted clutch pedal
	15.02.	Hand operated clutch
	15.03.	Automatic clutch
	15.04.	Measure to prevent obstruction or actuation of clutch pedal
20		Modified braking systems
	20.01.	Adapted brake pedal
	20.03.	Brake pedal suitable for use by left foot
	20.04.	Sliding brake pedal
	20.05.	Tilted brake pedal
	20.06.	Hand operated brake
	20.07.	Brake operation with maximum force of ... N ²⁴ (for example: '20.07(300N)')
	20.09.	Adapted parking brake
	20.12.	Measure to prevent obstruction or actuation of brake pedal
	20.13.	Knee operated brake
	20.14.	Brake system operation supported by external force
25		Modified accelerator system
	25.01.	Adapted accelerator pedal
	25.03.	Tilted accelerator pedal

	25.04.	Hand operated accelerator
	25.05.	Knee operated accelerator
	25.06.	Accelerator operation supported by external force
	25.08.	Accelerator pedal on the left
	25.09.	Measure to prevent obstruction or actuation of accelerator pedal
31		Pedal adaptations and pedal safeguards
	31.01.	Extra set of parallel pedals
	31.02.	Pedals at (or almost at) the same level
	31.03.	Measure to prevent obstruction or actuation of accelerator and brake pedals when pedals not operated by foot
	31.04.	Raised floor
32		Combined service brake and accelerator systems
	32.01.	Accelerator and service brake as combined system operated by one hand

	32.02.	Accelerator and service brake as combined system operated by external force
33		Combined service brake, accelerator and steering systems
	33.01.	Accelerator, service brake and steering as combined system operation by external force with one hand
	33.02.	Accelerator, service brake and steering as combined system operation by external force with two hands
35		Modified control layouts (lights switches, windscreen wiper/washer, horn, direction indicators, etc.)
	35.02.	Control devices operable without releasing the steering device
	35.03.	Control devices operable without releasing the steering device with the left hand
	35.04.	Control devices operable without releasing the steering device with the right hand
	35.05.	Control devices operable without releasing the steering device and the accelerator and braking mechanisms
40		Modified steering
	40.01.	Steering with maximum operation force of ... N ²⁵ (for example '40.01(140N)')
	40.05.	Adapted steering wheel (larger/thicker steering wheel section, reduced diameter, etc.)
	40.06.	Adapted position of steering wheel
	40.09.	Foot operated steering
	40.11.	Assistive device at steering wheel
	40.14.	One hand/arm operated alternative adapted steering system
	40.15.	Two hand/arm operated alternative adapted

		steering system
42		Modified rear/side view devices
	42.01.	Adapted device for rear view
	42.03.	Additional inside device permitting side view
	42.05.	Blind spot viewing device
43		Driver seating position
	43.01.	Driver seat height for normal view and in normal distance from the steering wheel and the pedals
	43.02.	Driver seat adapted to body shape
	43.03.	Driver seat with lateral support for good stability
	43.04.	Driver seat with armrest
	43.06.	Seat belt adaptation
	43.07.	Seat belt type with support for good stability
44		Modifications to motorcycles (sub-code use obligatory)
	44.01.	Single operated brake
	44.02.	Adapted front wheel brake
	44.03.	Adapted rear wheel brake
	44.04.	Adapted accelerator
	44.08.	Seat height allowing the driver, in sitting position, to have two feet on the surface at the same time and balance the motorcycle during stopping and standing.
	44.09.	Maximum operation force of front wheel brake ... N ²⁶ (for example '44.09(140N)')
	44.10.	Maximum operation force of rear wheel brake ... N ²⁷ (for example '44.10(240N)')

²⁶

This force indicates the driver's capability for operating the system.

²⁷

This force indicates the driver's capability for operating the system.

	44.11.	Adapted foot-rest
	44.12.	Adapted hand grip
45		Motorcycle with side-car only
46		Tricycles only
47		Restricted to vehicles of more than two wheels not requiring balance by the driver for starting, stopping and standing
50		Restricted to a specific vehicle/chassis number (vehicle identification number, VIN)

Letters used in combination with codes 01 to 44 for further specification:

- a left
- b right
- c hand
- d foot
- e middle
- f arm
- g thumb

LIMITED USE CODES

60		Optional equivalences
	60.01.	The holder is granted the optional equivalence specified under Article 9, paragraph 3, point a)
	60.02.	The holder is granted the optional equivalence specified under Article 9, paragraph 3, point b)
	60.03.	The rights to drive entitled by category B1 are limited to the vehicles specified under Article 9, paragraph 4, point c)
61		Limited to day time journeys (for example: one hour after sunrise and one hour before sunset)
62		Limited to journeys within a radius of ... km from holder's place of residence or only inside city/region
63		Driving without passengers
64		Limited to journeys with a speed not greater than ... km/h
65		Driving authorised solely when accompanied by a holder of a driving licence of at least the equivalent category
66		Without trailer
67		No driving on motorways
68		No alcohol
69		Restricted to driving vehicles equipped with an alcohol interlock in accordance with EN 50436. Indication of an expiry date is optional (for example '69' or '69(01.01.2016)')

ADMINISTRATIVE MATTERS

70		Exchange of licence No ... issued by ... (EU/UN distinguishing sign in the case of a third country; for example '70.0123456789.NL')
71		Duplicate of licence No ... (EU/UN distinguishing sign in the case of a third country; for example '71.987654321.HR')
73		Restricted to category B vehicles of the motor quadricycle type (B1)
78		Restricted to vehicles with automatic transmission
79		Restricted to vehicles which comply with the specifications indicated in brackets, for the application of Article 19 of this Directive
	79.01.	Restricted to two-wheel vehicles with or without side-car
	79.02.	Restricted to category AM vehicles of the three-wheel or light quadricycle type
	79.03.	Restricted to tricycles
	79.04.	Restricted to tricycles combined with a trailer having a maximum authorised mass not exceeding 750 kg
	79.05.	Category A1 motorcycle with a power/weight ratio above 0,1 kW/kg
	79.06.	Category BE vehicle where the maximum authorised mass of the trailer exceeds 3 500 kg
80		Restricted to holders of a driving licence for a category A vehicle of the powered tricycle type not having reached the age of 24 years
81		Restricted to holders of a driving licence for a category A vehicle of the two-wheel motorcycle type not having reached the age of 21 years
95		Driver holding CPC meeting the obligation of professional aptitude provided for by Directive (EU) 2022/2561 until ... (for example '95(01.01.12)')

96		Category B vehicles combined with a trailer with a maximum authorised mass exceeding 750 kg where the maximum authorised mass of such combination exceeds 3 500 kg but does not exceed 4 250 kg
97		Not authorised to drive a category C1 vehicle which falls within the scope of Regulation (EU) No 165/2014 of the European Parliament and of the Council ²⁸ .
98		
	98.01	The driver is considered a novice driver and is subject to the conditions for the probationary period. In case the licence is exchanged, renewed or replaced, the code shall be complemented with the end date of the probationary period (for instance 98.01.13.04.2028)
	98.02	The holder shall comply with the conditions for the accompanied driving scheme until he or she reaches the age of 18 years old

Codes 100 and above shall be national codes valid only for driving in the territory of the Member State which issued the driving licence.

²⁸ Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport (OJ L 060 28.2.2014, p. 1).

Annex II

MINIMUM REQUIREMENTS FOR DRIVING TESTS AND KNOWLEDGE, SKILL AND BEHAVIOUR FOR DRIVING A POWER-DRIVEN VEHICLE

I. MINIMUM REQUIREMENTS FOR DRIVING TESTS

Member States shall take the necessary measures to ensure that applicants for driving licences possess the knowledge and skills and exhibit the behaviour required for driving a powered-driven vehicle. The tests introduced to this effect must consist of:

- a theory test;
- following successful participation in the theory test, a test of skills and behaviour.

The conditions under which these tests shall be conducted are set out below.

A. THEORY TEST

1. Form

The form chosen shall be such as to make sure that the applicant has the required knowledge of the subjects listed in points 2, 3 and 4.

Any applicant for a licence in one category who has passed a theory test for a licence in a different category may be exempt from the common provisions of points 2, 3 and 4.

2. Content of the theory test concerning all vehicle categories

Questions shall be asked on each of the topics listed in the following points, the content and form of the questions being left to the discretion of each Member State:

(a) road traffic regulations:

- in particular as regards road signs, markings and signals, rights of way and speed limits;

(b) the driver:

- importance of alertness and of attitude towards other road users, including micro mobility users;
- general perception, including hazard perception, judgement and decision-taking, especially reaction time, as well as changes in driving behaviour due to the influence of alcohol, drugs and medicinal products, state of mind and fatigue;

- ***impacts on the risk of distraction due to the use of GSM or other electronic devices while driving and safety consequences; [Am. 139]***

(c) the road:

- the most important principles concerning the observance of a safe distance between vehicles, braking distances and road holding under various weather and road conditions, ***including in particular snow and slippery conditions; [Am. 140]***
- driving risk factors related to various road conditions including perception and anticipation of hazards, in particular as they change with the weather and the time of day or night;
- characteristics of various types of road and the related statutory requirements;
- safe driving in road tunnels;

(d) other road users:

- specific risk factors related to the lack of experience of other road users, especially on vulnerable road users that enjoy a lesser degree of protection in traffic compared to users of motor vehicles such as cars, buses and lorries and who are directly exposed to the forces of collisions. This category includes **children**, pedestrians, cyclists, users of powered two-wheel vehicles, users of personal mobility devices and persons with disabilities or reduced mobility and orientation.
[Am. 141]
 - risks involved in the movement, **interaction with** and driving of various types of vehicles **due to different scale and driving dynamics and to**~~and of the different fields of view of their drivers, including vehicles with advanced driving assistance systems and other automation features;~~ **[Am. 142]**
 - **blind spots and gradient changes;** **[Am. 143]**
 - **proper and timely use of direction indicators;** **[Am. 144]**
- (e) general rules and regulations and other matters:

- rules concerning the administrative documents required for the use of vehicles;
 - general rules specifying how the driver must behave in the event of an accident (setting warning devices and raising the alarm) and the measures which he can take to assist road accident victims where necessary;
 - ***rules on how to behave if an emergency vehicle is approaching and what to do at the site of a collision; [Am. 145]***
 - safety factors relating to the vehicle, the load and persons carried;
 - knowledge safety aspects related to alternatively fuelled vehicles ***and/or with battery, especially risks of flashover/conflagration or chemical reaction in case of accident or breakdown; [Am. 146]***
- (f) precautions necessary when alighting from the vehicle, ***including ensuring that it is safe to open the vehicle door and that this will not create a hazard for other road users such as pedestrians, cyclists and micro-mobility users; [Am. 147]***

- (g) mechanical aspects with a bearing on road safety; applicants must be able to detect the most common faults, in particular in the steering, suspension and braking systems, tyres, lights and direction indicators, reflectors, rear-view mirrors, windscreen and wipers, the exhaust system, seat-belts and the audible warning device;
- (h) vehicle safety equipment and, in particular, the use of seat-belts, head restraints, child safety equipment and charging of electrical vehicles;
- (i) rules and aspects regarding vehicle use in relation to the environment, including as regards electrical vehicles: appropriate use of audible warning devices, moderate fuel/energy consumption, limitation of emissions (greenhouse gas emissions, air pollutants, noise and microplastics from tyre, *brake* and road wear etc.). **[Am. 148]**

(ia) basic knowledge on how to use first aid equipment and being capable to provide first aid, including CPR;

Member States may alternatively enable the option that a previously completed certified first aid practical training, which shall include CPR, allows for an exemption of the first aid-related content of the theory test; [Am. 149]

(ib) safe interaction with advanced driver assistance systems functions and other automation features, including their associated advantages, limitations and risks; [Am. 150]

(ic) basic regulatory framework on urban vehicle access restrictions, including low emission zones; [Am. 151]

3. Specific provisions concerning categories A1, A2 and A

Compulsory check of general knowledge on:

(a) use of protective outfit such as gloves, boots, clothes and safety helmet;

- (b) visibility of motorcycle riders for other road users;
 - (c) risk factors related to various road conditions as laid down above with additional attention to slippery parts such as drain covers, road markings such as lines and arrows, tram rails;
 - (d) mechanical aspects with a bearing on road safety as laid down above with additional attention to the emergency stop switch, the oil levels and the chain.
4. Specific provisions concerning categories C, CE, C1, C1E, D, DE, ~~D1 and D1E~~, ***D1E and T*** [Am. 152]
- (1) Compulsory check of general knowledge on:
- (a) rules on driving hours and rest periods as defined by Regulation (EC) No 561/2006 of the European Parliament and of the Council¹; use of the recording equipment as defined by Regulation (EU) No 165/2014;
 - (b) rules concerning the type of transport concerned: goods or passengers;
 - (c) vehicle and transport documents required for the national and international carriage of goods and passengers;

¹ Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (OJ L 102, 11.4.2006, p. 1).

- (d) how to behave in the event of an accident; knowledge of measures to be taken after an accident or similar occurrence, including emergency action such as evacuation of passengers and basic knowledge of first aid, ***including CPR***; [Am. 153]
- (e) the precautions to be taken during the removal and replacement of wheels;
- (f) rules on vehicle weights and dimensions; rules on speed limiters;

(fa) purpose and use of retarders/exhaust and brakes;
[Am. 154]

- (g) obstruction of the field of view caused by the characteristics of their vehicles, ***particularly regarding pedestrians at the front of the vehicle and cyclists at the side and front of the vehicle***; [Am. 155]

- (h) reading a road map, route planning, including the use of electronic navigation systems (optional);

(ha)defensive and eco-driving: distance to the vehicle in front; curve overtaking, change of lane, priority rules, speed limits; [Am. 156]

- (i) safety factors relating to vehicle loading: controlling the load (stowing and fastening), difficulties with different kinds of load (for instance liquids, hanging loads, ...), loading and unloading goods and the use of loading equipment (categories C, CE, C1, C1E, *T* only); **[Am. 157]**

(ia) safety measures, procedures and protocols regarding safe parking areas; [Am. 158]

- (j) the driver's responsibility in respect to the carriage of passengers; comfort and safety of passengers, ***and in particular persons with disabilities and reduced mobility, as well as appropriate response in the event of gender-based harassment and violence***; transport of children; necessary checks before driving away; all sorts of buses shall be part of the theory test (public service buses and coaches, buses with special dimensions, ...) (categories D, DE, D1, D1E only). **[Am. 159]**
- (k) Member States may exempt applicants to a licence for a category C1 or C1E vehicle outside the scope of Regulation (EU) No 165/2014 from demonstrating their knowledge of the subjects listed in points 4.(1) point (a) to 4.(1) point (c).

- (2) Compulsory check of general knowledge on the following additional provisions concerning categories C, CE, D and DE:
- (a) the principles of the construction and functioning of: internal combustion engines, fluids (for instance engine oil, coolant, washer fluid), the fuel system, the electrical system, the ignition system, the transmission system (clutch, gearbox, etc.);
 - (b) lubrication and antifreeze protection;
 - (c) the principles of the construction, the fitting, correct use and care of tyres;
 - (d) the principles of the types, operation, main parts, connection, use and day-to-day maintenance of brake fittings and speed governors, and use of anti-lock brakes;
 - (e) the principles of the types, operation, main parts, connection, use and day-to-day maintenance of coupling systems (categories CE, DE only);
 - (f) methods of locating causes of breakdowns;

- (g) preventive maintenance of vehicles and necessary running repairs;
- (h) the driver's responsibility in respect of the receipt, carriage and delivery of goods in accordance with the agreed conditions (categories C, CE only).

B. TEST OF SKILLS AND BEHAVIOUR

5. The vehicle and its equipment

(1) Vehicle transmission

- (a) The driving of a vehicle with manual transmission shall be subject to the passing of a skills and behaviour test taken on a vehicle with manual transmission.

‘Vehicle with manual transmission’ means a vehicle in which a clutch pedal (or lever operated manually for categories A, A2 and A1) is present and must be operated by the driver when starting or stopping the vehicle and changing gears.

- (b) Vehicles that do not meet the criteria laid down in point 5.(1) point (a) shall be considered to have automatic transmission.

Without prejudice to point 5.(1) point (c), if an applicant takes the test of skills and behaviour on a vehicle with automatic transmission this shall be recorded on any licence issued on the basis of such a test with the relevant Union code provided for in Annex I, Part E. Licences with this indication shall be used only for driving vehicles with automatic transmission.

- (c) The Union code marked on a driving licence of category A1, A2, A, B1, B and BE issued on the basis of a test of skills and behaviour taken on a vehicle with automatic transmission shall ***not be imposed displayed or shall*** be removed if the holder passes a dedicated test of skills and behaviour or completes a dedicated training, ***which may occur before or after the test of skills and behaviour on a vehicle with automatic transmission.*** [Am. 160]

Member States shall take the necessary measures to:

- (i) approve and supervise the dedicated training, ***including as part of the general driver training; or, ~~or,~~***
[Am. 161]

(ii) organise the dedicated test of skills and behaviour.

Vehicles used for the training or the test covered by this point shall be with manual transmission and shall fall within the category of the driving licence for which the participants have applied for.

The length of the test of skills and behaviour and the distance travelled shall be sufficient to assess the skills and behaviour laid down in point 6 or 7 of this Annex with particular attention paid to the operation of the vehicle transmission.

The training shall contain all aspects covered in point 6 or 7 of this Annex with particular attention paid to the operation of the vehicle transmission. Each participant shall perform the practical components of the training and demonstrate his or her skills and behaviour on public roads. The duration of the training shall be at least 7 hours.

- (d) Specific provisions concerning vehicles of category BE, C, CE, C1, C1E, D, DE, D1 and D1E ***and T*** [Am. 162]

Member States may decide that no restriction to vehicles with automatic transmission shall be recorded on the driving licence for a category BE, C, CE, C1, C1E, D, DE, D1 or D1E vehicle referred to in point 5.(1) point (b), when the applicant already holds a driving licence obtained on a vehicle with manual transmission in at least one of the following categories: B, BE, C, CE, C1, C1E, D, DE, D1 or D1E, and has performed the actions described in point 8.(4) during the test of skills and behaviour.

- (2) The vehicles used in tests of skills and behaviour shall comply with the minimum criteria given below. Member States may make provisions for more stringent criteria or add others. Member States may apply to vehicles of category A1, A2 and A, used in the test of skills and behaviour, a tolerance of 5 cm³ below the required minimum cylinder capacity.

(a) Category A1:

Category A1 motorcycle without sidecar, with a power rating not exceeding 11 kW and with a power to weight ratio not exceeding 0,1 kW/kg, and capable of a speed of at least 90 km/h.

If the motorcycle is powered by an internal combustion engine, the cylinder capacity of the engine shall be at least 120 cm³.

If the motorcycle is powered by an electric motor, the power to weight ratio of the vehicle shall be at least 0,08 kW/kg;

(b) Category A2:

Motorcycle without sidecar, with a power rating of at least 20 kW but not exceeding 35 kW and with a power to weight ratio not exceeding 0,2 kW/kg.

If the motorcycle is powered by an internal combustion engine, the cubic capacity of the engine shall be at least 250 cm³.

If the motorcycle is powered by an electric motor, the power to weight ratio of the vehicle shall be at least 0,15 kW/kg;

(c) Category A:

Motorcycle without sidecar, whose unladen mass is more than 180 kg, with a power rating of at least 50 kW. A tolerance of 5 kg below the required minimum mass may be accepted by the Member State.

If the motorcycle is powered by an internal combustion engine, the cubic capacity of the engine shall be at least 600 cm³.

If the motorcycle is powered by an electric motor, the power to weight ratio of the vehicle shall be at least 0,25 kW/kg.

(d) Category B:

A four-wheeled category B vehicle capable of a speed of at least 100 km/h;

(e) Category BE:

A combination, made up of a category B test vehicle and a trailer with a maximum authorised mass of at least 1 000 kg, capable of a speed of at least 100 km/h, which does not fall within category B; the cargo compartment of the trailer shall consist of a closed box body which is at least as wide and as high as the motor vehicle; the closed box body may also be slightly less wide than the motor vehicle provided that the view to the rear is only possible by use of the external rear-view mirrors of the motor vehicle; the trailer shall be presented with a minimum of 800 kg real total mass;

(f) Category B1:

A motor-powered quadricycle capable of a speed of at least 60 km/h;

(g) Category C:

A category C vehicle with a maximum authorised mass of at least 12 000–kg, a length of at least 8 m, a width of at least 2,40 m and capable of a speed of at least 80 km/h; fitted with anti-lock brakes, equipped with recording equipment as defined by Regulation (EU) No 165/2014; ~~the cargo compartment shall consist of a closed box body which is at least as wide and as high as the cab;~~ the vehicle shall be presented with a minimum of 10 000–kg real total mass; **[Am. 163]**

(h) Category CE:

Either an articulated vehicle or a combination of a category C test vehicle and a trailer of at least 7,5 m in length; both the articulated vehicle and the combination shall have a maximum authorised mass of at least 20 000–kg, a length of at least 14 m and a width of at least 2,40 m, shall be capable of a speed of at least 80 km/h, fitted with anti-lock brakes, ***fitted with a fifth wheel***, equipped with ***a gearbox having at least eight forward ratios and*** recording equipment as defined by Regulation (EU) No 165/2014; ~~the cargo compartment shall consist of a closed box body which is at least as wide and as high as the cab;~~ both the articulated vehicle and the combination shall be presented with a minimum of 15 000–kg real total mass; **[Am. 164]**

(i) Category C1:

A subcategory C1 vehicle with a maximum authorised mass of at least 4 000–kg, with a length of at least 5 m and capable of a speed of at least 80 km/h; fitted with anti-lock brakes and equipped with recording equipment as defined by Regulation (EU) No 165/2014; ~~the cargo compartment shall consist of a closed box body which is at least as wide and as high as the cab;~~ **[Am. 165]**

(j) Category C1E:

A combination made up of a subcategory C1 test vehicle and a trailer with a maximum authorised mass of at least 1 250–kg; this combination shall be at least 8 m in length and capable of a speed of at least 80 km/h; ~~the cargo compartment of the trailer shall consist of a closed box body which is at least as wide and as high as the cab; the closed box body may also be slightly less wide than the cab provided that the view to the rear is only possible by use of the external rear-view mirrors of the motor vehicle; the trailer shall be presented with a minimum of 800 kg real total mass;~~ **[Am. 166]**

(k) Category D:

A category D vehicle with a length of at least 10 m, a width of at least 2,40 m and capable of a speed of at least 80 km/h; fitted with anti-lock brakes and equipped with recording equipment as defined by Regulation (EU) No 165/2014;

(l) Category DE:

A combination made up of a category D test vehicle and a trailer with a maximum authorised mass of at least 1 250–kg, a width of at least 2,40 m and capable of a speed of at least 80 km/h; ~~the cargo compartment of the trailer shall consist of a closed box body which is at least 2 m wide and 2 m high;~~ the trailer shall be presented with a minimum of 800 kg real total mass; **[Am. 167]**

(m) Category D1:

A subcategory D1 vehicle with a maximum authorised mass of at least 4 000 kg, with a length of at least 5 m and capable of a speed of at least 80 km/h; fitted with anti-lock brakes and equipped with recording equipment as defined by Regulation (EU) No 165/2014;

(n) Category D1E:

A combination made up of a subcategory D1 test vehicle and a trailer with a maximum authorised mass of at least 1 250 kg and capable of a speed of at least 80 km/h; the cargo compartment of the trailer shall consist of a closed box body which is at least 2 m wide and 2 m high; the trailer shall be presented with a minimum of 800 kg real total mass;

6. Skills and behaviour to be tested concerning categories A1, A2 and A

(1) Preparation and technical check of the vehicle with a bearing on road safety

Applicants shall demonstrate that they are capable of preparing to ride safely by satisfying the following requirements:

- (a) adjust the protective outfit, such as gloves, boots, clothes and safety helmet;
- (b) perform a random check on the condition of the tyres, brakes, steering, emergency stop switch (if applicable), chain, oil levels, lights, reflectors, direction indicators and audible warning device.

- (2) Special manoeuvres to be tested with a bearing on road safety:
- (a) putting the motorcycle on and off its stand and moving it, without the aid of the engine, by walking alongside the vehicle;
 - (b) parking the motorcycle on its stand;
 - (c) at least two manoeuvres to be executed at slow speed, including a slalom; this shall allow competence to be assessed in handling of the clutch in combination with the brake, balance, vision direction and position on the motorcycle and the position of the feet on the foot rests;
 - (d) at least two manoeuvres to be executed at higher speed, of which one manoeuvre in second or third gear, at least 30 km/h and one manoeuvre avoiding an obstacle at a minimum speed of 50 km/h; this shall allow competence to be assessed in the position on the motorcycle, vision direction, balance, steering technique and technique of changing gears;
 - (e) braking: at least two braking exercises shall be executed, including an emergency brake at a minimum speed of 50 km/h; this shall allow competence to be assessed in handling of the front and rear brake, vision direction and the position on the motorcycle.

(3) Behaviour in traffic

Applicants shall perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions:

- (a) riding away: after parking, after a stop in traffic; exiting a driveway;
- (b) riding on straight roads; passing oncoming vehicles, including in confined spaces;
- (c) riding round bends;
- (d) crossroads: approaching and crossing of intersections and junctions;
- (e) changing direction: left and right turns; changing lanes, ***making a U turn; [Am. 169]***
- (f) approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane;

(g) overtaking/passing: overtaking other traffic (if possible)~~possible~~**including cyclists, micro-mobility users, pedestrians**; riding alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);
[Am. 170]

(h) special road features (if available): roundabouts; railway level crossings, **bike lanes**; tram/bus stops; pedestrian crossings; riding up-/downhill on long slopes; tunnels; **[Am. 171]**

(ha)interaction with other vehicles, including foreseeing blind spots and adequate use of direction indicators;
[Am. 172]

(i) reacting and anticipating to hazardous situations using simulators;

(j) taking the necessary precautions when getting off the vehicle, **especially regarding cyclists. [Am. 173]**

7. Skills and behaviour to be tested concerning categories B, B1 and BE

(1) Preparation and technical check of the vehicle with a bearing on road safety

Applicants shall demonstrate that they are capable of preparing to drive safely by satisfying the following requirements:

- (a) adjusting the seat as necessary to obtain a correct seated position;
 - (b) adjusting rear-view mirrors, seat belts and head restraints if available;
 - (c) checking that the doors are closed;
 - (d) performing a random check on the condition of the tyres, steering, brakes, fluids (for instance engine oil, coolant, washer fluid), lights, reflectors, direction indicators and audible warning device;
 - (e) checking the safety factors relating to vehicle loading: body, sheets, cargo doors, cabin locking, way of loading, securing load (category BE only);
 - (f) checking the coupling mechanism and the brake and electrical connections (category BE only).
- (2) Categories B and B1: special manoeuvres to be tested with a bearing on road safety

A selection of the following manoeuvres shall be tested (at least two manoeuvres for the four points, including one in reverse gear):

- (a) reversing in a straight line or reversing right or left round a corner while keeping within the correct traffic lane;
 - (b) turning the vehicle to face the opposite way, using forward and reverse gears;
 - (c) parking the vehicle and leaving a parking space (parallel, oblique or right-angle, forwards or in reverse, on the flat, uphill or downhill);
 - (d) braking accurately to a stop; however, performing an emergency stop is optional.
- (3) Category BE - special manoeuvres to be tested with a bearing on road safety:
- (a) coupling and uncoupling, or uncoupling and re-coupling a trailer from its motor vehicle; the manoeuvre must involve the towing vehicle being parked alongside the trailer (i.e. not in one line);
 - (b) reversing along a curve, the line of which shall be left to the discretion of the Member States;
 - (c) parking safely for loading/unloading.

(4) Behaviour in traffic

Applicants shall perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions:

- (a) driving away: after parking, after a stop in traffic; exiting a driveway;
- (b) driving on straight roads; passing oncoming vehicles, including in confined spaces;
- (c) driving round bends;
- (d) Crossroads: approaching and crossing of intersections and junctions;
- (e) changing direction: left and right turns; changing lanes;
- (f) approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane;
- (g) overtaking/passing: overtaking other ~~traffic~~**road users, including cyclists** (if possible); driving alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate); **[Am. 174]**

(ga) independent driving towards a determined destination, beyond specific turning indications; [Am. 175]

- (h) special road features (if available): roundabouts; ***taking roundabout with a large vehicle; right and left driving;*** railway level crossings; tram/bus stops; pedestrian crossings; ~~riding~~***bike lanes; driving*** up-/downhill on long slopes; ***gradient changes;*** tunnels; [Am. 176]

(ha) interaction with other road users, including foreseeing blind spots and adequate use of direction indicators; [Am. 177]

- (i) ~~taking the necessary precautions when~~***entering and*** alighting from the vehicle, ***including making sure that it is safe to open the vehicle door and that this will not create a hazard for other road users such as pedestrians, cyclists and micro-mobility user, with particular emphasis on opening the door with the hand furthest from it; [Am. 178]***
- (j) reacting and anticipating to hazardous situations, ***including*** using simulators. [Am. 179]

8. Skills and behaviour to be tested concerning categories C, CE, C1, C1E, D, DE, D1 and D1E

(1) Preparation and technical check of the vehicle with a bearing on road safety

Applicants shall demonstrate that they are capable of preparing to drive safely by satisfying the following requirements:

- (a) adjusting the seat as necessary to obtain a correct seated position;
- (b) adjusting rear-view mirrors, seat belts and head restraints if available;
- (c) random checks on the condition of the tyres, steering, brakes, lights, reflectors, direction indicators and audible warning device;
- (d) checking the power-assisted braking and steering systems; checking the condition of the wheels, wheel nuts, mudguards, windscreen, windows and wipers, fluids (for instance engine oil, coolant, washer fluid); checking and using the instrument panel including the recording equipment as defined in Regulation (EU) No 165/2014. This latter requirement does not apply to the applicants for a driving licence for a category C1 or C1E vehicle not falling within the scope of that Regulation;

- (e) checking the air pressure, air tanks and the suspension;
 - (f) checking the safety factors relating to vehicle loading: body, sheets, cargo doors, loading mechanism (if available), cabin locking (if available), way of loading, securing load (categories C, CE, C1, C1E only);
 - (g) checking the coupling mechanism and the brake and electrical connections (categories CE, C1E, DE, D1E only);
 - (h) being capable of taking special vehicle safety measures; controlling the body, service doors, emergency exits, first aid equipment, fire extinguishers and other safety equipment (categories D, DE, D1, D1E only);
 - (i) reading a road map, route planning, including the use of electronic navigation systems (optional).
- (2) Special manoeuvres to be tested with a bearing on road safety:
- (a) coupling and uncoupling, or uncoupling and re-coupling a trailer from its motor vehicle; the manoeuvre must involve the towing vehicle being parked alongside the trailer (i.e. not in one line) (categories CE, C1E, DE, D1E only);

(aa) the various trailer to truck coupling mechanisms, taking into account the fifth wheel coupling for articulated vehicles (for semi-trailers), and drawbar hitch coupling for drawbar trailers (rigid truck), as well as the standard operating procedures and protocols for connecting and disconnecting trailers from trucks while using these coupling mechanisms; [Am. 184]

- (b) reversing along a curve, the line of which shall be left to the discretion of the Member States;
- (c) parking safely for loading/unloading at a loading ramp/platform or similar installation (categories C, CE, C1, C1E, ***T*** only); **[Am. 185]**
- (d) parking to let passengers on or off the bus safely (categories D, DE, D1, D1E only).

(3) Behaviour in traffic

Applicants shall perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions:

- (a) driving away: after parking, after a stop in traffic; exiting a driveway;

- (b) driving on straight roads; passing oncoming vehicles, including in confined spaces;
- (c) driving round bends;
- (d) crossroads: approaching and crossing of intersections and junctions;
- (e) changing direction: left and right turns; changing lanes, ***making a U turn; [Am. 186]***

(ea) factoring in blind spots; [Am. 187]

- (f) approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane;
- (g) overtaking/passing: overtaking other ~~traffic~~ ***road users and micromobility users, including cyclists and pedestrians*** (if possible); driving alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate); **[Am. 188]**

- (h) special road features: **taking** ~~(if available)~~; roundabouts **with a large vehicle; driving on the left and right**; railway level crossings; tram/bus stops; pedestrian crossings, **bike lanes**; riding up-/downhill on long slopes; tunnels; [Am. 189]
 - (i) ~~taking the necessary precautions when~~**entering and** alighting from the vehicle-, **including making sure that it is safe to open the vehicle door and that this will not create a hazard for other road users such as pedestrians, cyclists and micro-mobility**; [Am. 190]
 - (ia) **the precautions to be taken when entering and exiting a vehicle in a safe way.** [Am. 191]
- (4) Safe and energy-efficient driving:
- (a) driving in such a way as to ensure safety and to reduce fuel/energy consumption and emissions during acceleration, deceleration, uphill and downhill driving, **distance to the vehicle in front; curve overtaking, change of lane, priority rules, speed limits**; [Am. 192]

(b) reacting and anticipating to hazardous situations, ***including*** using simulators **[Am. 193]**

9. Marking of the test of skills and behaviour

- (1) For each of the abovementioned driving situations in points 6, 7 and 8, the assessment shall reflect the degree of ease with which the applicant handles the vehicle controls and his or her demonstrated capacity to drive in traffic in complete safety. The examiner must feel safe throughout the test. Driving errors or dangerous conduct immediately endangering the safety of the test vehicle, its passengers or other road users shall be penalised by failing the test, whether or not the examiner or accompanying person has to intervene. Nonetheless, the examiner shall be free to decide whether or not the skills and behaviour test shall be completed.

Driving examiners shall be trained to assess correctly the applicants' ability to drive safely. The work of driving examiners shall be monitored and supervised, by ***aan independent*** body authorised by the Member State, to ensure correct and consistent application of fault assessment in accordance with the standards laid down in this Annex. **[Am. 194]**

- (2) During their assessment, driving examiners shall pay special attention to whether an applicant is showing a defensive and social driving behaviour. This shall reflect the overall style of driving and the driving examiner shall take this into account in the overall picture of the applicant. It includes adapted and determined (safe) driving, taking into account road and weather conditions, taking into account other traffic, taking into account the interests of other road users (particularly the vulnerable road users) and anticipation.
- (3) The driving examiner shall furthermore assess whether the applicant:
- (a) controls the vehicle; taking into account: proper use of safety belts, ***modern safety and driving aids*** rear-view mirrors, head restraints; seat; proper use of lights and other equipment; proper use of clutch, gearbox, accelerator, braking systems (including third braking system, if available), steering; controlling the vehicle under different circumstances, at different speeds; steadiness on the road; the weight and dimensions and characteristics of the vehicle; the weight and type of load (categories BE, C, CE, C1, C1E, DE, D1E, ***T*** only); the comfort of the passengers (categories D, DE, D1, D1E only) (no fast acceleration, smoothly driving and no hard braking); **[Am. 195]**

- (b) drives economically and in a safe and energy-efficient way, taking into account the revolutions per minute, changing gears, braking and accelerating ***and uses intrinsic in-vehicle driving and/or safety aids*** (categories B, BE, C, CE, C1, C1E, D, DE, D1, D1E only); **[Am. 196]**
- (c) complies with observation rules: all-round observation; proper use of mirrors ***and new technologies***; far, middle, near distance vision; **[Am. 197]**
- (d) respects priority/giving way: priority at crossroads, intersections and junctions; giving way at other occasions (for instance changing direction, changing lanes, special manoeuvres);
- (e) has a correct position on the road: proper position on the road, in lanes, on roundabouts, round bends, suitable for the type and the characteristics of the vehicle; pre-positioning;
- (f) keeps distance: keeping adequate distance to the front and the side; keeping adequate distance from other road users in particular vulnerable road users;

- (g) respects speed limits and recommendations: not exceeding the maximum allowed speed; adapting speed to weather/traffic conditions and where appropriate up to national speed limits; driving at such a speed that stopping within distance of the visible and free road is possible; adapting speed to general speed of same kind of road users;
- (h) respects traffic lights, road signs and other indications: acting correctly at traffic lights; obeying instructions from traffic controllers; acting correctly at road signs (prohibitions or commands); take appropriate action at road markings;
- (i) respects signalling: give signals where necessary, correctly and properly timed; indicating directions correctly; taking appropriate action with regard to all signals made by other road users;
- (j) controls braking and stopping: decelerating in time, braking or stopping according to circumstances; anticipation; using the various braking systems (only for categories C, CE, D, DE); using speed reduction systems other than the brakes ***and use of in-vehicle technologies*** (only for categories C, CE, D, DE). **[Am. 198]**

10. Length of the test

The length of the test and the distance travelled shall be sufficient to assess the skills and behaviour laid down in title B of this Annex. In no circumstances shall the time spent driving on the road be less than 25 minutes for categories A, A1, A2, B, B1 and BE and 45 minutes for the other categories. This shall not include the reception of the applicant, the preparation of the vehicle, the technical check of the vehicle with a bearing on road safety, the special manoeuvres and the announcement of the outcome of the practical test.

11. Location of the test

The part of the test to assess the special manoeuvres may be conducted on a special testing ground. Wherever practicable, the part of the test to assess behaviour in traffic shall be conducted on roads outside built-up areas, expressways and motorways (or similar), as well as on all kinds of urban streets (residential areas, 30 and 50 km/h areas, urban expressways) which shall represent the various types of difficulty likely to be encountered by drivers. It is also desirable for the test to take place in various traffic density conditions. The time spent driving on the road shall be used in an optimal way to assess the applicant in all the various traffic areas that may be encountered, with a special emphasis on changing between those areas.

II. KNOWLEDGE, SKILL AND BEHAVIOUR FOR DRIVING A POWER-DRIVEN VEHICLE

Drivers of all power-driven vehicles shall at any moment have the knowledge, skills and behaviour described under points 1 to 9, with a view to being able to:

- recognise and anticipate traffic dangers and hazards and assess their seriousness;
- have sufficient command of their vehicle not to create dangerous situations and to react appropriately should such situations occur;
- comply with road traffic regulations, and in particular those intended to prevent road accidents and to maintain the flow of traffic;
- detect any major technical faults in their vehicles, in particular those posing a safety hazard, and have them remedied in an appropriate fashion;
- take account of all the factors affecting driving behaviour (for instance alcohol, fatigue, poor eyesight, ***use of electronic device*** etc.) so as to retain full use of the faculties needed to drive safely;

[Am. 199]

- help ensure the safety of all road users, and in particular of the vulnerable road users, by showing due respect for others;
- have sufficient knowledge of risk factors related to ***cyclists, pedestrians and*** micro mobility means ~~users~~; **[Am. 200]**
- have sufficient knowledge of safety related to the usage of alternatively fuelled vehicles;
- have sufficient knowledge on the usage of advanced driving assistance systems and of other automation aspects of a vehicle.

Member States ~~may~~***are encouraged to adopt and*** implement the appropriate measures to ensure that drivers who have lost the knowledge, skills and behaviour as described under points 1 to 9 can recover this knowledge and those skills and will continue to exhibit such behaviour required for driving a power-driven vehicle. ***Member States may use revenues earmarked under Directive 2015/413 to financially support such measures.*** **[Am. 201]**

Annex III

MINIMUM STANDARDS OF ~~PHYSICAL AND MENTAL~~ FITNESS FOR DRIVING A POWER-DRIVEN VEHICLE **[Ams. 258, 327 and 338]**

DEFINITIONS

1. For the purpose of this Annex, drivers shall be classified in two groups:
 - (1) Group 1: drivers of vehicles of categories A, A1, A2, AM, B, B1, **BE and T** ~~and BE~~; **[Am. 202]**
 - (2) Group 2: drivers of vehicles of categories C, CE, C1, C1E, D, DE, D1 and D1E.
 - (3) National legislation ~~may~~**shall** provide for the provisions set out in this Annex for Group 2 drivers to apply to drivers of Category B vehicles using their driving licence for professional purposes (taxis, ambulances, etc.). **[Am. 203]**
2. Similarly, applicants for a first driving licence or for the renewal of a driving licence are classified in the group to which they will belong once the licence has been issued or renewed.

~~MEDICAL EXAMINATIONS~~**FITNESS FOR DRIVING A POWER-
DRIVEN VEHICLE [Ams. 259, 328 and 339]**

3. Group 1:

Applicants shall perform ***either*** a self-assessment of their physical and mental fitness ***or a medical examination*** for driving a power-driven vehicle ***in accordance with the national system in place in the Member State of normal residence.*** [Ams. 260 and 329]

The applicants shall be required to undergo a medical examination if it becomes apparent, from the self-assessment of their physical and mental fitness, ***including an appropriate examination for eyesight as described in point 6,*** when the necessary formalities are being completed or during the tests which they have to undergo prior to obtaining a driving licence, ~~that they are likely to have one or more of the~~***culminating in the issue of a reasoned medical opinion by a*** medical incapacities mentioned ~~in~~***authority whose expertise is appropriate for the complexity of the combined purposes of*** this Annex. [Am. 205]

~~Drivers shall be subject to the same procedure when their~~**When renewing** driving licences ~~are renewed,~~ **drivers may be subject to a medical examination for driving a power-driven vehicle, the self-assessment or any other form of assessment of fitness to drive in accordance with the national system in place in the Member State of normal residence.** [Ams. 262, 331 and 341]

3a. The Member States might set stricter standards and rules than those set out in this annex for the issue or subsequent renewal of driving licences. [Am. 206]

4. Group 2:

Applicants shall undergo medical examinations **of their physical and mental fitness for driving a power-driven vehicle** before a driving licence is first issued to them and thereafter drivers shall be checked in accordance with the national system in place in the Member State of normal residence whenever their driving licence is renewed. **The medical examination may be performed by a general practitioner, provided he or she has completed the online training course referred to in Article 10(8a).**
[Am. 207]

4a. Drivers shall be subject to the same procedure when their driving licences are renewed. [Am. 208]

5. The standards set by Member States for the issuance or any subsequent renewal of driving licences may be stricter than those set out in this Annex.

EYESIGHT

6. All applicants for a driving licence **and for renewal** shall undergo an appropriate investigation to ensure that they have adequate visual acuity, **measured by means of validated visual acuity chart** and field of vision for driving power-driven vehicles. Where there is reason to doubt that the applicant's vision is adequate, he/she should be examined by a competent medical authority **or by a qualified eye-care professional authorised by national law**. At this examination attention shall be paid, in particular, to the following: visual acuity, field of vision, twilight vision, glare and contrast sensitivity, diplopia and other visual functions that can compromise safe driving. **[Am. 209]**

For group 1 drivers, licensing may be considered in 'exceptional individual cases' where the visual field standard or visual acuity standard cannot be met but there are reasons to believe that the issuance of a driving licence for the applicant would not impair road safety; in such cases the driver shall undergo examination by a competent medical authority **or by a qualified eye-care professional authorised by national law** to demonstrate that there is no other impairment of visual function, including glare, contrast sensitivity and twilight vision. The driver or applicant shall also be subject to a positive practical test conducted by a competent authority. **[Am. 210]**

Group 1:

- (1) Applicants for a driving licence or for the renewal of such a licence shall have a binocular visual acuity, with corrective lenses if necessary, of at least 0,5 (**decimal notation**) when using both eyes together. **[Am. 211]**

Moreover, the horizontal visual field shall be at least 120 degrees, the extension shall be at least 50 degrees left and right and 20 degrees up and down. No defects shall be present within a radius of the central 20 degrees.

When a progressive eye disease is detected or declared, driving licences may be issued or renewed subject to the applicant undergoing regular examination by a competent medical authority.

- (2) Applicants for a driving licence, or for the renewal of such a licence, who have total functional loss of vision in one eye or who use only one eye (for instance in the case of diplopia) shall have a visual acuity of at least 0,5 (***decimal notation***), with corrective lenses if necessary. The competent medical authority shall certify that this condition of monocular vision has existed for a sufficiently long time to allow adaptation and that the field of vision in this eye meets the requirement laid down in point 6.(1). **[Am. 212]**
- (3) After any recently developed diplopia or after the loss of vision in one eye, there shall be an appropriate adaptation period (for example, six months), during which driving is not allowed. After this period, driving shall only be allowed following a favourable opinion from vision and driving experts. ***The authority may establish temporary requirements and, where appropriate, restrictions on night driving.*** **[Am. 213]**

Group 2:

- (4) Applicants for a driving licence or for the renewal of such a licence shall have a visual acuity, with corrective lenses if necessary, of at least 0,8 (***decimal notation***) in the better eye and at least 0,1 (***decimal notation***) in the worse eye. If corrective lenses are used to attain the values of 0,8 and 0,1, the minimum acuity (0,8 and 0,1) shall be achieved either by correction by means of glasses with a power not exceeding plus eight dioptries, or with the aid of contact lenses. The correction must be well tolerated. ***The medical examination may be performed by a general practitioner who has undergone an online training referred to in Article 10 (8a).*** [Am. 214]

Moreover, the horizontal visual field with both eyes shall be at least 160 degrees, the extension shall be at least 70 degrees left and right and 30 degrees up and down. No defects shall be present within a radius of the central 30 degrees.

Driving licences shall not be issued to or renewed for applicants or drivers with ***presenting significant changes in twilight vision and*** impaired contrast sensitivity ***and insufficient vision after glare, with inappropriate recovery time even in the better eye*** or with diplopia.

[Am. 215]

After a substantial loss of vision in one eye, there shall be an appropriate adaptation period (for example six months) during which the subject is not allowed to drive. After this period, driving shall only be allowed after a favourable opinion from vision and driving experts. ***The competent medical authority may allow driving subject to certain requirements or impose restrictions.*** **[Am. 216]**

HEARING

7. Driving licences may be issued to or renewed for applicants or drivers in group 2 subject to the opinion of the competent medical authorities; particular account will be taken in medical examinations of the scope for compensation.

PERSONS WITH A PHYSICAL DISABILITY

8. Driving licences shall not be issued to or renewed for applicants or drivers with complaints or impairments of the locomotor system which make it dangerous to drive a power-driven vehicle.

Group 1:

- (1) Driving licences subject to certain restrictions, may be issued to applicants or drivers with physical disabilities following the issuing of an opinion by a competent medical authority. This opinion shall be based on a medical assessment of the complaint or impairment in question and, where necessary, on a practical test. It shall also indicate what type of modification to the vehicle is required and whether the driver needs to use an orthopaedic device, insofar as the test of skills and behaviour demonstrates that with such a device driving would not to be dangerous.
- (2) Driving licences may be issued to or renewed for any applicant or driver with a progressive complaint on condition that the person is regularly examined to check that the person is still capable of driving the vehicle completely safely.

Where the physical disability is static, driving licences may be issued or renewed without the applicant being subject to regular medical examination.

Group 2:

- (3) The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group.

CARDIOVASCULAR DISEASES

9. Cardiovascular conditions or diseases can lead to a sudden impairment of the cerebral functions that constitutes a danger to road safety. Those conditions represent grounds for establishing temporary or permanent restrictions to driving.
 - (1) For the following cardiovascular conditions, driving licences may be issued or renewed for applicants or drivers in the indicated groups, only after the condition has been effectively treated and subject to competent medical authorisation and if appropriate, regular medical assessment:

- (a) brady-arrhythmias (sinus node disease and conduction disturbances) and tachy-arrhythmias (supraventricular and ventricular arrhythmias) with history of syncope or syncopal episodes due to arrhythmic conditions (applies to group 1 and 2);
- (b) brady-arrhythmias: sinus node disease and conduction disturbances with second degree atrioventricular (AV) block Mobitz II, third degree AV block or alternating bundle branch block (applies to group 2 only);
- (c) tachy-arrhythmias (supraventricular and ventricular arrhythmias) with
 - structural heart disease and sustained ventricular tachycardia (VT) (applies to group 1 and 2), or
 - polymorphic nonsustained VT, sustained ventricular tachycardia or with an indication for a defibrillator (applies to group 2 only);
- (d) symptomatic of angina (applies to group 1 and 2);
- (e) permanent pacemaker implantation or replacement (applies to group 2 only);

- (f) defibrillator implantation or replacement or appropriate or inappropriate defibrillator shock (applies to group 1 only);
- (g) syncope (a transient loss of consciousness and postural tone, characterised by rapid onset, short duration, and spontaneous recovery, due to global cerebral hypoperfusion, of presumed reflex origin, of unknown cause, with no evidence of underlying heart disease)(applies to group 1 and 2);
- (h) acute coronary syndrome (applies to group 1 and 2);
- (i) stable angina if symptoms do not occur with mild exercise (applies to group 1 and 2);
- (j) percutaneous coronary intervention (PCI) (applies to group 1 and 2);
- (k) coronary artery bypass graft surgery (CABG) (applies to group 1 and 2);
- (l) stroke/transient ischemic attack (TIA) (applies to group 1 and 2);
- (m) significant carotid artery stenosis (applies to group 2 only);

- (n) maximum aortic diameter exceeding 5,5 cm (applies to group 2 only);
- (o) heart failure:
 - New York Heart Association (NYHA) I, II, III (applies to group 1 only);
 - NYHA I and II provided that the left ventricular ejection fraction is at least 35 % (applies to group 2 only);
- (p) heart transplantation (applies to group 1 and 2);
- (q) cardiac assist device (applies to group 1 only);
- (r) valvular heart surgery (applies to group 1 and 2);
- (s) malignant hypertension (elevation in systolic blood pressure ≥ 180 mmHg or diastolic blood pressure ≥ 110 mmHg associated with impending or progressive organ damage) (applies to group 1 and 2);
- (t) grade III blood pressure (diastolic blood pressure ≥ 110 mmHg and/or systolic blood pressure ≥ 180 mmHg) (applies to group 2 only);

- (u) congenital heart disease (applies to group 1 and 2);
 - (v) hypertrophic cardiomyopathy if without syncope (applies to group 1 only);
 - (w) long QT syndrome with syncope, Torsade des Pointes or $QTc > 500$ ms (applies to group 1 only).
- (2) For the following cardiovascular conditions, driving licences shall not be issued or renewed for applicants or drivers in the indicated groups:
- (a) implant of a defibrillator (applies to group 2 only);
 - (b) peripheral vascular disease — thoracic and abdominal aortic aneurysm when maximum aortic diameter is such that it predisposes to a significant risk of sudden rupture and hence a sudden disabling event (applies to group 1 and 2);
 - (c) heart failure:
 - NYHA IV (applies to group 1 only);
 - NYHA III and IV (applies to group 2 only);

- (d) cardiac assist devices (applies to group 2 only);
- (e) valvular heart disease with aortic regurgitation, aortic stenosis, mitral regurgitation or mitral stenosis if functional ability is estimated to be NYHA IV or if there have been syncopal episodes (applies to group 1 only);
- (f) valvular heart disease in NYHA III or IV or with ejection fraction (EF) below 35 %, mitral stenosis and severe pulmonary hypertension or with severe echocardiographic aortic stenosis or aortic stenosis causing syncope; except for completely asymptomatic severe aortic stenosis if the exercise tolerance test requirements are fulfilled (applies to group 2 only);
- (g) structural and electrical cardiomyopathies — hypertrophic cardiomyopathy with history of syncope or when two or more of the following conditions present: left ventricle (LV) wall thickness > 3 cm, non-sustained ventricular tachycardia, a family history of sudden death (in a first degree relative), no increase of blood pressure with exercise (applies to group 2 only);

- (h) long QT syndrome with syncope, Torsade des Pointes and QTc > 500 ms (applies to group 2 only);
- (i) Brugada syndrome with syncope or aborted sudden cardiac death (applies to group 1 and 2).

Driving licences may be issued or renewed in exceptional cases, provided that it is duly justified by competent medical opinion and subject to regular medical assessment ensuring that the person is still capable of driving the vehicle safely taking into account the effects of the medical condition.

(3) Other cardiomyopathies

The risk of sudden incapacitating events shall be evaluated in applicants or drivers with well described cardiomyopathies (for instance arrhythmogenic right ventricular cardiomyopathy, non-compaction cardiomyopathy, catecholaminergic polymorphic ventricular tachycardia and short QT syndrome) or with new cardiomyopathies that may be discovered. A careful specialist evaluation is required. The prognostic features of the particular cardiomyopathy shall be considered.

- (4) Member States may restrict the issue or renewal of driving licences for applicants or drivers with other cardiovascular diseases.

DIABETES MELLITUS

10. For the purpose of the following points, the following definitions apply:

‘severe hypoglycaemia’ means where the assistance of another person is needed;

‘recurrent hypoglycaemia’ means a second severe hypoglycaemia during a period of 12 months.

Group 1:

- (1) Driving licences may be issued to, or renewed for, applicants or drivers who have diabetes mellitus. When treated with medication, they shall be subject to authorised medical opinion and regular medical review, appropriate to each case, but the interval shall not exceed ten years.
- (2) An applicant or driver with diabetes treated with medication which carries a risk of inducing hypoglycaemia shall demonstrate an understanding of the risk of hypoglycaemia and adequate control of the condition, ***including through a continuous monitoring system where deemed necessary by a competent medical authority.*** [Am. 217]

Driving licences shall not be issued to, or renewed for, applicants or drivers who have inadequate awareness of hypoglycaemia.

Driving licences shall not be issued to, or renewed for, applicants or drivers who have recurrent severe hypoglycaemia, unless supported by competent medical opinion and regular medical assessment. For recurrent severe hypoglycaemias during waking hours a licence shall not be issued or renewed until 3 months after the most recent episode.

Driving licences may be issued or renewed in exceptional cases, provided that it is duly justified by competent medical opinion and subject to regular medical assessment, ensuring that the person is still capable of driving the vehicle safely taking into account the effects of the medical condition.

Group 2:

- (3) Consideration may be given to the issuing/renewal of group 2 licences to drivers with diabetes mellitus. When treated with medication which carries a risk of inducing hypoglycaemia (that is, with insulin, and some tablets), the following criteria shall apply:

- (a) no severe hypoglycaemic events have occurred in the previous 12 months;
- (b) the driver has full hypoglycaemic awareness;
- (c) the driver must show adequate control of the condition by blood glucose sensors, insulin pump, insulin pen and/or hybrid close loop, at least twice daily and at times relevant to driving;
- (d) the driver must demonstrate an understanding of the risks of hypoglycaemia;
- (e) there are no other debarring complications of diabetes.

Moreover, in those cases, such licences shall be issued ***or renewed*** subject to the ***positive*** opinion of a competent medical authority and to regular medical review ***undertaken by a medical specialist***, undertaken at intervals of not more than three years. **[Am. 218]**

- (4) A severe hypoglycaemic event during waking hours, even unrelated to driving, shall be reported and shall give rise to a reassessment of the licensing status.

NEUROLOGICAL DISEASES AND OBSTRUCTIVE SLEEP APNOEA SYNDROME

11. The following rules apply to applicants with neurological diseases and obstructive sleep apnoea syndrome.

NEUROLOGICAL DISEASES

- (1) Driving licences shall not be issued to, or renewed for, applicants or drivers with a serious neurological disease, unless the application is supported by **a positive** authorised medical opinion **undertaken by a medical specialist or competent medical authority**. [Am. 219]

Neurological disturbances associated with **developmental conditions**, diseases, **medical** or surgical intervention affecting the central or peripheral nervous system, which lead to **cognitive, behavioural**, sensory or motor impairments and affect **performance/function**, balance and coordination, shall accordingly be taken into account in relation to their functional effects ~~and~~. The risks of progression **of impairment and compliance with treatment needs to be taken into account**. In such cases, the issue or renewal of the licence may be subject to periodic assessment in the event of risk of deterioration. [Am. 220]

OBSTRUCTIVE SLEEP APNOEA SYNDROME

(2) For the purpose of the following points:

‘moderate obstructive sleep apnoea syndrome’ means a number of apnoeas and hypopnoeas per hour (Apnoea-Hypopnoea Index) between 15 and 29;

‘severe obstructive sleep apnoea syndrome’ means an Apnoea-Hypopnoea Index of 30 or more, both associated with excessive daytime sleepiness.

(3) Applicants or drivers in whom a moderate or severe obstructive sleep apnoea syndrome is suspected shall be referred for further authorised medical advice before a driving licence is issued or renewed. They may be advised not to drive until confirmation of the diagnosis.

(4) Driving licences may be issued to applicants or drivers with moderate or severe obstructive sleep apnoea syndrome who show adequate control of their condition and compliance with appropriate treatment and improvement of sleepiness, if any, confirmed by authorised medical opinion.

- (5) Applicants or drivers with moderate or severe obstructive sleep apnoea syndrome under treatment shall be subject to a periodic medical review, at intervals not exceeding three years for drivers of group 1 and one year for drivers of group 2, with a view to establish the level of compliance with the treatment, the need for continuing the treatment and continued good vigilance.

EPILEPSY

12. Epileptic seizures or other sudden disturbances of the state of consciousness constitute a serious danger to road safety if they occur in a person driving a power-driven vehicle.

For the purpose of the following points:

‘epilepsy’ means a medical condition where the person concerned has had two or more epileptic seizures, less than five years apart;

‘provoked epileptic seizure’ means a seizure which has a recognisable causative factor that is avoidable.

A person who has an initial or isolated seizure or loss of consciousness shall be advised not to drive. A specialist report is required, stating the period of driving prohibition and the requested follow-up.

It is extremely important that the person's specific epilepsy syndrome and seizure type are identified so that a proper evaluation of the person's driving safety can be undertaken (including the risk of further seizures) and the appropriate therapy instituted. This shall be done by a neurologist.

Group 1:

- (1) Drivers assessed under group 1 with epilepsy shall be under licence review until they have been seizure-free for at least five years.

If the person has epilepsy, the criteria for an unconditional licence shall not be deemed to be met. Notification shall be given to the licensing authority.

- (2) Provoked epileptic seizure: the applicant having had such a condition because of a recognisable provoking factor that is unlikely to recur at the wheel may be declared able to drive on an individual basis, subject to neurological opinion (the assessment shall be, if appropriate, in accordance with other relevant sections of Annex III (for instance in the case of alcohol or other co-morbidity)).
- (3) First or single unprovoked seizure: the applicant who has had a first unprovoked epileptic seizure may be declared able to drive after a period of six months without seizures, if there has been an appropriate medical assessment. National authorities may allow drivers with recognised good prognostic indicators to drive sooner.
- (4) Other loss of consciousness: the loss of consciousness shall be assessed according to the risk of recurrence while driving.
- (5) Epilepsy: drivers or applicants may be declared fit to drive after a one-year period free of further seizures.

- (6) Seizures exclusively in sleep: the applicant or driver who has never had any seizures other than seizures during sleep may be declared fit to drive so long as this pattern has been established for a period which must not be less than the seizure-free period required for epilepsy. If there is an occurrence of attacks/seizure arising while awake, a one-year period free of further event before licensing is required (see 'Epilepsy', in point 12.(5)).
- (7) Seizures without influence on consciousness or the ability to act: the applicant or driver who has never had any seizures other than seizures which have been demonstrated exclusively to affect neither consciousness nor cause any functional impairment may be declared fit to drive so long as this pattern has been established for a period which shall not be less than the seizure-free period required for epilepsy. If there is an occurrence of any other kind of attacks/seizures a one-year period free of further event before licensing is required (see 'Epilepsy' in point 12(5)).

- (8) Seizures because of a physician-directed change or reduction of anti-epileptic therapy: the patient may be advised not to drive from the commencement of the period of withdrawal and thereafter for a period of six months after cessation of treatment. Seizures occurring during physician-advised change or withdrawal of medication require three months off driving if the previously effective treatment is reinstated.
- (9) After curative epilepsy surgery: see 'Epilepsy' in point 12.(5).

Group 2:

- (10) The applicant shall be without anti-epileptic medication for the required period of seizure freedom. An appropriate medical follow-up shall have been carried out. Extensive neurological investigation shall have shown that there is neither a relevant cerebral pathology nor any epileptiform activity on the electroencephalogram (EEG). An EEG and an appropriate neurological assessment shall be performed after the acute episode.

(11) Provoked epileptic seizure: the applicant who has had a provoked epileptic seizure because of a recognisable provoking factor that is unlikely to recur at the wheel may be declared able to drive on an individual basis ***alone and for vehicles for private use but not for the transport of others***, subject to neurological opinion. An EEG and an appropriate neurological assessment shall be performed after the acute episode. **[Am. 222]**

A person with a structural intra-cerebral lesion who has increased risk of seizures shall not be able to drive vehicles of group 2 until the epilepsy risk has fallen to at least 2 % per annum. The assessment shall be, if appropriate, in accordance with other relevant sections of Annex III (for instance in the case of alcohol).

(12) First or single unprovoked seizure: the applicant who has had a first unprovoked epileptic seizure may be declared able to drive once five years' freedom from further seizures has been achieved without the aid of anti-epileptic drugs, if there has been an appropriate neurological assessment. ~~National authorities may allow drivers with recognised good prognostic indicators to drive sooner.~~ **[Am. 223]**

(13) Other loss of consciousness: the loss of consciousness shall be assessed according to the risk of recurrence while driving. The risk of recurrence shall be 2 % per annum or less.

(14) Epilepsy: 10 years freedom from further seizures shall have been achieved without the aid of anti-epileptic drugs. National authorities may allow drivers with recognised good prognostic indicators to drive sooner. This shall also apply in case of 'juvenile epilepsy'.

Certain disorders (for instance arteriovenous malformation or intra-cerebral haemorrhage) entail an increased risk of seizures, even if seizures have not yet occurred. In such a situation an assessment shall be carried out by a competent medical authority; the risk of having a seizure shall be 2 % per annum or less to allow licensing.

MENTAL IMPAIRMENTS

13. The following rules apply to applicants or drivers with mental or intellectual impairment.

Group 1:

- (1) Driving licences shall not be issued to, or renewed for, applicants or drivers with:
- (a) severe mental, ***cognitive or behavioural*** impairment, whether congenital or due to disease, trauma or neurosurgical operations; **[Am. 224]**
 - ~~(b) severe intellectual impairment; [Am. 225]~~
 - ~~(c) severe behavioural problems, ageing-linked behavioural problems; or personality impairments leading to seriously impaired judgment, behaviour or adaptability, [Am. 226]~~
- unless their application is supported by authorised medical opinion and, if necessary, subject to regular medical check-ups.

Group 2:

- (2) The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group. ***The competent medical authority may establish temporary requirements or impose restrictions on driving.*** **[Am. 227]**

ALCOHOL

14. Alcohol consumption constitutes a major danger to road safety. In view of the scale of the problem, the medical profession must be very vigilant.

Group 1:

- (1) Driving licences shall not be issued to, or renewed for, applicants or drivers who ~~are dependent on~~**have** alcohol **use disorders or are** unable to refrain from drinking and driving unless appropriate restrictions are applied through **their participation in rehabilitation programmes including monitoring and medical supervision and** the use of technologies enabling to offset the dependency (~~for example,~~**including** through the mandatory use of an alcohol interlock). **[Am. 228]**

After a proven period of abstinence and subject to **a positive** authorised medical opinion and regular medical check-ups **by the competent medical authority**, driving licences may be issued to, or renewed for, applicant or drivers who have in the past been dependent on alcohol with no further restrictions. **[Am. 229]**

Group 2:

- (2) The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group.

(2a) The competent medical authority may establish temporary requirements and, where appropriate, restrictions on driving. [Am. 230]

DRUGS AND MEDICINAL PRODUCTS

15. The following rules apply to drugs and medical products.

Abuse:

- (1) Driving licences shall not be issued to or renewed for applicants or drivers who ~~are dependent on~~ ***make use of*** psychotropic substances or ~~who are not dependent on such substances but regularly abuse them~~ ***narcotics or***, whatever category of licence is requested. **[Am. 231]**

Regular use:

Group 1:

- (2) Driving licences shall not be issued to, or renewed for, applicants or drivers who ~~regularly use~~ **abuse or make regular use of** psychotropic substances, ~~in whatever form, which can hamper~~ **if the quantity taken is such as to influence** the ability to drive ~~safely where the quantities absorbed are such as to have an adverse effect on driving.~~ This shall apply to all other medicinal products or combinations of medicinal products which affect the ability to drive.

The competent medical authority may establish temporary requirements and, where appropriate, restrictions on driving. [Am. 232]

Group 2:

- (3) The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group **and may establish temporary requirements and, where appropriate, restrictions on driving. [Am. 233]**

RENAL DISORDERS

16. The following rules apply to applicants with renal disorders.

Group 1:

- (1) Driving licences may be issued or renewed for applicants and drivers with serious renal insufficiency subject to authorised medical opinion and regular medical check-ups.

Group 2:

- (2) Save in exceptional cases duly justified by authorised medical opinion, and subject to regular medical check-ups, driving licences shall not be issued to or renewed for applicants or drivers with serious and irreversible renal deficiency.

MISCELLANEOUS PROVISIONS

17. The following provisions are considered miscellaneous.

Group 1:

- (1) Subject to authorised medical opinion and, if necessary, regular medical check-ups, driving licences may be issued to or renewed for applications or drivers who have had an organ transplant or an artificial implant which affects the ability to drive.

Group 2:

- (2) The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group.

As a general rule, where applicants or drivers have any disorder which is not mentioned in the points of this Annex but is liable to be, or to result in, a functional incapacity affecting safety at the wheel, driving licences shall not be issued or renewed unless the application is supported by authorised medical opinion and, if necessary, subject to regular medical check-ups.

Annex IV

MINIMUM STANDARDS FOR PERSONS WHO CONDUCT PRACTICAL DRIVING TESTS

1. Competences required by a driving examiner
 - (1) A person authorised to conduct practical assessments in a power-driven vehicle of the driving performance of a candidate shall have knowledge, skills and understanding related to the topics listed in points 1.(2) to 1.(6).
 - (2) The competences of an examiner shall be relevant to assessing the performance of a candidate seeking the category of driving licence entitlement for which the driving test is being undertaken.
 - (3) Knowledge and understanding of driving and assessment:
 - (a) theory of driving behaviour;
 - (b) hazard perception and accident avoidance;

- (c) the syllabus underpinning driving test standards;
- (d) the requirements of the driving test;
- (e) relevant road and traffic legislation, including relevant Union and national legislation and interpretative guidelines;
- (f) assessment theory and techniques;
- (g) defensive driving.

(ga) understanding and paying attention to the vulnerability of non-motorised road users. [Am. 234]

(4) Assessment skills:

- (a) ability to observe accurately, monitor, and evaluate overall candidate performance, in particular:
- (b) correct and comprehensive recognition of dangerous situations;
- (c) accurate determination of cause and likely effect of such situations;

- (d) achievement of competence and recognition of errors;
- (e) uniformity and consistency in assessment;
- (f) assimilate information quickly and extract key points;
- (g) look ahead, identify potential problems, and develop strategies to deal with them;
- (h) provide timely and constructive feedback.

(5) Personal driving skills:

A person authorised to conduct a practical test for a category of driving licence must be able to drive to a consistently high standard that type of power-driven vehicle.

(6) Quality of service:

- (a) establish and communicate what the candidate can expect during the test;
- (b) communicate clearly, choosing content, style and language to suit the audience and context and deal with enquiries from candidates;
- (c) provide clear feedback about the test result;

- (d) treat candidates with respect and indiscriminately.
- (7) Knowledge about vehicle technique and physics:
 - (a) knowledge about vehicle technique such as steering, tyres, brakes, lights, specially for motorcycles and heavy vehicles;
 - (b) loading safety;
 - (c) knowledge about vehicle physics such as speed, friction, dynamics, energy.
- (8) Driving in a fuel/energy efficient and environmentally friendly way.

2. General conditions

- (1) A category B driving examiner:
 - (a) shall have held a category B licence for at least 3 years;
 - (b) shall be at least 23 years old;
 - (c) shall have successfully completed the initial qualification provided for in point 3 of this Annex and subsequently followed the quality assurance and the periodic training arrangements as provided for in point 4 of this Annex;

- (d) shall have terminated a vocational education that leads at least to a completion of level 3 as set out in the International Standard Classification of Education (ISCED)¹;
 - (e) shall not be active as a commercial driving instructor in a driving school simultaneously.
- (2) A driving examiner for the other categories:
- (a) shall hold a driving licence in the category concerned or possess equivalent knowledge through adequate professional qualification;
 - (b) shall have successfully completed the initial qualification provided for in point 3 of this Annex and subsequently followed the quality assurance and the periodic training arrangements as provided for in point 4 of this Annex;
 - (c) shall have been a qualified category B driving examiner for at least 3 years; this period may be waived provided that the examiner in question can provide evidence of:

¹ [https://ec.europa.eu/eurostat/statistics-explained/index.php?title=International_Standard_Classification_of_Education_\(ISCED\)#Implementation_of_ISCED_2011_.28levels_of_education.29](https://ec.europa.eu/eurostat/statistics-explained/index.php?title=International_Standard_Classification_of_Education_(ISCED)#Implementation_of_ISCED_2011_.28levels_of_education.29)

- (i) at least 5 years of driving in the category concerned, or
- (ii) a theoretical and practical assessment of driving ability of a standard higher than that needed to obtain a driving licence thus making that requirement unnecessary,
- (d) shall have terminated a vocational education that leads at least to a completion of level 3 as set out in the International Standard Classification of Education (ISCED);
- (e) shall not be active as a commercial driving instructor in a driving school simultaneously.

(3) Equivalences

- (a) Member States may authorise an examiner to conduct driving tests for categories AM, A1, A2 and A upon passing the initial qualification prescribed in point 3 for one of those categories.

- (b) Member States may authorise an examiner to conduct driving tests for categories C1, C, D1 and D upon passing the initial qualification prescribed in point 3 for one of those categories.
- (c) Member States may authorise an examiner to conduct driving tests for categories BE, C1E, CE, D1E and DE upon passing the initial qualification prescribed in point 3 for one of those categories.

3. Initial qualification

(1) Initial training

- (a) Before a person may be authorised to conduct driving tests, that person shall satisfactorily complete such training programme as a Member State may specify in order to have the competences set out in point 1.
- (b) Member States shall determine whether the content of any particular training programme will relate to authorisation to conduct driving tests for one driving licence category, or more than one.

(2) Examinations

- (a) Before a person may be authorised to conduct driving tests, that person shall demonstrate a satisfactory standard of knowledge, understanding, skills and aptitude in respect of the subjects listed in point 1.
- (b) Member States shall operate an examination process that assesses, in a pedagogically appropriate manner, the competences of the person as defined under point 1, in particular point 1.(4). The examination process shall be accessible² and include both a theoretical element and a practical element. Computer-based assessment may be used where appropriate. The details concerning the nature and duration of any tests and assessments within the examination shall be at the discretion of the individual Member States.
- (c) Member States shall determine whether the content of any particular examination will relate to authorisation to conduct driving tests for one driving licence category, or more than one.

² In accordance with the accessibility requirements set out in the European Accessibility Act, Directive (EU) 2019/882 of the European Parliament and of the Council of 17 April 2019 on the accessibility requirements for products and services.

4. Quality assurance and periodic training
 - (1) Quality assurance
 - (a) Member States shall have in place quality assurance arrangements to provide for the maintenance of standards of driving examiners.
 - (b) Quality assurance arrangements shall involve the supervision of examiners at work, their further training and re-accreditation, their continuing professional development, and by periodic review of the outcomes of the driving tests that they have conducted.
 - (c) Member States shall provide that each examiner is subject to yearly supervision making use of quality assurance arrangements listed in point 4.(1).(b). Moreover, the Member States shall provide that each examiner is observed conducting tests once every 5 years, for a minimum period cumulatively of at least half a day, allowing the observation of several tests. When issues are identified corrective action shall be put in place. The person undertaking the supervision shall be a person authorised by the Member State for that purpose.

- (d) Member States may provide that where an examiner is authorised to conduct driving tests in more than one category, satisfying the supervision requirement in relation to tests for one category satisfies the requirement for more than one category.
- (e) The work of driving examination shall be monitored and supervised by ~~aan~~ **independent** body authorised by the Member State, to ensure correct and consistent application of assessment. **[Am. 235]**

(2) Periodic training

- (a) Member States shall provide that, in order to remain authorised, driving examiners, irrespective of the number of categories for which they are accredited, undertake:
 - (i) a minimum regular periodic training of four days in total per period of two years in order to:
 - maintain and refresh the necessary knowledge~~and~~, examining **and communication** skills; **[Am. 236]**

- develop new competences that have become essential for the exercise of their profession;
 - ensure that he or she continues to conduct tests to a fair and uniform standard;
- (ii) a minimum periodic training of at least five days in total per period of five years in order to:
- develop and maintain the necessary practical driving skills.
- (b) Member States shall take the appropriate measures for ensuring that specific training is given promptly to those examiners that have found to be seriously malfunctioning by the quality assurance system in place.
- (c) The nature of periodic training may take the form of briefing, classroom training, conventional or electronic-based learning, and it may be undertaken on an individual or group basis. It may include such re-accreditation of standards as Member States consider appropriate.

- (d) Member States may provide that where an examiner is authorised to conduct driving tests in more than one category, satisfying the periodic training requirement in relation to tests for one category satisfies the requirement for more than one category, provided the condition set out in point 4.(2) point (e) is satisfied.
- (e) Where an examiner has not conducted tests for a category within a 24-month period, the examiner shall undertake a suitable reassessment before being allowed to carry out driving tests relating to that category. That re-assessment may be undertaken as part of the requirement set out in point 4.(2) point (a).

5. Acquired rights

- (1) Member States may allow persons authorised to conduct driving tests immediately before the ~~provisions of Directive 2006/126/EC~~ **entry** into force ~~to~~ **of this Directive** continue to conduct driving tests, notwithstanding that they were not authorised in accordance with the general conditions in point 2 or the initial qualification process set out in point 3. **[Am. 237]**
- (2) Such examiners shall nonetheless be subject to the regular supervision and quality assurance arrangements set out in point 4.

Annex V

MINIMUM REQUIREMENTS FOR DRIVER TRAINING AND TESTING FOR COMBINATIONS AS DEFINED IN ARTICLE 6(1), POINT (C), SECOND INDENT, SECOND SUBPARAGRAPH

1. Member States shall take the necessary measures to:
 - (a) approve and supervise the training provided for in Article 10(1), point (d); or,
 - (b) organise the test of skills and behaviour provided for in Article 10(1), point (d).

2. The duration of driver training shall be at least 7 hours.

3. Content of driver training

The driver training shall cover the knowledge, skills and behaviour as described in points 2 and 7 of Annex II. Particular attention shall be paid to vehicle movement dynamics, safety criteria, tractor vehicle and trailer (coupling mechanism), correct loading and safety fittings.

A practical component shall include the following exercises: acceleration, deceleration, reversing, braking, stopping distance, lane-changing, braking/evasive action, trailer swing, uncoupling from and re-coupling a trailer to its motor vehicle, parking.

Each training participant shall perform the practical component and shall demonstrate his or her skills and behaviour on public roads.

Vehicle combinations used for the training shall fall within the category of driving licence participants have applied for.

4. Duration and contents of the test of skills and behaviour

The length of the test and the distance travelled shall be sufficient to assess the skills and behaviour laid down in point 3.

Annex VI

MINIMUM REQUIREMENTS FOR DRIVER TRAINING AND TESTING FOR MOTORCYCLES WITHIN CATEGORY A (PROGRESSIVE ACCESS)

1. Member States shall take the necessary measures to:
 - (a) approve and supervise the training provided for in Article 10(1), point (c); or,
 - (b) organise the test of skills and behaviour provided for in Article 10(1), point (c).

2. The duration of driver training shall be at least 7 hours.

3. Content of driver training

The driver training shall contain all aspects covered in point 6 of Annex II.

Each participant shall perform the practical components of the training and shall demonstrate his or her skills and behaviour on public roads.

Motorcycles used for the training shall fall within the category of driving licence participants have applied for.

4. Duration and contents of the test of skills and behaviour

The length of the test and the distance travelled must be sufficient to assess the skills and behaviour laid down in point 3 of this Annex.

Annex VII
CORRELATION TABLE

Directive 2006/126/EC	Regulation (EU) No 383/2012	New Directive
-		Article 1
-		Article 2 (1), (2), (3) and (12)
-		Article 3(1), (2), (3), (4), (5) and (7)
Article 1(1)		Article 4(1)
Article 1(2)		Article 4(5) 1st subparagraph
Article 1(3) 1st subparagraph		Article 4(5) 2nd subparagraph 1st sentence
Article 1(3) 2nd subparagraph		Article 4(5) 2nd subparagraph 2nd sentence
Article 1(3) 3rd subparagraph		Article 4(8)
Article 1(4)		-
Article 2(1)		Article 3(6)
Article 2(2)		Article 4(3)
Article 3(1)		Article 4(2) 1st subparagraph

Article 3(2)		Article 4(2) 2nd subparagraph
Article 3(3)		Article 4(4)
-		Article 4(6) and 4(7) 1st and 2nd subparagraphs
-		Article 5
Article 4(1) 1st sentence		Article 6(1)
Article 4(1) 2nd sentence		Article 7(1), (2) (3) and (5)
Article 4(2) introductory text Article 4(2) first subparagraph		Article 6(1) point (a) introductory text Article 6(1) point (a) first subparagraph
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Article 4(2) 2nd indent Article 4(3) point (a) 3rd indent Article 4(4) point (a) 2nd indent		Article 7(1) point (a)
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Article 4(3) 1st indent		Article 2(8)
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Article 4(3) point (a) introductory text Article 4(3) point (a) 1st and 2nd indents		Article 6(1) point (b) (i) Article 6(1) point (b) (i) 1st and 2nd indents
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indent		
Article 4(3) point (b) 2nd indent Article 4(4) point (b) 5th subparagraph Article 4(4) point (c) 2nd indent Article 4(4) point (e) 3rd indent		Article 7(1) point (b)
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Article 4(3) point (c) (ii) 1st indent		Article 7(1) point (c) (ii)
Article 4(4) introductory text		Article 6(1)(c) introductory text
Article 4(4) 1st indent		Article 2(10)
Article 4(4) 2nd indent		-
Article 4(4) point (a) introductory text		Article 6(1) point (c) (i) introductory text
Article 4(4) point (a) 1st indent		Article 6(1) point (a) 2nd indent Article 2(7) Article 6(1) point (c) (i) Article 2(11)
Article 4(4) point (a) 3rd indent		Article 6(1) point (c) (i) 2nd subparagraph
-		Article 6(1) point (c) (i) 3rd subparagraph
Article 4(4) point (b) introductory text		Article 6(1) point (c) (ii) Article 6(1) point (c) (ii)

Article 4(4) point (b) 1st to 4th subparagraphs		1st to 4th subparagraphs
Article 4(4) point (c) introductory text Article 4(4) point (c) 1st indent		Article 6(1) point (c) (iii) Article 6(1) point (c) (iii) 1st indent
Article 4(4) point (d)		Article 6(1) point (c) (iv)
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Article 4(4) point (f)		Article 6(1) point (c) (vi)
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-		Article 9(2) point (c)
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Article 6(2) point (d)		Article 9(2) point (e)
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		Article 10(2) 3rd subparagraph

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-		Article 10(2) 7th subparagraph
-		Article 10(4)
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Article 8		Article 4(8) and Article 8(2) for Annex I Article 10(8) for Annexes II, III, V and VI Article 16(2) for Annex IV
Article 9		Article 22
Article 10		Article 16(1)
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subparagraph		
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	Article 2(1)	Annex I, Part B paragraph (1)
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