

31.1.2024

A9-0410/54

Amendment 54

Philippe Olivier, Roman Haider
on behalf of the ID Group

Report

A9-0410/2023

Petar Vitanov

Union-wide effect of certain driving disqualifications
(COM(2023)0128 – C9-0036/2023 – 2023/0055(COD))

Proposal for a directive

Article 6 – paragraph 2 – point a

Text proposed by the Commission

Amendment

(a) *the Member State of issuance shall
withdraw the driving licence or the right
to drive of the person concerned;*

(a) *Deleted*

Or. en

Justification

*Drivers must not be doubly penalized by also losing the right to drive in the Member State
where his or her licence was issued if the offence took place in another Member State.*

31.1.2024

A9-0410/55

Amendment 55

Philippe Olivier, Maximilian Krah, Roman Haider
on behalf of the ID Group

Report

A9-0410/2023

Petar Vitanov

Union-wide effect of certain driving disqualifications
(COM(2023)0128 – C9-0036/2023 – 2023/0055(COD))

Proposal for a directive

Article 11 – paragraph 1 – point d

Text proposed by the Commission

Amendment

(d) of any measure suspending or terminating the Union-wide effect of the driving disqualification and the underlying reasons, including on account of the successful challenge by the person concerned.

(d) of any measure suspending or terminating the Union-wide effect of the driving disqualification and the underlying reasons, including on account of the successful challenge ***expressed from the issuing Member State*** by the person concerned.

Or. en

Justification

Drivers must be able to defend themselves from the Member State in which their licence was issued.

31.1.2024

A9-0410/56

Amendment 56

Philippe Olivier, Roman Haider
on behalf of the ID Group

Report

A9-0410/2023

Petar Vitanov

Union-wide effect of certain driving disqualifications
(COM(2023)0128 – C9-0036/2023 – 2023/0055(COD))

Proposal for a directive

Article 14 – paragraph 2

Text proposed by the Commission

Amendment

2. *A driving disqualification notified under Article 4(1) may be challenged only in an action brought in the Member State of the offence.*

2. *In the context of the mutual communication foreseen between the Member State of the offence and the issuing Member State, the driver may challenge the driving disqualification decision in an action brought via the national contact point of the issuing Member State.*

Or. en

Justification

Drivers must be able to rely on the national legal means of the Member State in which their licence was issued in order to challenge a driving disqualification decision.

Amendment 57

Philippe Olivier, Maximilian Krah, Roman Haider
on behalf of the ID Group

Report**A9-0410/2023****Petar Vitanov**

Union-wide effect of certain driving disqualifications
(COM(2023)0128 – C9-0036/2023 – 2023/0055(COD))

Proposal for a directive**Article 15 – paragraph 2***Text proposed by the Commission**Amendment*

2. Member States shall ensure that their respective national contact points cooperate with the authorities competent for the enforcement of the driving disqualifications imposed for the commission of major road-safety-related traffic offences, in particular in order to ensure that all necessary information is shared in due time, and that the time-limits laid down in Article 9 are complied with.

2. Member States shall ensure that their respective national contact points cooperate with the authorities competent for the enforcement of the driving disqualifications imposed for the commission of major road-safety-related traffic offences, in particular in order to ensure that all necessary information is shared in due time, and that the time-limits laid down in Article 9 are complied with. ***The national contact points should also cooperate to ensure that remedies are in place to enable drivers to provide key information on the circumstances of serious offences, in order to be able to challenge a driving disqualification decision.***

Or. en

Justification

Drivers should be guaranteed the fundamental right to have access to legal remedies appropriate to the national provisions governing their licence in the issuing Member State, so that they can retain the right to drive in the issuing Member State.