

21.2.2024

A9-0445/272

**Amendment 272**  
**Petar Vitanov, Achille Variati**  
on behalf of the S&D Group

**Report**  
**Karima Delli**  
Driving licences  
(COM(2023)0127 – C9-0035/2023 – 2023/0053(COD))

**A9-0445/2023**

**Proposal for a directive**  
**Recital 16 a (new)**

*Text proposed by the Commission*

*Amendment*

***(16 a) The combination of an adequate minimum age for licences in each category, that facilitates both mobility independence of young drivers and their eventual timely access to professional driving, and stricter conditions for novice drivers regarding inter alia alcohol limits, may benefit road safety. A limitation in the vehicle power allowed during probationary period for category B could have a positive impact in reducing speeding accidents and their severity and contribute partially to the achievement of "Vision Zero".***

Or. en

21.2.2024

A9-0445/273

**Amendment 273**

**Petar Vitanov, Achille Variati**  
on behalf of the S&D Group

**Report**

**Karima Delli**

Driving licences

(COM(2023)0127 – C9-0035/2023 – 2023/0053(COD))

**A9-0445/2023**

**Proposal for a directive**

**Recital 28**

*Text proposed by the Commission*

(28) *A Union-wide* accompanied driving scheme **should** be introduced for **certain** driving licence categories, 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.

*Amendment*

(28) *An* accompanied driving scheme **could** be introduced for driving licence categories **B, C and C1**, in order to improve road safety. **Member States are to retain the choice to decide if this is applied or not, while mutual recognition should apply between Member States implementing the measure.** 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.

Or. en

21.2.2024

A9-0445/274

**Amendment 274**

**Petar Vitanov, Achille Variati**  
on behalf of the S&D Group

**Report**

**Karima Delli**

Driving licences

(COM(2023)0127 – C9-0035/2023 – 2023/0053(COD))

**A9-0445/2023**

**Proposal for a directive**

**Recital 29**

*Text proposed by the Commission*

*Amendment*

**(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 driving licences and their prerequisite B category licences.**

**deleted**

Or. en

21.2.2024

A9-0445/275

**Amendment 275**

**Petar Vitanov, Achille Variati**  
on behalf of the S&D Group

**Report**

**Karima Delli**

Driving licences

(COM(2023)0127 – C9-0035/2023 – 2023/0053(COD))

**A9-0445/2023**

**Proposal for a directive**

**Recital 34**

*Text proposed by the Commission*

(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.

*Amendment*

(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. ***It should equally be used from now on to ensure the exchange without delay of information on demerit points related to traffic offences committed by drivers in different Member States.*** 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.

Or. en

21.2.2024

A9-0445/276

**Amendment 276**

**Petar Vitanov, Achille Variati**  
on behalf of the S&D Group

**Report**

**A9-0445/2023**

**Karima Delli**

Driving licences  
(COM(2023)0127 – C9-0035/2023 – 2023/0053(COD))

**Proposal for a directive**

**Article 6 – paragraph 1 – point a – paragraph 2 – indent 2**

*Text proposed by the Commission*

*Amendment*

– light quadricycles;

– light quadricycles, ***with a maximum design speed of not more than 45 km/h;***

Or. en

*Justification*

*It is necessary to align the maximum permitted speed for mopeds within the AM category. For this reason, the same speed limit as for two- and three-wheelers vehicles is also included for light quadricycles.*

21.2.2024

A9-0445/277

**Amendment 277**

**Petar Vitanov, Achille Variati**  
on behalf of the S&D Group

**Report**

**A9-0445/2023**

**Karima Delli**

Driving licences  
(COM(2023)0127 – C9-0035/2023 – 2023/0053(COD))

**Proposal for a directive**

**Article 7 – paragraph 1 – point a**

*Text proposed by the Commission*

*Amendment*

(a) 16 years for categories AM, A1 and B1;

(a) 16 years for categories AM, A1 and B1 **and Ta**

Or. en

*Justification*

*A distinction is introduced according to the maximum permitted speed for category T, in line with what is already the case for category B. It will be possible to obtain a T-category licence at the age of sixteen for tractors with a speed below 40 km/h, while tractors with a speed above 40 km/h will be permitted from the age of eighteen.*

21.2.2024

A9-0445/278

**Amendment 278**

**Petar Vitanov, Achille Variati**  
on behalf of the S&D Group

**Report**

**A9-0445/2023**

**Karima Delli**

Driving licences  
(COM(2023)0127 – C9-0035/2023 – 2023/0053(COD))

**Proposal for a directive**

**Article 7 – paragraph 1 – point b**

*Text proposed by the Commission*

*Amendment*

(b) 18 years for categories A2, B, BE,  
C1 and C1E;

(b) 18 years for categories A2, B, BE,  
C1 and C1E **and Tb**;

Or. en

*Justification*

*A distinction is introduced according to the maximum permitted speed for category T, in line with what is already the case for category B. It will be possible to obtain a T-category licence at the age of sixteen for tractors with a speed below 40 km/h, while tractors with a speed above 40 km/h will be permitted from the age of eighteen.*

21.2.2024

A9-0445/279

**Amendment 279**

**Petar Vitanov, Achille Variati**  
on behalf of the S&D Group

**Report**

**Karima Delli**

Driving licences

(COM(2023)0127 – C9-0035/2023 – 2023/0053(COD))

**A9-0445/2023**

**Proposal for a directive**

**Article 9 – paragraph 2 – point h a (new)**

*Text proposed by the Commission*

*Amendment*

*(h a) 2 years after a driving licence, granted for a licence category Ta (for driving tractors with trailers), was issued for the first time, Member States may issue a licence in the category Tb to a holder of such licence category.*

Or. en

21.2.2024

A9-0445/280

**Amendment 280**

**Petar Vitanov, Achille Variati**

on behalf of the S&D Group

**Report**

**Karima Delli**

Driving licences

(COM(2023)0127 – C9-0035/2023 – 2023/0053(COD))

**A9-0445/2023**

**Proposal for a directive**

**Article 9 – paragraph 3 – subparagraph 1 – point b**

*Text proposed by the Commission*

*Amendment*

(b) category A1 motorcycles under a licence for category B.

(b) category A1 motorcycles under a licence for category B, ***subject to the requirements of minimum practical training for motorbike categories as laid down in paragraph 2(e).***

Or. en

21.2.2024

A9-0445/281

**Amendment 281**

**Petar Vitanov, Achille Variati**  
on behalf of the S&D Group

**Report**

**Karima Delli**

Driving licences

(COM(2023)0127 – C9-0035/2023 – 2023/0053(COD))

**A9-0445/2023**

**Proposal for a directive**

**Article 10 – paragraph 6 – subparagraph 1**

*Text proposed by the Commission*

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.

*Amendment*

When issuing or renewing driving licences in categories AM, A, A1, A2, B, B1 and BE, Member States *shall* require an examination applying the minimum standards of physical and mental fitness for driving set out in Annex III. In that case, the medical examination shall cover all the medical incapacities mentioned in Annex III. *The Member States shall designate the competent medical authority and set the modalities of the medical examination*

Or. en