

Amendment 305
Elżbieta Katarzyna Łukacijewska
on behalf of the PPE Group

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

A9-0445/2023

Proposal for a directive
Recital 18

Text proposed by the Commission

(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.

Amendment

(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 fitness for driving such vehicles should be specified. ***Such requirements should take into account different practices in use in all Member States.***

Or. en

21.2.2024

A9-0445/306

Amendment 306
Elżbieta Katarzyna Łukacijewska
on behalf of the PPE Group

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

A9-0445/2023

Proposal for a directive
Recital 18 a (new)

Text proposed by the Commission

Amendment

(18 a) 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 established some form of fitness check to drive, beyond the eyesight test. Such 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 established 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.

Or. en

21.2.2024

A9-0445/307

Amendment 307

Elżbieta Katarzyna Łukacijewska
on behalf of the PPE Group

Report

Karima Delli

Driving licences

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

A9-0445/2023

Proposal for a directive

Recital 19

Text proposed by the Commission

(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.

Amendment

(19) Proof of compliance with minimum standards of 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 **may introduce** medical examinations as a guarantee of compliance with the minimum standards of fitness for driving other power-driven vehicles. For reasons of transparency, such examinations **may** coincide with renewal of driving licences.

Or. en

21.2.2024

A9-0445/308

Amendment 308

Elżbieta Katarzyna Łukacijewska
on behalf of the PPE Group

Report

Karima Delli

Driving licences

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

A9-0445/2023

Proposal for a directive

Recital 20 a (new)

Text proposed by the Commission

Amendment

(20 a) Voluntary 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 help 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.

Or. en

21.2.2024

A9-0445/309

Amendment 309
Elżbieta Katarzyna Łukacijewska
on behalf of the PPE Group

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

A9-0445/2023

Proposal for a directive
Recital 20 b (new)

Text proposed by the Commission

Amendment

(20 b) Lifelong training might help to keep 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 might therefore develop voluntary training modules for experienced drivers.

Or. en

21.2.2024

A9-0445/310

Amendment 310
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on behalf of the PPE Group

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

A9-0445/2023

Proposal for a directive
Recital 27 a (new)

Text proposed by the Commission

Amendment

(27 a) 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.

Or. en

21.2.2024

A9-0445/311

Amendment 311

Elżbieta Katarzyna Łukacijewska
on behalf of the PPE Group

Report

Karima Delli

Driving licences

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

A9-0445/2023

Proposal for a directive

Recital 35 a (new)

Text proposed by the Commission

Amendment

(35 a) 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, 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.

Or. en

21.2.2024

A9-0445/312

Amendment 312

Elżbieta Katarzyna Łukacijewska
on behalf of the PPE Group

Report

Karima Delli

Driving licences

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

A9-0445/2023

Proposal for a directive

Article 1 – paragraph 2

Text proposed by the Commission

Amendment

2. 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 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, on the road, vehicles used for the carriage of persons or goods is only a secondary function.*

2. *Without prejudice to Article 12a (new) and Article 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 self-propelled mobile machinery falling within the scope of Directive 2006/42/EC, that is designed or constructed with the purpose of performing work, such as non-road mobile machinery as defined by [Regulation on the approval and market surveillance of non-road mobile machinery circulating on public roads and amending Regulation (2023/0090(COD))].*

Or. en

21.2.2024

A9-0445/313

Amendment 313
Elżbieta Katarzyna Łukacijewska
on behalf of the PPE Group

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

A9-0445/2023

Proposal for a directive
Article 7 – paragraph 2 – point d a (new)

Text proposed by the Commission

Amendment

(d a) for category T down to 15 years.

Or. en

21.2.2024

A9-0445/314

Amendment 314

Elżbieta Katarzyna Łukacijewska
on behalf of the PPE 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 1 – point b – paragraph 1

Text proposed by the Commission

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.***

Amendment

as regards category AM they have passed a theory test only; ***while respecting the principle of subsidiarity,*** Member States may require applicants to ***fulfill further conditions. They shall inform the Commission thereof.***

Or. en