

**Τροπολογία 333**

**Heléne Fritzon, Evin Incir, Ilan De Basso, Carina Ohlsson, Emma Wiesner, Abir Al-Sahlani, Malin Björk, Christel Schaldemose, Marianne Vind, Niels Fuglsang, Eero Heinäluoma, Miapetra Kumpula-Natri, Agnes Jongerius, Vera Tax, Thijs Reuten, Lara Wolters, István Ujhelyi, Marc Angel, Thomas Rudner, Gabriele Bischoff, Delara Burkhardt, Udo Bullmann, René Repasi, Dietmar Köster, Jens Geier, Karsten Lucke, Birgit Sippel, Petra Kammerevert, Matthias Ecke, Jan-Christoph Oetjen, Morten Løkkegaard, Moritz Körner, Erik Poulsen, Andreas Glück, Asger Christensen, Engin Eroglu, Michael Kauch, Svenja Hahn**

**Έκθεση**

A9-0445/2023

**Karima Delli**

Άδειες οδήγησης

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

**Πρόταση οδηγίας****Άρθρο 7 – παράγραφος 2 – στοιχείο β***Κείμενο που προτείνει η Επιτροπή**Τροπολογία*

β) για την κατηγορία B1, μπορεί να αυξηθεί ως τα 18 έτη,

β) για την κατηγορία B1, μπορεί να μειωθεί ως τα 15 έτη αποκλειστικά για τα οχήματα που αναφέρονται στο άρθρο 9 παράγραφος 4 πρώτο εδάφιο στοιχείο γ) ή να αυξηθεί ως τα 18 έτη,

Or. en

*Αιτιολόγηση*

*Vehicles equivalent to category B license type motor vehicles but with a technically enforced speed limit (county code 60.03) have been driven in Sweden from the age of 15 requiring AM category license on public roads for many decades with no significant impact on public road safety. Due to considerable distances, public transport scarcity and colder climate limiting suitable vehicle options, this category of vehicle is of high significance for young people in Sweden, especially in northern sparsely populated areas. Compared to today, raising the age limit from 15 to 16 years would significantly impair the possibilities for young citizens outside of the urban areas in Sweden to fulfil their mobility needs. As a B1 category driving license will be required for driving the concerned category of vehicle in the future, with theoretical and practical skill requirements equivalent to the B category license, proportional measures are implemented to strengthen road safety without limiting the mobility of young citizens in sparsely populated areas. The B1 license for the concerned vehicles remains voluntary, as well as the proposed lower age limit in this amendment, ensuring that Member States other than Sweden are not affected.*