



Plenary sitting

A9-0445/2023

11.1.2024

*****I**

REPORT

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))

Committee on Transport and Tourism

Rapporteur: Karima Delli

Symbols for procedures

- * Consultation procedure
- *** Consent procedure
- ***I Ordinary legislative procedure (first reading)
- ***II Ordinary legislative procedure (second reading)
- ***III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

Amendments to a draft act

Amendments by Parliament set out in two columns

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

Amendments by Parliament in the form of a consolidated text

New text is highlighted in ***bold italics***. Deletions are indicated using either the ***■*** symbol or strikeout. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

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 the opinion of the Committee on Legal Affairs on the proposed legal basis,
 - 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 Article 294(3) of the Treaty on the Functioning of the European Union,
 - 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;
 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.

¹ Not yet published in the Official Journal.

Amendment 1

Proposal for a directive

Recital - 1 (new)

Text proposed by the Commission

Amendment

(-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.

Amendment 2

Proposal for a directive

Recital - 1 a (new)

Text proposed by the Commission

Amendment

(-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.

Amendment 3

Proposal for a directive

Recital 2

Text proposed by the Commission

(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 from transport, 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, and provide for their mutual recognition, where they were duly issued in accordance with this Directive.

Amendment

(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.

Amendment 4

Proposal for a directive

Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) In order to further harmonise and complete the “Community model”, the mutual recognition of driving licences issued by Member States should be extended to licences of motorised, wheeled or tracked agricultural or forestry vehicles having at least two axles as referred to in Article 3, point 8 of Regulation (EU) No

Amendment 5

Proposal for a directive

Recital 4

Text proposed by the Commission

(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 Council⁵³.

⁵³ 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).

Amendment

(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 Council⁵³ **and the Directive 2002/58/EC of the European Parliament and of the Council^{53a}**

⁵³ 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).

^{53a} **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)**

Amendment 6

Proposal for a directive

Recital 5

Text proposed by the Commission

(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 in order to

Amendment

(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**

guarantee a high level of road safety throughout the Union, and in compliance with Article 6(1)(e) and, where applicable, Article 9(2)(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.

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), ***point (e)*** and, where applicable, Article 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.

Amendment 7

Proposal for a directive Recital 6

Text proposed by the Commission

(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 licences⁵⁴, 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. This Directive does not serve, however, as a legal basis for the inclusion of such additional data.

⁵⁴ 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).

Amendment

(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 licences, 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.

⁵⁴ 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).

Amendment 8

Proposal for a directive
Recital 8 a (new)

Text proposed by the Commission

Amendment

(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.

Amendment 9

Proposal for a directive
Recital 10

Text proposed by the Commission

Amendment

(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

(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 [date-of-adoption+4years], without prejudice to the applicant's right to acquire **either** a physical **one or both at the same time**.

issued within the Union. In order to facilitate digital transformation mobile driving licences should be issued **in addition to the physical driving licence** from ... [date-of-adoption+4 years], without prejudice to the applicant's right to **renounce either** a physical one **or 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.**

Amendment 10

Proposal for a directive Recital 11

Text proposed by the Commission

(11) The mobile driving licence should not only contain the information reported on the physical driving licence, but also information **allowing to verify** the authenticity of the data and a single-use pointer. 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. That additional data should be different in case a person holds several mobile driving licences, which is possible

Amendment

(11) The mobile driving licence should not only contain the information reported on the physical driving licence, but also information **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

provided that they are issued by the same Member State.

holds several mobile driving licences, which is possible provided that they are issued by the same Member State.

Amendment 11

Proposal for a directive Recital 12

Text proposed by the Commission

(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. Driving style influences these emissions, with possible negative impacts on the environment and human health. Therefore, driving training should equip drivers to reduce their impact on emissions as well as to prepare them to drive **zero-emission** vehicles.

Amendment

(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 or low-emission*** vehicles

Amendment 12

Proposal for a directive Recital 13 a (new)

Text proposed by the Commission

Amendment

(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.

Amendment 13

Proposal for a directive Recital 14 a (new)

Text proposed by the Commission

Amendment

(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.

Amendment 14

Proposal for a directive Recital 15

Text proposed by the Commission

Amendment

(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. As such, with

(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,**

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.

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.

Amendment 15

Proposal for a directive Recital 16

Text proposed by the Commission

(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* exceptional ***circumstances be allowed*** to set lower age limits in order to take account of national circumstances. In particular, to allow the driving of fire service and public order maintenance related vehicles or pilot projects related to new vehicle technologies.

Amendment

(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 ***be allowed on*** exceptional ***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.

Amendment 16

Proposal for a directive Recital 16 a (new)

Text proposed by the Commission

Amendment

(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.

Amendment 17

Proposal for a directive Recital 16 b (new)

Text proposed by the Commission

Amendment

(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.

Amendment 18

Proposal for a directive

Recital 16 c (new)

Text proposed by the Commission

Amendment

(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.

Amendment 19

Proposal for a directive

Recital 16 d (new)

Text proposed by the Commission

Amendment

(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.

Amendment 20

Proposal for a directive Recital 17

Text proposed by the Commission

(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. 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.

Amendment

(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 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.

Amendment 21

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

Amendment

(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 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

should coincide with a renewal of driving licences.

coincide with a renewal of driving licences.

Amendment 22

Proposal for a directive Recital 19 a (new)

Text proposed by the Commission

Amendment

(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.

Amendment 23

Proposal for a directive Recital 19 b (new)

Text proposed by the Commission

Amendment

(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 Day^{1a} 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.

^{1a} OJ C 167, 11.5.2023, p. 36.

Amendment 24

Proposal for a directive Recital 20 a (new)

Text proposed by the Commission

Amendment

(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.

Amendment 25

Proposal for a directive Recital 20 b (new)

Text proposed by the Commission

Amendment

(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.

Amendment 26

Proposal for a directive Recital 25

Text proposed by the Commission

(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. These conditions should be detailed and well-defined to all relevant driving licence categories.

Amendment

(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.

Amendment 27

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

Amendment

(28) A Union-wide accompanied driving scheme should be introduced for 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.

Amendment 28

Proposal for a directive Recital 29

Text proposed by the Commission

(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.

Amendment 29

Proposal for a directive Recital 29 a (new)

Text proposed by the Commission

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

(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 **categories C and C1** driving licences and their prerequisite B category licences.

Amendment

(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

Council^{1a}, 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.

^{1a} *OV L 68, 13.3.2015, p. 9. ELI:
<http://data.europa.eu/eli/dir/2015/413/oj>*

Amendment 30

Proposal for a directive Recital 30

Text proposed by the Commission

(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 two years should be established, during **which they** should be subjected to stricter rules and penalties Union-wide when breaking them, due to the influence of alcohol. The penalties for such conduct should be effective, proportionate, dissuasive and **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.

Amendment

(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 **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*** 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.

Amendment 31

Proposal for a directive Recital 31

Text proposed by the Commission

(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 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 where it becomes necessary.

Amendment

(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.

Amendment 32

Proposal for a directive Recital 32

Text proposed by the Commission

(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*** be established for diplomats and their families, where their mission requires them to live abroad for an extended period of time.

Amendment

(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 ***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.***

Amendment 33

**Proposal for a directive
Recital 35 a (new)**

Text proposed by the Commission

Amendment

(35a) During the preparations for the review of this directive, the Commission should identify and perform a thorough impact assessment on possible concrete measures for its further improvement, such as the introduction of demerit point systems in all Member States and effective mechanisms for their mutual recognition and interoperability for an enhanced cross-border enforcement.

Amendment 34

**Proposal for a directive
Recital 35 b (new)**

(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.

Amendment 35

Proposal for a directive Recital 37

(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 road safety and sustainability. ***The promotion of*** lifelong training 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.

(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. ***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.

Amendment 36

Proposal for a directive

Article 1 – paragraph 1 – point d

Text proposed by the Commission

(d) certain aspects applicable to novice drivers.

Amendment

(d) certain aspects applicable *inter alia* to novice drivers.

Amendment 37

Proposal for a directive

Article 1 – paragraph 2

Text proposed by the Commission

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.***

Amendment

2. ***Without prejudice to 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))].***

Amendment 38

Proposal for a directive

Article 2 – paragraph 1 – point 1

Text proposed by the Commission

(1) 'driving licence' means ***an electronic or physical*** document that certifies the right to drive power-driven vehicles and states the conditions under which the holder is authorised to drive;

Amendment

(1) 'driving licence' means ***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;***

Amendment 39

Proposal for a directive

Article 2 – paragraph 1 – point 11 a (new)

Text proposed by the Commission

Amendment

(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 Council^{1a};

^{1a} 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).

Amendment 40

Proposal for a directive

Article 2 – paragraph 1 – point 11 b (new)

Text proposed by the Commission

Amendment

(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

Amendment 41

Proposal for a directive

Article 2 – paragraph 1 – point 11 c (new)

Text proposed by the Commission

Amendment

(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;

Amendment 42

Proposal for a directive

Article 2 – paragraph 1 – point 11 d (new)

Text proposed by the Commission

Amendment

(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;

Amendment 43

Proposal for a directive

Article 2 – paragraph 1 – point 11 e (new)

Text proposed by the Commission

Amendment

(11e) ‘tractor’ means a ‘tractor’ as defined in Article 3, point 8 of Regulation (EU) No 167/2013;

Amendment 44

Proposal for a directive

Article 3 – paragraph 4

Text proposed by the Commission

Amendment

4. By [date-of-adoption+4 years], Member States shall ensure that **only** mobile driving **licences are issued** by default. Until that date, Member States

4. By ... [date-of-adoption+4 years], Member States shall ensure that **applicants are issued both a mobile driving licence and a physical driving licence** by default.

may decide to issue mobile driving licences.

Until that date, Member States may decide to issue mobile driving licences.

Amendment 45

Proposal for a directive Article 3 – paragraph 5

Text proposed by the Commission

5. By way of derogation from paragraph 4, ***upon request of the applicant***, Member States shall provide ***the opportunity*** for a ***physical*** driving licence ***to be issued instead of, or together with, a mobile driving licence.***

Amendment

5. By way of derogation from paragraph 4, Member States shall provide ***for a right for applicants upon request to renounce either physical or digital*** driving licence. ***Member States shall facilitate such requests on the part of applicants, and not seek to influence them in any way.***

Amendment 46

Proposal for a directive Article 3 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 47

Proposal for a directive Article 4 – paragraph 4

Text proposed by the Commission

Amendment

4. Member States shall ensure that by

4. Member States shall ensure that by

19 January **2030**, all physical driving licences issued or in circulation fulfil all the requirements of this Directive.

19 January **2033**, all physical driving licences issued or in circulation fulfil all the requirements of this Directive.

Amendment 48

Proposal for a directive

Article 4 – paragraph 5 – subparagraph 1

Text proposed by the Commission

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.

Amendment

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.***

Amendment 49

Proposal for a directive

Article 5 – paragraph 2 – subparagraph 2

Text proposed by the Commission

These 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 Council⁶².

Amendment

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 Council⁶², ***and an appropriate level of security of these applications should be ensured.***

⁶² 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

⁶² 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).

257, 28.8.2014, p. 73).

Amendment 50

Proposal for a directive

Article 5 – paragraph 3 – subparagraph 2

Text proposed by the Commission

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.

Amendment

Member States shall ensure that the electronic applications do not contain more data than referred to in Annex I, Part D.

Amendment 51

Proposal for a directive

Article 5 – paragraph 4 – subparagraph 2

Text proposed by the Commission

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.

Amendment

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.

Amendment 52

Proposal for a directive

Article 5 – paragraph 5

Text proposed by the Commission

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.

Amendment

5. Member States shall inform the Commission of the list of relevant national systems authorised to issue data 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.

Amendment 53

**Proposal for a directive
Article 5 – paragraph 7**

Text proposed by the Commission

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

Amendment

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).

Amendment 54

**Proposal for a directive
Article 5 – paragraph 7 a (new)**

Text proposed by the Commission

Amendment

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 September 19, 1949, the International Convention on Motor Transport of April 24, 1926 and the Vienna Convention on Road Traffic of November 8, 1968.

Amendment 55

Proposal for a directive

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

Text proposed by the Commission

- two-wheel vehicles or three-wheel vehicles with a maximum design speed of not more than 45 km/h (excluding those with a maximum design speed under or equal to 25 km/h);

Amendment

- 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);

Amendment 56

Proposal for a directive

Article 6 – paragraph 1 – point b – point i – indent 1

Text proposed by the Commission

- motorcycles with a cylinder capacity not exceeding 125 cubic centimetres, of a power not exceeding 11 kW and with a power/weight ratio not exceeding 0,1 kW/kg;

Amendment

- 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;

Amendment 57

Proposal for a directive

Article 6 – paragraph 1 – point b – point i – indent 2

Text proposed by the Commission

- powered tricycles with a power not exceeding 15 kW;

Amendment

- powered tricycles with a **net maximum** power not exceeding 15 kW;

Amendment 58

Proposal for a directive

Article 6 – paragraph 1 – point b – point ii – indent 1

Text proposed by the Commission

- motorcycles of a 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.

Amendment

- 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;

Amendment 59

Proposal for a directive

Article 6 – paragraph 1 – point b – point iii – indent 2

Text proposed by the Commission

- powered tricycles with a power exceeding 15 kW;

Amendment

- 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;

Amendment 60

Proposal for a directive

Article 6 – paragraph 1 – point c – point viii – indent 1

Text proposed by the Commission

- motor vehicles designed and constructed for the carriage of no more than 16 passengers in addition to the driver and with a maximum length not exceeding 8 meters.

Amendment

- 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.

Amendment 61

Proposal for a directive

Article 6 – paragraph 1 – point c – point xi a (new)

Text proposed by the Commission

Amendment

(xia) category T:

- **all wheeled tractors; each wheeled tractor category described in point xi b (new) to xi h (new) is supplemented at the end by an ‘a’ or ‘b’ index according to its design speed:**
- **‘a’ for wheeled tractors with a maximum design speed below or equal to 40 km/h;**
- **‘b’ for wheeled tractors with a maximum design speed above 40 km/h;**

Amendment 62

Proposal for a directive

Article 6 – paragraph 1 – point c – point xi b (new)

Text proposed by the Commission

Amendment

(xib) category T1:

- **wheeled tractors, with the closest axle to the driver having a minimum track width of not less than 1 150 mm, with an unladen mass, in running order, of more than 600 kg, and with a ground clearance of not more than 1 000 mm;**

Amendment 63

Proposal for a directive

Article 6 – paragraph 1 – point c – point xi c (new)

Text proposed by the Commission

Amendment

(xic) category T2:

- **wheeled tractors with a minimum track width of less than 1 150 mm, with an unladen mass, in running order, of**

more than 600 kg, with a ground clearance of not more than 600 mm; if the height of the centre of gravity of the tractor (measured in relation to the ground) divided by the average minimum track for each axle exceeds 0,90, the maximum design speed shall be restricted to 30 km/h;

Amendment 64

Proposal for a directive

Article 6 – paragraph 1 – point c – point xi d (new)

Text proposed by the Commission

Amendment

(xid) category T3’:

- wheeled tractors with an unladen mass, in running order, of not more than 600 kg;*

Amendment 65

Proposal for a directive

Article 6 – paragraph 1 – point c – point xi e (new)

Text proposed by the Commission

Amendment

(xie) category T4:

- special purpose wheeled tractors;*

Amendment 66

Proposal for a directive

Article 6 – paragraph 1 – point c – point xi f (new)

Text proposed by the Commission

Amendment

(xif) category T4.1:

- tractors designed for working with high-growing crops, such as vines. They feature a raised chassis or section of chassis, enabling them to advance in parallel with the crop with left and right*

wheels on either side of one or more rows of the crop. They are intended for carrying or operating tools which may be fitted at the front, between the axles, at the rear or on a platform. When the tractor is in working position the ground clearance perpendicular to the crop rows exceeds 1 000 mm. Where the height of the centre of gravity of the tractor, measured in relation to the ground, using the tyres normally fitted, divided by the average minimum track of all of the axles exceeds 0,90, the maximum design speed shall not exceed 30 km/h;

Amendment 67

Proposal for a directive

Article 6 – paragraph 1 – point c – point xi g (new)

Text proposed by the Commission

Amendment

(xig) category T4.2:

– tractors characterised by their large dimensions, primarily intended for working large areas of farmland;

Amendment 68

Proposal for a directive

Article 6 – paragraph 1 – point c – point xi h (new)

Text proposed by the Commission

Amendment

(xih) category T4.3:

– four- wheel drive tractors whose interchangeable equipment is intended for agricultural or forestry use and which are characterised by a supporting frame, equipped with one or more power take-offs, having a technically permissible mass no greater than 10 tonnes, for which the ratio of this mass to the maximum unladen mass in running order is less than 2,5 and having the centre of gravity,

measured in relation to the ground using the tyres normally fitted, of less than 850 mm;

Amendment 69

Proposal for a directive

Article 6 – paragraph 2 – subparagraph 1

Text proposed by the Commission

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.

Amendment

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.*

Amendment 70

Proposal for a directive

Article 7 – paragraph 1 – point a

Text proposed by the Commission

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

Amendment

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

Amendment 71

Proposal for a directive

Article 7 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(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);

Amendment 72

Proposal for a directive

Article 7 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(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).

Amendment 73

Proposal for a directive

Article 7 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) for category B1 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.

Amendment 74

Proposal for a directive

Article 7 – paragraph 3 – point a

Text proposed by the Commission

Amendment

(a) vehicles used by the fire service and vehicles used for maintaining public order;

(a) vehicles used by the fire service, *civil protection* and vehicles used for maintaining public order;

Amendment 75

Proposal for a directive

Article 7 – paragraph 3 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 76

Proposal for a directive

Article 7 – paragraph 4 – subparagraph 1

Text proposed by the Commission

Amendment

Driving licences issued in accordance with ***paragraphs 2 and 3*** 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.

Driving licences issued in accordance with ***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.

Amendment 77

Proposal for a directive

Article 7 – paragraph 5 – subparagraph 1

Text proposed by the Commission

Amendment

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:

deleted

(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.*

Amendment 78

Proposal for a directive

Article 8 – paragraph 1 – subparagraph 1

Text proposed by the Commission

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.

Amendment

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.*

Amendment 79

Proposal for a directive

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

Text proposed by the Commission

Amendment

(aa) licences issued for categories B, BE, C, C1E, CE, D, D1E or DE shall be valid for combinations of vehicles in category T;

Amendment 80

Proposal for a directive

Article 9 – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(ca) licences issued for category CE and DE shall be valid for categories C and D respectively;

Amendment 81

Proposal for a directive

Article 9 – paragraph 2 – point d a (new)

Text proposed by the Commission

Amendment

(da) licences issued for category C1E and D1E shall be valid for categories C1 and D1 respectively;

Amendment 82

Proposal for a directive

Article 9 – paragraph 2 – point h

Text proposed by the Commission

Amendment

(h) ***two*** 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 referred ***to*** in Article 2 ***of Council Directive 96/53/EC***⁶³ with a maximum authorised mass above 3 500 kg but not exceeding 4 250 kg without a trailer.

(h) **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 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, 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;

⁶³ 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).

⁶³ 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).

Amendment 83

Proposal for a directive Article 9 – paragraph 2 – point h a (new)

Text proposed by the Commission

Amendment

(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;

Amendment 84

Proposal for a directive

Article 9 – paragraph 2 – point h b (new)

Text proposed by the Commission

Amendment

(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;

Amendment 85

Proposal for a directive

Article 9 – paragraph 2 – point h c (new)

Text proposed by the Commission

Amendment

(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;

Amendment 86

Proposal for a directive

Article 9 – paragraph 2 – point h d (new)

Text proposed by the Commission

Amendment

(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;

Amendment 87

Proposal for a directive

Article 9 – paragraph 2 – point h e (new)

Text proposed by the Commission

Amendment

(he) 2 years after a driving licence, granted for a licence category T (for driving tractors with trailers), was issued for the first time, Member States may issue a licence in the category BE to a holder of such licence category T. Drivers qualifying for this rule do not have to take an additional theory test, but have to prove their skills and behaviour in a driving test in accordance with the

examination conditions of category BE;

Amendment 88

Proposal for a directive

Article 9 – paragraph 2 – point h f (new)

Text proposed by the Commission

Amendment

(hf) 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.

Amendment 89

Proposal for a directive

Article 9 – paragraph 2 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 90

Proposal for a directive

Article 9 – paragraph 4 – subparagraph 1 – point c

Text proposed by the Commission

(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.

Amendment

(c) vehicles of category B with a maximum authorised mass of ***not exceeding*** 2 500 kg and a maximum speed ***technically*** limited to 45 km/h by drivers below 21 years old holding a driving licence granted for category B1.

Amendment 91

Proposal for a directive

Article 9 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 92

Proposal for a directive

Article 10 – paragraph 1 – point b – paragraph 1

Text proposed by the Commission

Amendment

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***

as regards category AM:

for this category.

(i) they have passed a theory test and a test of skills and behaviour,

(ii) they must take a medical examination.

Amendment 93

Proposal for a directive

Article 10 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(ba) For category A1;

(i) applicants have passed a theory test and a test of skills and behaviour,

(ii) applicants shall take a medical examination.

Amendment 94

Proposal for a directive

Article 10 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

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.

Justification

The UN Convention on the Rights of Persons with Disabilities that obliges member states to take all appropriate legislative, administrative and other measures to amend or abolish existing laws, regulations, customs and practices that are a source of discrimination against persons with disabilities. This provision is purposely general so as not to have to list all possible impairments and instead leave to the discretion -and obligation- of the examiner to determine the applicable exemptions with regard to the applicant's impairment on a case-by-case basis.

Amendment 95

Proposal for a directive

Article 10 – paragraph 2 – subparagraph 1 – introductory part

Text proposed by the Commission

The duration of the administrative validity of driving licences issued by Member States shall be as follows:

Amendment

The **minimum** duration of the administrative validity of driving licences issued by Member States shall be as follows:

Amendment 96

Proposal for a directive

Article 10 – paragraph 2 – subparagraph 1 – point a

Text proposed by the Commission

(a) 15 years for categories AM, A1, A2, A, B, B1 **and BE**;

Amendment

(a) 15 years for categories AM, A1, A2, A, B, B1, **BE and T**;

Amendment 97

Proposal for a directive

Article 10 – paragraph 2 – subparagraph 6

Text proposed by the Commission

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.

Amendment

deleted

Amendment 98

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 **via reasoned medical opinion from a medical authority whose competence is relevant to the complexity of one or more of the possible incapacities mentioned in Annex III from which the driver may be suffering in addition to** 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 Member States shall designate the medical authority responsible for this examination and the procedure to be followed.**

Amendment 99

Proposal for a directive

Article 10 – paragraph 6 – subparagraph 2

Text proposed by the Commission

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).

Amendment

deleted

Amendment 100

Proposal for a directive

Article 10 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

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.*

Amendment 101

Proposal for a directive

Article 10 – paragraph 6 b (new)

Text proposed by the Commission

Amendment

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.*

Amendment 102

Proposal for a directive

Article 10 – paragraph 7 – subparagraph 1

Text proposed by the Commission

Amendment

No person may hold more than one **physical** driving licence. A person may however **hold several** mobile driving **licences, provided that these are issued by the same Member State.**

No person may hold more than one driving licence. A person may however **store a** mobile driving **licence on several devices.**

Amendment 103

Proposal for a directive

Article 10 – paragraph 8 a (new)

Text proposed by the Commission

Amendment

8a. *The European 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.

Justification

Currently, professional drivers often have to visit multiple doctors to have their fitness to drive assessed. Online training would allow general practitioners to become a "one-stop shop".

Amendment 104

**Proposal for a directive
Article 11 – paragraph 3**

Text proposed by the Commission

3. The Member State performing the exchange shall return the old licence to the authorities of the Member State which issued it and give the reasons for doing so.

Amendment

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, paragraph (1).***

Amendment 105

**Proposal for a directive
Article 11 a (new)**

Text proposed by the Commission

Amendment

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 is the same Member State which has issued the previous licence. The Commission is empowered to adopt by 31 December 2025 a delegated acts 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.

Amendment 106

Proposal for a directive

Article 12 – paragraph 6 – subparagraph 2

Text proposed by the Commission

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

Amendment

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*.

passed, whichever is *earlier*.

Amendment 107

Proposal for a directive

Article 12 – paragraph 6 – subparagraph 3 – point f a (new)

Text proposed by the Commission

Amendment

(fa) the exchange system established for EU driving licences in the third country.

Amendment 108

Proposal for a directive

Article 12 – paragraph 8 a (new)

Text proposed by the Commission

Amendment

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 passengers^{1a}, to ensure a high level of competence and road safety, appropriate linguistic support shall be provided.

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).

1a 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.).

Amendment 109

Proposal for a directive Article 12 – paragraph 9

Text proposed by the Commission

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

Amendment

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**, and shall also publish accordingly any relevant changes made in accordance with paragraph 9.

implementing decision in accordance with **paragraphs 7 and 8a**, and shall also publish accordingly any relevant changes made in accordance with paragraph 8.

Amendment 110

Proposal for a directive

Article 13 – paragraph 3 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 111

Proposal for a directive

Article 14 – paragraph 1

Text proposed by the Commission

Amendment

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 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.

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** marked with the Union code 98.02 specified in Annex I, Part E, to applicants who have reached the age of 17 years.

Amendment 112

Proposal for a directive

Article 14 – paragraph 2 – introductory part

Text proposed by the Commission

Amendment

2. Holders of a driving licence marked with the Union code 98.02 who have not

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 *who meets* the following conditions:

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* the following conditions:

Amendment 113

Proposal for a directive

Article 14 – paragraph 2 – point b

Text proposed by the Commission

(b) holds *a* driving licence of the relevant category issued more than five years ago;

Amendment

(b) holds **an EU** driving licence of the relevant category issued more than five years ago;

Amendment 114

Proposal for a directive

Article 14 – paragraph 2 – point e

Text proposed by the Commission

(e) in the case of a vehicle of *category* C has the qualification and training provided by Directive (EU) 2022/2561.

Amendment

(e) in the case of a vehicle of **categories C and C1** has the qualification and training provided by Directive (EU) 2022/2561.

Amendment 115

Proposal for a directive

Article 14 – paragraph 2 – point e a (new)

Text proposed by the Commission

Amendment

(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.

Amendment 116

Proposal for a directive

Article 14 – paragraph 2 – subparagraph 2 (new)

Text proposed by the Commission

Amendment

Member States may decide to increase the duration of the training up to 14-hours.

Amendment 117

Proposal for a directive

Article 14 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

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 paragraph 2 in this Directive and to apply related conditions at national level.

Amendment 118

Proposal for a directive

Article 14 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 119

Proposal for a directive Article 15 – paragraph 1

Text proposed by the Commission

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.

Amendment

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.***

Amendment 120

Proposal for a directive Article 15 – paragraph 2

Text proposed by the Commission

2. Member States shall lay down rules on penalties for novice drivers who drive with a blood alcohol level exceeding **0.0g/mL** and take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and non-discriminatory.

Amendment

2. Member States shall lay down rules on penalties for novice drivers who drive with a blood alcohol level exceeding **0.2g/mL or under the influence of psychotropic substances or narcotics. 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, ***and may include driving disqualifications.***

Amendment 121

Proposal for a directive

Article 15 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 122

Proposal for a directive

Article 15 – paragraph 3

Text proposed by the Commission

Amendment

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.

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.***

Amendment 123

Proposal for a directive

Article 15 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

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.*

Amendment 124

Proposal for a directive Article 15 – paragraph 5 b (new)

Text proposed by the Commission

Amendment

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 Council^{1a}] to financially support such initiatives. The Commission may use the resources indicated in [Article 8a of that Directive] also to financially support such initiatives.*

^{1a} *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).*

Amendment 125

Proposal for a directive Article 16 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Driving examiners already working in that capacity before 19 January 2013 shall be subject only to the requirements concerning quality assurance and regular periodic training measures.

Amendment

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

Amendment 126

Proposal for a directive

Article 17 – paragraph 1 – subparagraph 1

Text proposed by the Commission

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*** occupational ties, ***or***, 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.

Amendment

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 ***or*** occupational ties ***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.

Amendment 127

Proposal for a directive

Article 17 – paragraph 4

Text proposed by the Commission

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 languages of the Member State of citizenship or with an interpreter.

Amendment

4. By way of derogation from Article 10(1), point (e) and for the specific purpose of the first issuance of a driving licence, 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.

Amendment 128

Proposal for a directive Article 18 – paragraph 1

Text proposed by the Commission

1. Member States shall apply the equivalences established by Commission Decision (EU) **2016/1945**⁶⁴ between entitlements obtained before **19 January 2013** and the categories set out in Article 6 of this Directive.

⁶⁴ Commission Decision (EU) 2016/1945 of 14 October 2016 on equivalences between categories of driving licences (OJ L 302, 9.11.2016, p. 62).

Amendment

1. Member States shall apply the equivalences established by Commission Decision (EU) **2016/1945**⁶⁴ between entitlements obtained before ***entry into force of this Directive*** and the categories set out in Article 6 of this Directive.

⁶⁴ Commission Decision (EU) 2016/1945 of 14 October 2016 on equivalences between categories of driving licences (OJ L 302, 9.11.2016, p. 62).

Amendment 129

Proposal for a directive Article 18 – paragraph 2

Text proposed by the Commission

2. Any entitlement to drive granted before **19 January 2013** shall not be removed or in any way qualified by the provisions of this Directive.

Amendment

2. Any entitlement to drive granted before ***entry into force of this Directive*** shall not be removed or in any way qualified by the provisions of this Directive.

Amendment 130

Proposal for a directive Article 19 – paragraph 2 – point c

Text proposed by the Commission

(c) to prevent, detect and investigate criminal offences ***as referred to*** in [REFERENCE TO PRÜM II];

Amendment

(c) to prevent, detect and investigate ***road traffic-related*** criminal offences 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;

Amendment 131

Proposal for a directive Article 20 – paragraph 1

Text proposed by the Commission

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.

Amendment

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.***

Amendment 132

Proposal for a directive Article 20 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 133

Proposal for a directive

Article 20 – paragraph 1 1 b (new)

Text proposed by the Commission

Amendment

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].

Amendment 134

Proposal for a directive

Article 21 – paragraph 2

Text proposed by the Commission

Amendment

2. The power to adopt delegated acts referred to in Article 4(8), Article 5(6), Article 8(2), Article **10(8)** and Article 16(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

2. The power to adopt delegated acts referred to in Article 4(8), Article 5(6), Article 8(2), Article **9(2)(new), Article 10(8), Article 11(a)(new), Article 12(8a)(new)** and Article 16(2), **Article 16a(2)(new)** 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

Parliament or the Council opposes such extension no later than three months before the end of each period.

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.

Amendment 135

Proposal for a directive

Article 23 – paragraph 1

Directive (EU) 2022/2561

Article 5 – paragraph 2 – point c

Text proposed by the Commission

(c) from the age of 17, a vehicle in licence **category** C, 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];

Amendment

(c) from the age of 17, a vehicle in licence **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];’

Amendment 136

Proposal for a directive

Article 23 – paragraph 1 a (new)

Directive (EU) 2022/2561

Article 5 – paragraph 3 – point a

Present text

(a) from the age of 21:
(i) a vehicle in driving licence categories D and D + E **to carry passengers on regular services where the route does not exceed 50 kilometres** and a vehicle in driving licence categories D1 and D1 + E, provided that they hold a CPC as referred to in Article 6(2).

Any Member State may authorise drivers of vehicles in one of those categories to drive such vehicles within its territory from the age of 18, provided that they hold a

Amendment

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 and a vehicle in driving licence categories D1 and D1 + E provided that they hold a CPC as referred to in Article 6(2).

Any Member State may authorise drivers of vehicles in one of those categories 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);

(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 *authorise drivers of vehicles in one of those categories to drive such vehicles within its territory from the age of 20*, provided that *they hold a CPC as referred to in Article 6(1). This may be reduced to the age of 18 where the driver drives such vehicles without passengers;*

CPC as referred to in Article 6(1).

(ii) *deleted*

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.'*

Amendment 137

Proposal for a directive Annex I – Part A1 – point 2-side 2

Text proposed by the Commission

Side 2

13.	9.	10.	11.	12.
(14.)	AM			
	A1			
	A2			
	A			
	B1			
	B			
	C1			
	C			
	D1			
	D			
	BE			
	C1E			
	CE			
	D1E			
	DE			
12.				

1. Name, 2. First name, 3. Date and place of birth, 4a. Date of issue, 4b. Date of expiry, 4c. Issued by, 5. Licence number, 10. Valid from, 11. Valid to, 12. Codes

Amendment

Side 2

Please insert a new line with a code T and a pictogram of tractor in column 9.

Amendment 138

Proposal for a directive

Annex I – Part B1 – point 4 – point 3 – paragraph 2 – point e

Text proposed by the Commission

Amendment

(e) ***DG 8: biometric data regarding iris of the licence holder;***

(e) ***deleted***

Amendment 139

Proposal for a directive

Annex II – Part I – point A – point 2 – paragraph 1 – point b – indent 2 a (new)

Text proposed by the Commission

Amendment

– ***impacts on the risk of distraction due to the use of GSM or other electronic devices while driving and safety consequences;***

Amendment 140

Proposal for a directive

Annex II – Part I – point A – point 2 – paragraph 1 – point c – indent 1

Text proposed by the Commission

Amendment

– the most important principles concerning the observance of a safe distance between vehicles, braking distances and road holding under various weather and road conditions;

– 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;***

Amendment 141

Proposal for a directive

Annex II – Part I – point A – point 2 – paragraph 1 – point d – indent 1

Text proposed by the Commission

Amendment

– specific risk factors related to the lack of experience of 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 pedestrians, cyclists, users of powered two-wheel vehicles, users of personal mobility devices and persons with disabilities or reduced mobility and orientation.

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.

Amendment 142

Proposal for a directive

Annex II – Part I – point A – point 2 – paragraph 1 – point d – indent 2

Text proposed by the Commission

– risks involved in the movement and driving of various types of vehicles **and of** the different fields of view of their drivers, **including vehicles with advanced driving assistance systems and other automation features**;

Amendment

– risks involved in the movement, **interaction with** and driving of various types of vehicles **due to different scale and driving dynamics and to** the different fields of view of their drivers;

Amendment 143

Proposal for a directive

Annex II – Part I – point A – point 2 – paragraph 1 – point d – indent 2 a (new)

Text proposed by the Commission

Amendment

– **blind spots and gradient changes**;

Amendment 144

Proposal for a directive

Annex II – Part I – point A – point 2 – paragraph 1 – point d – indent 2 b (new)

Text proposed by the Commission

Amendment

– **proper and timely use of direction indicators**;

Amendment 145

Proposal for a directive

Annex II – Part I – point A – point 2 – paragraph 1 – point e – indent 2 a (new)

Text proposed by the Commission

Amendment

- ***rules on how to behave if an emergency vehicle is approaching and what to do at the site of a collision;***

Amendment 146

Proposal for a directive

Annex II – Part I – point A – point 2 – paragraph 1 – point e – indent 4

Text proposed by the Commission

Amendment

- knowledge safety aspects related to alternatively fuelled vehicles;

- 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;***

Amendment 147

Proposal for a directive

Annex II – Part I – point A – point 2 – paragraph 1 – point f

Text proposed by the Commission

Amendment

- (f) precautions necessary when alighting from the vehicle;

- (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;***

Amendment 148

Proposal for a directive

Annex II – Part I – point A – point 2 – paragraph 1 – point i

Text proposed by the Commission

(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 and road wear etc.).

Amendment

(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.).

Amendment 149

Proposal for a directive

Annex II – Part I – point A – point 2 – paragraph 1 – point i a (new)

Text proposed by the Commission

Amendment

(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;

Amendment 150

Proposal for a directive

Annex II – Part I – point A – point 2 – paragraph 1 – point i b (new)

Text proposed by the Commission

Amendment

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

Amendment 151

Proposal for a directive

Annex II – Part I – point A – point 2 – paragraph 1 – point i c (new)

Text proposed by the Commission

Amendment

(ic) basic regulatory framework on urban vehicle access restrictions, including low emission zones;

Amendment 152

Proposal for a directive

Annex II – Part I – point A – point 4 – introductory part

Text proposed by the Commission

Amendment

4. Specific provisions concerning categories C, CE, C1, C1E, D, DE, D1 **and DIE**

4. Specific provisions concerning categories C, CE, C1, C1E, D, DE, D1, **DIE and T**

Amendment 153

Proposal for a directive

Annex II – Part I – point A – point 4 – point 1 – point d

Text proposed by the Commission

Amendment

(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;

(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;**

Amendment 154

Proposal for a directive

Annex II – Part I – point A – point 4 – point 1 – point f a (new)

Text proposed by the Commission

Amendment

(fa) purpose and use of retarders/exhaust and brakes;

Amendment 155

Proposal for a directive

Annex II – Part I – point A – point 4 – point 1 – point g

Text proposed by the Commission

(g) obstruction of the field of view caused by the characteristics of their vehicles;

Amendment

(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;***

Amendment 156

Proposal for a directive

Annex II – Part I – point A – point 4 – point 1 – point h a (new)

Text proposed by the Commission

Amendment

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

Amendment 157

Proposal for a directive

Annex II – Part I – point A – point 4 – point 1 – point i

Text proposed by the Commission

Amendment

(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 only);

(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)

Amendment 158

Proposal for a directive

Annex II – Part I – point A – point 4 – point 1 – point i a (new)

Text proposed by the Commission

Amendment

(ia) safety measures, procedures and protocols regarding safe parking areas;

Amendment 159

Proposal for a directive

Annex II – Part I – point A – point 4 – point 1 – point j

Text proposed by the Commission

Amendment

(j) the driver's responsibility in respect to the carriage of passengers; comfort and safety of passengers; 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).

(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).

Amendment 160

Proposal for a directive

Annex II – Part I – point B – point 5 – point 1 – point c – paragraph 1

Text proposed by the Commission

Amendment

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 be removed if the holder passes a dedicated test of skills and behaviour or completes a dedicated training.

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.**

Amendment 161

Proposal for a directive

Annex II – Part I – point B – point 5 – point 1 – point c – paragraph 2 – point i

Text proposed by the Commission

(i) approve and supervise the dedicated training; **or,**

Amendment

(i) approve and supervise the dedicated training, ***including as part of the general driver training; or,***

Amendment 162

Proposal for a directive

Annex II – Part I – point B – point 5 – point 1 – point d – paragraph 1

Text proposed by the Commission

Specific provisions concerning vehicles of category BE, C, CE, C1, C1E, D, DE, D1 and D1E

Amendment

Specific provisions concerning vehicles of category BE, C, CE, C1, C1E, D, DE, D1 and D1E ***and T***

Amendment 163

Proposal for a directive

Annex II – Part I – point B – point 5 – point 2 – point g – paragraph 1

Text proposed by the Commission

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;

Amendment

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 vehicle shall be presented with a minimum of 10 000 kg real total mass;

Amendment 164

Proposal for a directive

Annex II – Part I – point B – point 5 – point 2 – point h – paragraph 1

Text proposed by the Commission

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, 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***; both the articulated vehicle and the combination shall be presented with a minimum of 15 000 kg real total mass;

Amendment

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; both the articulated vehicle and the combination shall be presented with a minimum of 15 000 kg real total mass;

Amendment 165

Proposal for a directive

Annex II – Part I – point B – point 5 – point 2 – point i – paragraph 1

Text proposed by the Commission

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***;

Amendment

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;

Amendment 166

Proposal for a directive

Annex II – Part I – point B – point 5 – point 2 – point j – paragraph 1

Text proposed by the Commission

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;

Amendment

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 trailer shall be presented with a minimum of 800 kg real total mass;

Amendment 167

Proposal for a directive

Annex II – Part I – point B – point 5 – point 2 – point 1 – paragraph 1

Text proposed by the Commission

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;

Amendment

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 trailer shall be presented with a minimum of 800 kg real total mass;

Amendment 168

Proposal for a directive

Annex II – Part I – point B – point 5 – point 2 – point n a (new)

Text proposed by the Commission

Amendment

(na) Category T

Vehicle combinations consisting of a

Class T tractor and a trailer:

- (a) the maximum speed of the tractor determined by the design is more than 40 km/h,***
- (b) maximum speed of the vehicle combination more than 40 km/h,***
- (c) dual-line brake system,***
- (d) trailer with at least a closed loading area (chassis without a closed floor not permitted),***
- (e) length of the trailer when using a rigid drawbar trailer at least 4.5 m and***
- (f) length of the vehicle combination at least 7.5 m.***

Amendment 169

Proposal for a directive

Annex II – Part I – point B – point 6 – point 3 – paragraph 1 – point e

Text proposed by the Commission

Amendment

(e) changing direction: left and right turns; changing lanes;

(e) changing direction: left and right turns; changing lanes, ***making a U turn***;

Amendment 170

Proposal for a directive

Annex II – Part I – point B – point 6 – point 3 – paragraph 1 – point g

Text proposed by the Commission

Amendment

(g) overtaking/passing: overtaking other traffic (***if possible***); riding alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);

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

Amendment 171

Proposal for a directive

Annex II – Part I – point B – point 6 – point 3 – paragraph 1 – point h

Text proposed by the Commission

(h) special road features (if available): roundabouts; railway level crossings; tram/bus stops; pedestrian crossings; riding up-/downhill on long slopes; tunnels;

Amendment

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

Amendment 172

Proposal for a directive

Annex II – Part I – point B – point 6 – point 3 – paragraph 1 – point h a (new)

Text proposed by the Commission

Amendment

(ha) interaction with other vehicles, including foreseeing blind spots and adequate use of direction indicators;

Amendment 173

Proposal for a directive

Annex II – Part I – point B – point 6 – point 3 – paragraph 1 – point j

Text proposed by the Commission

Amendment

(j) taking the necessary precautions when getting off the vehicle.

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

Amendment 174

Proposal for a directive

Annex II – Part I – point B – point 7 – point 4 – paragraph 1 – point g

Text proposed by the Commission

Amendment

(g) overtaking/passing: overtaking other **traffic** (if possible); driving alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);

(g) overtaking/passing: overtaking other **road users, including cyclists** (if possible); driving alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);

Amendment 175

Proposal for a directive

Annex II – Part I – point B – point 7 – point 4 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(ga) independent driving towards a determined destination, beyond specific turning indications;

Amendment 176

Proposal for a directive

Annex II – Part I – point B – point 7 – point 4 – paragraph 1 – point h

Text proposed by the Commission

Amendment

(h) special road features (if available): roundabouts; railway level crossings; tram/bus stops; pedestrian crossings; **riding** up-/downhill on long slopes; tunnels;

(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; **bike lanes; driving** up-/downhill on long slopes; **gradient changes;** tunnels;

Amendment 177

Proposal for a directive

Annex II – Part I – point B – point 7 – point 4 – paragraph 1 – point h a (new)

Text proposed by the Commission

Amendment

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

Amendment 178

Proposal for a directive

Annex II – Part I – point B – point 7 – point 4 – paragraph 1 – point i

Text proposed by the Commission

Amendment

(i) ***taking the necessary precautions when*** alighting from the vehicle;

(i) ***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;***

Amendment 179

Proposal for a directive

Annex II – Part I – point B – point 7 – point 4 – paragraph 1 – point j

Text proposed by the Commission

Amendment

(j) reacting and anticipating to hazardous situations using simulators.

(j) reacting and anticipating to hazardous situations, ***including*** using simulators.

Amendment 180

Proposal for a directive

Annex II – Part I – point B – point 8 – introductory part

Text proposed by the Commission

Amendment

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

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

Amendment 181

Proposal for a directive

Annex II – Part I – point B – point 8 – point 1 – paragraph 1 – point f

Text proposed by the Commission

Amendment

(f) checking the safety factors relating to vehicle loading: body, sheets, cargo doors, loading mechanism (if available), cabin locking (if available), way of

(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);

loading, securing load (categories C, CE, C1, C1E, **T** only);

Amendment 182

Proposal for a directive

Annex II – Part I – point B – point 8 – point 1 – paragraph 1 – point g

Text proposed by the Commission

(g) checking the coupling mechanism and the brake and electrical connections (categories CE, C1E, DE, D1E only);

Amendment

(g) checking the coupling mechanism and the brake and electrical connections (categories CE, C1E, DE, D1E, **T** only);

Amendment 183

Proposal for a directive

Annex II – Part I – point B – point 8 – point 2 – point a

Text proposed by the Commission

(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);

Amendment

(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, **T** only);

Amendment 184

Proposal for a directive

Annex II – Part I – point B – point 8 – point 2 – point a (new)

Text proposed by the Commission

Amendment

(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;

Amendment 185

Proposal for a directive

Annex II – Part I – point B – point 8 – point 2 – point c

Text proposed by the Commission

Amendment

(c) parking safely for loading/unloading at a loading ramp/platform or similar installation (categories C, CE, C1, C1E only);

(c) parking safely for loading/unloading at a loading ramp/platform or similar installation (categories C, CE, C1, C1E, **T** only);

Amendment 186

Proposal for a directive

Annex II – Part I – point B – point 8 – point 3 – paragraph 1 – point e

Text proposed by the Commission

Amendment

(e) changing direction: left and right turns; changing lanes;

(e) changing direction: left and right turns; changing lanes, **making a U turn**;

Amendment 187

Proposal for a directive

Annex II – Part I – point B – point 8 – point 3 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(ea) factoring in blind spots;

Amendment 188

Proposal for a directive

Annex II – Part I – point B – point 8 – point 3 – paragraph 1 – point g

Text proposed by the Commission

Amendment

(g) overtaking/passing: overtaking other **traffic** (if possible); driving alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);

(g) overtaking/passing: overtaking other **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);

Amendment 189

Proposal for a directive

Annex II – Part I – point B – point 8 – point 3 – paragraph 1 – point h

Text proposed by the Commission

(h) special road features ***(if available):*** roundabouts; railway level crossings; tram/bus stops; pedestrian crossings; riding up-/downhill on long slopes; tunnels;

Amendment

(h) special road features: ***taking*** 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;

Amendment 190

Proposal for a directive

Annex II – Part I – point B – point 8 – point 3 – paragraph 1 – point i

Text proposed by the Commission

(i) ***taking the necessary precautions*** when alighting from the vehicle.

Amendment

(i) ***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;***

Amendment 191

Proposal for a directive

Annex II – Part I – point B – point 8 – point 3 – paragraph 1 – point i a (new)

Text proposed by the Commission

Amendment

(ia) the precautions to be taken when entering and exiting a vehicle in a safe way.

Amendment 192

Proposal for a directive

Annex II – Part I – point B – point 8 – point 4 – point a

Text proposed by the Commission

Amendment

(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;

(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;***

Amendment 193

Proposal for a directive

Annex II – Part I – point B – point 8 – point 4 – point b

Text proposed by the Commission

Amendment

(b) reacting and anticipating to hazardous situations using simulators

(b) reacting and anticipating to hazardous situations, ***including*** using simulators

Amendment 194

Proposal for a directive

Annex II – Part I – point B – point 9 – point 1 – paragraph 2

Text proposed by the Commission

Amendment

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 ***a*** 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.

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 ***an 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.

Amendment 195

Proposal for a directive

Annex II – Part I – point B – point 9 – point 3 – point a

Text proposed by the Commission

Amendment

(a) controls the vehicle; taking into account: proper use of safety belts, 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 only); the comfort of the passengers (categories D, DE, D1, D1E only) (no fast acceleration, smoothly driving and no hard braking);

(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);

Amendment 196

Proposal for a directive

Annex II – Part I – point B – point 9 – point 3 – point b

Text proposed by the Commission

Amendment

(b) drives economically and in a safe and energy-efficient way, taking into account the revolutions per minute, changing gears, braking and accelerating (categories B, BE, C, CE, C1, C1E, D, DE, D1, D1E only);

(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);

Amendment 197

Proposal for a directive

Annex II – Part I – point B – point 9 – point 3 – point c

Text proposed by the Commission

Amendment

(c) complies with observation rules: all-round observation; proper use of mirrors; far, middle, near distance vision;

(c) complies with observation rules: all-round observation; proper use of mirrors ***and new technologies***; far, middle,

near distance vision;

Amendment 198

Proposal for a directive

Annex II – Part I – point B – point 9 – point 3 – point j

Text proposed by the Commission

(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 (only for categories C, CE, D, DE).

Amendment

(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).

Amendment 199

Proposal for a directive

Annex II – Part II – paragraph 1 – indent 5

Text proposed by the Commission

– take account of all the factors affecting driving behaviour (for instance alcohol, fatigue, poor eyesight, etc.) so as to retain full use of the faculties needed to drive safely;

Amendment

– 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;

Amendment 200

Proposal for a directive

Annex II – Part II – paragraph 1 – indent 7

Text proposed by the Commission

– have sufficient knowledge of risk factors related to micro mobility ***means***;

Amendment

– have sufficient knowledge of risk factors related to ***cyclists, pedestrians and*** micro mobility ***users***;

Amendment 201

Proposal for a directive
Annex II – Part II – paragraph 2

Text proposed by the Commission

Member States **may** 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.

Amendment

Member States ***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.

Amendment 202

Proposal for a directive
Annex III – point 1 – point 1

Text proposed by the Commission

(1) Group 1: drivers of vehicles of categories A, A1, A2, AM, B, B1 ***and BE***;

Amendment

(1) Group 1: drivers of vehicles of categories A, A1, A2, AM, B, B1, ***BE and T***;

Amendment 203

Proposal for a directive
Annex III – point 1 – point 3

Text proposed by the Commission

(3) National legislation **may** 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.).

Amendment

(3) National legislation ***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.).

Amendment 204

Proposal for a directive
Annex III – point 3 – paragraph 1

Text proposed by the Commission

Applicants shall perform a self-assessment of their physical and mental fitness for driving a power-driven vehicle.

Amendment

deleted

Amendment 205

Proposal for a directive
Annex III – point 3 – paragraph 2

Text proposed by the Commission

The applicants shall be required to undergo a medical examination ***if it becomes apparent, from the self-assessment of their physical and mental fitness***, 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 medical incapacities mentioned in*** this Annex.

Amendment

The applicants shall be required to undergo a medical examination, ***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, ***culminating in the issue of a reasoned medical opinion by a medical authority whose expertise is appropriate for the complexity of the combined purposes of*** this Annex.

Amendment 206

Proposal for a directive
Annex III – point 3 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 207

Proposal for a directive
Annex III – point 4 – paragraph 1

Text proposed by the Commission

Applicants shall undergo medical examinations 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

Amendment

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).***

Amendment 208

**Proposal for a directive
Annex III – point 4 a (new)**

Text proposed by the Commission

Amendment

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

Amendment 209

**Proposal for a directive
Annex III – point 6 – paragraph 1**

Text proposed by the Commission

Amendment

All applicants for a driving licence shall undergo an appropriate investigation to ensure that they have adequate visual acuity 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. At this examination attention shall be paid, in particular, to the following: visual acuity, field of vision, twilight vision, glare and

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***

contrast sensitivity, diplopia and other visual functions that can compromise safe driving.

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.

Amendment 210

Proposal for a directive Annex III – point 6 – paragraph 2

Text proposed by the Commission

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 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.

Amendment

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.

Amendment 211

Proposal for a directive Annex III – point 6 – paragraph 3 – point 1 – paragraph 1

Text proposed by the Commission

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 when using both eyes together.

Amendment

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.

Amendment 212

Proposal for a directive

Annex III – point 6 – paragraph 3 – point 2

Text proposed by the Commission

(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, 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).

Amendment

(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).

Amendment 213

Proposal for a directive

Annex III – point 6 – paragraph 3 – point 3

Text proposed by the Commission

(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.

Amendment

(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.***

Amendment 214

Proposal for a directive

Annex III – point 6 – paragraph 4 – point 4 – paragraph 1

Text proposed by the Commission

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 in the better eye and at least 0,1 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.

Amendment

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).***

Amendment 215

Proposal for a directive

Annex III – point 6 – paragraph 4 – point 4 – paragraph 3

Text proposed by the Commission

Driving licences shall not be issued to or renewed for applicants or drivers **with** impaired contrast sensitivity or with diplopia.

Amendment

Driving licences shall not be issued to or renewed for applicants or drivers ***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.

Amendment 216

Proposal for a directive

Annex III – point 6 – paragraph 4 – point 4 – paragraph 4

Text proposed by the Commission

After a substantial loss of vision in one eye, there shall be an appropriate adaptation period (for example six months)

Amendment

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.

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.***

Amendment 217

Proposal for a directive

Annex III – point 10 – paragraph 3 – point 2

Text proposed by the Commission

(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.

Amendment

(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.***

Amendment 218

Proposal for a directive

Annex III – point 10 – paragraph 7 – point 3 – paragraph 2

Text proposed by the Commission

Moreover, in those cases, such licences shall be issued subject to the opinion of a competent medical authority and to regular medical review, undertaken at intervals of not more than three years.

Amendment

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.

Amendment 219

Proposal for a directive

Annex III – point 11 – paragraph 2 – point 1 – paragraph 1

Text proposed by the Commission

Driving licences shall not be issued to, or renewed for, applicants or drivers with a serious neurological disease, unless the application is supported by authorised medical opinion.

Amendment

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***.

Amendment 220

Proposal for a directive

Annex III – point 11 – paragraph 2 – point 1 – paragraph 2

Text proposed by the Commission

Neurological disturbances associated with diseases or surgical intervention affecting the central or peripheral nervous system, which lead to sensory or motor impairments and affect balance and coordination, shall accordingly be taken into account in relation to their functional effects ***and*** the risks of progression. In such cases, the issue or renewal of the licence may be subject to periodic assessment in the event of risk of deterioration.

Amendment

Neurological disturbances associated with ***developmental conditions***, diseases, ***medical*** or surgical intervention affecting the central or peripheral nervous system, which lead to ***cognitive, behavioural, performance/function***, balance and coordination, shall accordingly be taken into account in relation to their functional effects. 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.

Amendment 221

Proposal for a directive

Annex III – point 12 – paragraph 5 – point 5

Text proposed by the Commission

(5) Epilepsy: drivers or applicants may be declared fit to drive after a one-year period free of further seizures.

Amendment

(5) Epilepsy: drivers or applicants may be declared fit to drive after a one-year period free of further seizures ***documented and certified by a neurologist***.

Amendment 222

Proposal for a directive

Annex III – point 12 – paragraph 6 – point 11 – paragraph 1

Text proposed by the Commission

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, subject to neurological opinion. An EEG and an appropriate neurological assessment shall be performed after the acute episode.

Amendment

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.

Amendment 223

Proposal for a directive

Annex III – point 12 – paragraph 6 – point 12

Text proposed by the Commission

(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.***

Amendment

(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.

Amendment 224

Proposal for a directive

Annex III – point 13 – paragraph 2 – point 1 – point a

Text proposed by the Commission

(a) severe mental impairment, whether

Amendment

(a) severe mental, ***cognitive or***

congenital or due to disease, trauma or neurosurgical operations;

behavioural impairment, whether congenital or due to disease, trauma or neurosurgical operations;

Amendment 225

Proposal for a directive

Annex III – point 13 – paragraph 2 – point 1 – point b

Text proposed by the Commission

Amendment

(b) ***severe intellectual impairment;***

(b) ***deleted***

Amendment 226

Proposal for a directive

Annex III – point 13 – paragraph 2 – point 1 – point c

Text proposed by the Commission

Amendment

(c) ***severe behavioural problems, ageing-linked behavioural problems; or*** personality impairments leading to seriously impaired judgment, behaviour or adaptability,

(c) personality impairments leading to seriously impaired judgment, behaviour or adaptability,

Amendment 227

Proposal for a directive

Annex III – point 13 – paragraph 3 – point 2

Text proposed by the Commission

Amendment

(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.

(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.***

Amendment 228

Proposal for a directive

Annex III – point 14 – paragraph 2 – point 1 – paragraph 1

Text proposed by the Commission

Driving licences shall not be issued to, or renewed for, applicants or drivers who **are dependent on** alcohol **or** unable to refrain from drinking and driving unless appropriate restrictions are applied through the use of technologies enabling to offset the dependency (**for example**, through the mandatory use of an alcohol interlock).

Amendment

Driving licences shall not be issued to, or renewed for, applicants or drivers who **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 (**including** through the mandatory use of an alcohol interlock).

Amendment 229

Proposal for a directive

Annex III – point 14 – paragraph 2 – point 1 – paragraph 2

Text proposed by the Commission

After a proven period of abstinence and subject to authorised medical opinion and regular medical check-ups, 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.

Amendment

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.

Amendment 230

Proposal for a directive

Annex III – point 14 – paragraph 3 – point 2 a (new)

Text proposed by the Commission

Amendment

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

Amendment 231

Proposal for a directive

Annex III – point 15 – paragraph 2 – point 1 – paragraph 1

Text proposed by the Commission

Driving licences shall not be issued to or renewed for applicants or drivers who ***are dependent on*** psychotropic substances or ***who are not dependent on such substances but regularly abuse them***, whatever category of licence is requested.

Amendment

Driving licences shall not be issued to or renewed for applicants or drivers who ***make use of*** psychotropic substances or ***narcotics or***, whatever category of licence is requested.

Amendment 232

Proposal for a directive

Annex III – point 15 – paragraph 2 – point 2 – paragraph 1

Text proposed by the Commission

Driving licences shall not be issued to, or renewed for, applicants or drivers who ***regularly use*** psychotropic substances, ***in whatever form, which can hamper*** 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.

Amendment

Driving licences shall not be issued to, or renewed for, applicants or drivers who ***abuse or make regular use of*** psychotropic substances ***if the quantity taken is such as to influence*** the ability to drive. 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.

Amendment 233

Proposal for a directive

Annex III – point 15 – paragraph 2 – point 3

Text proposed by the Commission

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

Amendment

(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.

definition of this group ***and may establish temporary requirements and, where appropriate, restrictions on driving.***

Amendment 234

Proposal for a directive

Annex IV – Part 1 – point 3 – point g a (new)

Text proposed by the Commission

Amendment

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

Amendment 235

Proposal for a directive

Annex IV – Part 4 – point 1 – point e

Text proposed by the Commission

Amendment

(e) The work of driving examination shall be monitored and supervised by ***a*** body authorised by the Member State, to ensure correct and consistent application of assessment.

(e) The work of driving examination shall be monitored and supervised by ***an independent*** body authorised by the Member State, to ensure correct and consistent application of assessment.

Amendment 236

Proposal for a directive

Annex IV – Part 4 – point 2 – point a – point i – indent 1

Text proposed by the Commission

Amendment

– maintain and refresh the necessary knowledge ***and*** examining skills;

– maintain and refresh the necessary knowledge, examining ***and communication*** skills;

Amendment 237

Proposal for a directive

Annex IV – Part 5 – point 1

Text proposed by the Commission

(1) Member States may allow persons authorised to conduct driving tests immediately before the ***provisions of Directive 2006/126/EC came*** into force ***to*** 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.

Amendment

(1) Member States may allow persons authorised to conduct driving tests immediately before the ***entry*** into force ***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.

EXPLANATORY STATEMENT

Background to the proposal

Road safety has been a major pillar of European Union transport legislation for some twenty years. Chiefly as a result of the efforts undertaken by the authorities over this period, the number of deaths on the EU's roads has been cut significantly, from 51 400 in 2001 to 19 800 in 2021. While these figures may look positive, they still fall well short of the initial target of reducing deaths by 75% between 2001 and 2020.

Moreover, this downward trend in the number of EU road deaths has become somewhat less pronounced recently, and in 2021 the number of victims rose by 6% on the previous year, a figure that should be nonetheless be seen in the light of the COVID-19 pandemic.

The statistics from recent years therefore called for renewed efforts to improve new road safety. In 2017 the EU transport ministers, meeting in Valletta, took note of these figures on deaths and serious injuries, which were incompatible with the EU's long-term objectives. The informal meeting culminated in the signing of a declaration calling on the European Commission to take political initiatives for the decade 2020 from 2030 with a view to cutting numbers of deaths and better protecting road users, especially the most vulnerable among them (cyclists and pedestrians), who make up the greatest proportion of road deaths.

In its Sustainable and Smart Mobility Strategy of 2020, the Commission reiterated the target of zero fatalities by 2050 (the 'Vision Zero' objective) and announced that it would submit a revision of the Driving Licence Directive. In October 2021, meanwhile, the European Parliament adopted a resolution on road safety from 2021 to 2030, calling on the Commission to further promote road safety, notably through higher standards on driver training.

The proposal for the third revision of Directive 2006/126/EC on driving licences [COM (2023) 0127] formed part of the 'road safety package' published in March 2023, which contained three interdependent pieces of legislation. The other two proposals concerned the Union-wide effect of driving disqualifications [COM (2023) 128] and the cross-border exchange of information on road-safety-related traffic offences [amending Directive (EU) 2015/413].

Content of the proposal

The proposal builds on the objectives of the existing directive, namely to improve road safety and facilitate free movement, while catering for the need for greater sustainability and a digital transition in road transport.

The Commission wishes to improve drivers' skills and knowledge by amending the rules on training, testing and probationary periods, particularly with regard to new technologies.

The proposal also addresses the issue of dangerous behaviour on the road, particularly by novice drivers.

It also aims to ensure that drivers are physically and mentally fit to take the wheel of a car by introducing stricter medical procedures throughout the European Union.

It further tackles obstacles that applicants for or holders of driving licences may face, particularly difficulties posed in driving tests by insufficient language skills or the lapsing of certain entitlements owing to a change of residence within the EU.

Lastly the proposal aims to help the EU to meet its climate targets.

Rapporteur's position

At a time when the EU is behind schedule in meeting its stated aim of 'Vision Zero' by 2050,

strong and binding measures are needed to combat road accidents over the next few years. Road safety is a major concern for us all, including young people. That is why the Member States should include lessons on road safety and alternative forms of mobility in secondary-school curricula. The issue of the affordability of driving licences also needs to be addressed. The rapporteur would like to see a points-based licence system introduced throughout the entire European Union. The establishment of such a scheme, coupled with effective enforcement measures, has the potential to slash the number of accidents and deaths on our roads. Most EU countries have introduced such a system at national level, and the rapporteur believes there is ample justification for extending it to all Member States.

Speed is a very important factor in causing road crashes and fatalities. Indeed, 30% of accidents are attributable at least in part to drivers' breaching the speed limit. This is why the rapporteur is proposing speed limits that vary according to the category of driving licence held by drivers, a factor that reflects their vehicles' likelihood of being involved in an accident.

Heavy passenger vehicles (SUVs) are also more prone to collisions than light passenger cars. Given that increasingly large and heavy cars are being placed on the EU's roads, a category B licence is no longer suitable for driving them. The rapporteur therefore wishes to establish a new category of driving licence – category B+, for cars weighing over 1.8 tonnes – which could be obtained by applicants of 21 years or older only and after a two-year probationary period after gaining a category B licence.

The category B driving licence would thus entitle an individual to drive a private car of a maximum weight of 1.8 tonnes. Exemptions could be granted, however, for professional reasons or special purposes (to drive emergency vehicles, for example).

Furthermore, European and national statistics clearly show that young people are disproportionately prone to road accidents. The rapporteur therefore believes that the flexibility in the current directive and the proposal enabling the Member States to lower the minimum age for certain categories of driving licence should be removed. Although accompanied driving should be encouraged throughout the European Union, the rapporteur is not in favour of the proposed provisions on it since they are inconsistent with the idea of a uniform minimum age for obtaining a driving licence.

The rapporteur also suggests raising the minimum age for the A1 driving licence.

She also believes that non-commercial driving licences should continue to be valid for a maximum of 10 years. Given the need to combat road accidents among novice drivers, the administrative validity of their licences should be reduced to a maximum of two years, after which time they will be required to attend a refresher course on how to behave while driving. The administrative validity of licences for drivers aged 60 or over should also be reduced to ensure that they are fully fit to drive.

Drivers' mental and physical health is a further issue of crucial importance in road safety. This is why the rapporteur is against the Commission's proposal for the self-assessment of driver fitness. A medical examination should be compulsory for anyone taking a driving test or renewing a driving licence.

The rapporteur calls for specific measures on speed limits for novice drivers and encourages the Member States to establish stricter rules for them, for example in respect of night driving, the accrual of penalty points or the loss of points on their licences.

The rapporteur would also like to see the introduction of a harmonised EU-wide framework covering both instructors and training for candidates.

She also suggests placing particular emphasis on the safety of vulnerable road users and on eco-driving. Lastly, she hopes that tests will be long enough to properly assess the aptitude of each candidate

ANNEX: ENTITIES OR PERSONS FROM WHOM THE RAPPORTEUR HAS RECEIVED INPUT

Pursuant to Article 8 of Annex I to the Rules of Procedure, the rapporteur declares that she has received input from the following entities or persons in the preparation of the report, until the adoption thereof in committee:

Entity and/or person
European Cyclists' Federation
Polis
European Transport Safety Council (ETSC)
Fédération internationale de l'automobile
European Disability Forum
EFA-EU European Driving Schools Association
International Road Transport Union
Samaritan International
UITP – International Association of Public Transport
AGE Platform Europe
European Union of General Practitioners
European Transport Workers' Federation
European Council of Optometry and Optics
epicenter.works – Plattform Grundrechtspolitik
European Transport Safety Council
Car Rental Coalition

The list above is drawn up under the exclusive responsibility of the rapporteur.

PROCEDURE – COMMITTEE RESPONSIBLE

Title	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		
References	COM(2023)0127 – C9-0035/2023 – 2023/0053(COD)		
Date submitted to Parliament	1.3.2023		
Committee responsible Date announced in plenary	TRAN 17.4.2023		
Committees asked for opinions Date announced in plenary	IMCO 17.4.2023	LIBE 17.4.2023	
Not delivering opinions Date of decision	IMCO 28.3.2023	LIBE 27.4.2023	
Rapporteurs Date appointed	Karima Delli 3.5.2023		
Discussed in committee	27.6.2023	18.9.2023	26.10.2023
Date adopted	7.12.2023		
Result of final vote	+: 22 -: 21 0: 2		
Members present for the final vote	José Ramón Bauzá Díaz, Izaskun Bilbao Barandica, Karolin Braunsberger-Reinhold, Marco Campomenosi, Jakop G. Dalunde, Karima Delli, Mario Furore, Isabel García Muñoz, Jens Gieseke, Elena Kountoura, Bogusław Liberadzki, Peter Lundgren, Elżbieta Katarzyna Łukacijewska, Tilly Metz, Cláudia Monteiro de Aguiar, Caroline Nagtegaal, Tomasz Piotr Poręba, Bergur Løkke Rasmussen, Dominique Riquet, Thomas Rudner, Vera Tax, Barbara Thaler, István Ujhelyi, Achille Variati, Petar Vitanov, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Kosma Złotowski		
Substitutes present for the final vote	Tom Berendsen, Sara Cerdas, Leila Chaibi, Maria Grapini, Ondřej Kovařík, Ljudmila Novak, Dorien Rookmaker, Nicolae Ștefănuță, Kathleen Van Brempt		
Substitutes under Rule 209(7) present for the final vote	Pascal Arimont, Andreas Glück, Katrin Langensiepen, Andželika Anna Możdżanowska, Wolfram Pirchner, Antonio Maria Rinaldi, Eugen Tomac, Tom Vandenkendelaere		
Date tabled	11.1.2024		

FINAL VOTE BY ROLL CALL IN COMMITTEE RESPONSIBLE

22	+
ID	Marco Campomenosi, Antonio Maria Rinaldi
Renew	José Ramón Bauzá Díaz, Izaskun Bilbao Barandica, Caroline Nagtegaal, Bergur Løkke Rasmussen, Dominique Riquet
S&D	Sara Cerdas, Isabel García Muñoz, Maria Grapini, Vera Tax, István Ujhelyi, Kathleen Van Brempt, Achille Variati, Petar Vitanov
The Left	Leila Chaibi, Elena Kountoura
Verts/ALE	Jakop G. Dalunde, Karima Delli, Katrin Langensiepen, Tilly Metz, Nicolae Ștefănuță

21	-
ECR	Peter Lundgren, Andżelika Anna Mozdżanowska, Tomasz Piotr Poręba, Dorien Rookmaker, Kosma Złotowski
PPE	Pascal Arimont, Tom Berendsen, Karolin Braunsberger-Reinhold, Jens Gieseke, Elżbieta Katarzyna Łukacijewska, Cláudia Monteiro de Aguiar, Ljudmila Novak, Wolfram Pirchner, Barbara Thaler, Eugen Tomac, Tom Vandenkendelaere, Elissavet Vozemberg-Vrionidi, Lucia Vuolo
Renew	Andreas Glück, Ondřej Kovařík
S&D	Thomas Rudner

2	0
NI	Mario Furore
S&D	Bogusław Liberadzki

Key to symbols:

+ : in favour

- : against

0 : abstention