

**Question for written answer E-002700/2021
to the Commission**

Rule 138

Andreas Glück (Renew)

Subject: Taking account of the needs of persons with disabilities in the revision of the third Driving Licence Directive

The EU's Strategy for the Rights of Persons with Disabilities 2021-2030 sets out, among other things, that access to mobility is a prerequisite for full participation in society.

The EU's Sustainable and Smart Mobility Strategy aims to make this achievable and accessible for everyone, particularly for persons with disabilities.

In 2018, Directive (EU) 2018/645 amended Directive 2006/126/EC (the Driving Licence Directive). Article 2(2) of Directive (EU) 2018/645 enables the Member States to require only a category B driving licence for freight transport by light-duty vehicles with a maximum authorised mass above 3.5 but not exceeding 4.25 tonnes. However, vehicles for persons with disabilities which, when combined with an electric wheelchair, would cause the permitted weight to be exceeded, are not regulated.

In reality, the combined weight of alternatively-fuelled vehicle propulsion and mobility aids is often higher than the maximum 3.5 tonnes which is generally permitted. Persons with disabilities are thus de facto excluded from using alternatively-fuelled light-duty vehicles with a 'normal' driving licence.

1. Was the Commission aware of this situation during the negotiations on Directive (EU) 2018/645, and what trade-offs led to the provision referred to?
2. Will the Commission introduce amendments to the current definitions of the category B driving licence in connection with the authorised total weight in the course of the ongoing revision of the third Driving Licence Directive in order to take into account the needs of persons with disabilities?