

**Priority question for written answer P-005311/2020  
to the Commission**

Rule 138

**Sven Schulze (PPE)**

Subject: Reasons for complexity in current EU law on driving licences where trailers are involved

The EU directives on driving licences (91/439/EEC, 2006/126/EC) have made travelling with trailers with a permissible mass of up to 3.5 t considerably more complicated. This has led to confusion among citizens, unnecessary outlay for acquiring additional driving qualifications, and jobs being put at risk.

The holder of a category B licence may not exceed a permissible combined mass (towing vehicle + trailer) of 3 500 kg when travelling with a braked trailer. This means that the larger, more powerful and safer the towing vehicle is, the smaller the trailer must be. With the B96 licence, which has been available since 2013, this is extended to 4 250 kg, but the licence appears to be rarely accepted across the EU. This leaves the much more expensive BE trailer licence. Accident statistics and analyses show that trailers are seldom involved in accidents causing harm to persons. There is an urgent need for removing the red tape and making the law on driving licences more logical.

One possible solution might be to extend the category B licence to a permissible combined mass of at least 4 250 kg alongside expanding the practical and theoretical driving licence training to include a module on trailers.

1. What is the factual reason for the complexity of the current EU law on driving licences with regard to travelling with Class 01 and 02 trailers?
2. What steps will the Commission take to combat the loss of jobs at manufacturers in rural areas as a result of the excessively bureaucratic rules on driving licences?