



2023/0053(COD)

19.7.2023

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DRAFT 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 Article 294(3) of the Treaty on the Functioning of the European Union,
 - having regard to Rules 59 and 40 of its Rules of Procedure,
 - having regard to the report of the Committee on Transport and Tourism (A9-0000/2023),
1. Adopts its position at first reading hereinafter set out;
 2. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

Amendment 1

Proposal for a directive Recital -1 (new)

Text proposed by the Commission

Amendment

(-1) Road safety has been one of the key elements in EU transport law for the last two decades and the EU is committed with its "Vision Zero" goal to no traffic-related fatalities by 2050, as reiterated by 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 new road safety policy framework for the decade after 2020 and to explore the strengthening of the EU's road safety legal framework ensuring fewer deaths, and enhancing the protection of road users, in particular vulnerable ones, who are most often the victims.

Or. en

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 significantly below the EU 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. The external cost of road crashes in the EU represents around 2% of its annual GDP. The situation requires a new impetus and more determined action in all fronts to improve road safety and comply with the set targets.

Or. en

Amendment 3

Proposal for a directive Recital 1

Text proposed by the Commission

(1) The rules on driving licences are essential elements of the common transport policy, contribute to improving road safety, and facilitate the free movement of persons taking up residence in a Member State other than the one issuing the licence. ***Given the importance of individual means of transport,*** possession of a driving licence duly recognised by a host Member State ***promotes and*** facilitates free movement and freedom of establishment of persons. Similarly, any unlawful obtaining of such a document or the right to drive, or the loss of a rightfully gained driving licence by way of unlawful conduct, affects not only the Member State in which such violations were committed but also road safety throughout the Union.

Amendment

(1) The rules on driving licences are essential elements of the common transport policy, contribute to improving road safety, ***can foster energy efficiency*** and facilitate the free movement of persons taking up residence in a Member State other than the one issuing the licence. Possession of a driving licence duly recognised by a host Member State facilitates free movement and freedom of establishment of persons. Similarly, any unlawful obtaining of such a document or the right to drive, or the loss of a rightfully gained driving licence by way of unlawful conduct, affects not only the Member State in which such violations were committed but also road safety throughout the Union.

Or. en

Amendment 4

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, 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.

Or. en

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.

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

⁵³ Regulation (EU) 2016/679 of the

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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).

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. 37–47 E-Privacy Directive, which would cover the digital (mobile) driving licences.

Or. en

Justification

E-Privacy Directive, which would cover the digital (mobile) driving licenses. See EDPS opinion paragraph 8.

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 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.

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 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.

Or. en

Justification

EDPS, paragraph 25. Already primary law (Art. 8 Charter of Fundamental Rights) requires that personal data is processed for "specified purposes".

Amendment 7

Proposal for a directive

Recital 10

Text proposed by the Commission

(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.

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 issued within the Union. In order to facilitate digital transformation mobile driving licences should be issued as default from [date-of-adoption+**four** years], without prejudice to the applicant's right to acquire either a physical one or both at the same time **or at a later stage. The physical licence should be delivered within two weeks of its being requested.**

Or. en

Amendment 8

Proposal for a directive

Recital 11

Text proposed by the Commission

(11) The mobile driving licence should

Amendment

(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 provided that they are issued by the same Member State.

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, ***in particular the electronic signature of the issuing authority***. That additional data should be different in case a person holds several mobile driving licences, which is possible provided that they are issued by the same Member State.

Or. en

Amendment 9

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. 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-emission vehicles.

Or. en

Amendment 10

Proposal for a directive Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) Obtaining a driving licence is potentially of major importance in fulfilling the mobility needs of millions of European citizens, particularly in rural areas or mobility needs of persons with reduced mobility, nevertheless in some instances its affordability is a barrier. National and regional authorities are thus encouraged to set up targeted financial schemes to make it affordable for those citizens in need and without a realistic alternative, to prevent increased mobility poverty.

Or. en

Amendment 11

Proposal for a directive Recital 14

Text proposed by the Commission

Amendment

(14) Driving licences should be categorised according to the types of vehicles they provide the right to drive to. This should be done in a clear and coherent manner and in full respect of the technical characteristics of the vehicles concerned and the skills needed to drive them.

(14) Driving licences should be categorised according to the types of vehicles they provide the right to drive to. This should be done in a clear and coherent manner and in full respect of the technical characteristics of the vehicles concerned, ***according to essential aspects of road safety such as mass and speed***, and the skills needed to drive them.

Or. en

Amendment 12

Proposal for a directive Recital 15

Text proposed by the Commission

(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 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) 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, persons with reduced mobility, regardless of their ability to drive a vehicle, need to enjoy their mobility rights in order to prevent a form of transport poverty. Giving effect to those mobility rights could entail the use of adapted individual or collective vehicles, including special features or equipment.*** 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 ***and a degree of flexibility should be envisaged for specific vehicles, such as ambulances.***

Or. en

Amendment 13

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

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.

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.

Or. en

Amendment 14

Proposal for a directive Recital 16 a (new)

Text proposed by the Commission

Amendment

(16a) In order to ensure widespread comprehensive knowledge of driving rules and safety measures such as seat belts and helmet use, and in particular the safe interaction of vulnerable road users, such as pedestrians or cyclists, with motorised vehicles, Member States should introduce in their mandatory school curricula, no later than in secondary education, a minimum amount of road safety instruction. That road safety instruction should include adequate information on mobility alternatives for different types of journeys and the health and environmental impacts of such choices, with particular emphasis on the benefits of active mobility.

Or. en

Amendment 15

Proposal for a directive Recital 16 b (new)

Text proposed by the Commission

Amendment

(16b) Young drivers are in general less

risk averse and are statistically more subject to road accidents and fatalities. Together with driving experience, the intellectual and psychological maturity of adult drivers is an important factor in adequately judging and minimising the risks associated with driving. Setting an adequate minimum age for licences in each category, both for particular and professional driving, together with particular restrictions and stricter conditions for novice drivers regarding inter alia speed and alcohol limits, is an essential element in the achievement of "Vision Zero".

Or. en

Amendment 16

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, *such as the B+ category* - and equivalences between categories should be established, *including a minimum period of experience before eligibility*. 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.

Or. en

Amendment 17

Proposal for a directive Recital 17 a (new)

(17a) The heavy passenger cars and pick ups (SUVs) are not only taking up more space and are less energy efficient, consequently consuming more fuel and producing a higher level of emissions but, in terms of road safety, they are more likely to be subject to collisions than light passenger cars, with far more serious consequences. As initially designed, the B category licence is not completely suitable for the heaviest passenger cars. A new driving licence category – the B+ category - should therefore be established for cars, as well N1 vans, weighing more than 1 800 kg. Drivers should only be eligible for this this licence category after gaining a minimum period of experience within the context of their category B licences. However, the current B category driving licence would allow a driver to drive a passenger car of up to 1,8 tonnes, which is still the vast majority of private vehicles available on the market, even with electric batteries. However, exemptions for professional or special usage reasons, should be possible, particularly in order to promote fleet renewal leading to a shift to zero emission vehicles, since such a shift might make further training or certification of drivers necessary.

Or. en

Amendment 18

Proposal for a directive Recital 17 b (new)

(17b) Speed is a very important factor when it comes to road crashes and fatalities, as 30 % of road accidents involve speeding. A staged approach

regarding speed limitations on driving licences, both for cars and motorcycles, can positively contribute to reduce the number of fatalities and the severity of the accidents overall.

Or. en

Amendment 19

Proposal for a directive Recital 18

Text proposed by the Commission

(18) On the grounds of road safety, it is necessary to lay down the minimum requirements for the issue of a driving licence. Standards for driving tests and licensing should be harmonised. To that end, the knowledge, skills and behaviour connected with driving power-driven vehicles should be specified, the driving test should be based on these concepts and the minimum standards of physical and mental fitness for driving such vehicles should be specified.

Amendment

(18) On the grounds of road safety, it is necessary to lay down the minimum requirements for the issue of a driving licence. Standards for driving tests and licensing should be harmonised, ***including both theoretical and practical tests for each category.*** To that end, the knowledge, skills and behaviour connected with driving power-driven vehicles should be specified, the driving test should be based on these concepts and ***be of appropriate and sufficient duration to enable the different competences to be duly examined. In addition,*** the minimum standards of physical and mental fitness for driving such vehicles should be specified. ***Theoretical training and exams should incorporate knowledge requirements on the existence of modal choice with alternatives to private car in certain journeys, alongside the environmental and health impact of such choices, as well as the existence of Urban Vehicle Access Restrictions and Low Emission Zones.***

Or. en

Amendment 20

Proposal for a directive Recital 18 a (new)

Text proposed by the Commission

Amendment

(18a) It is important that before being granted a driving licence in any category, candidates successfully complete theoretical and practical tests, demonstrating that they have sufficient knowledge and a proven degree of expertise. Driver trainers should be required to fulfil strict minimum education and competency requirements and in particular to demonstrate appropriate communication skills. They should be required to complete initial training, including hazard perception training, and to attend periodic training to update their knowledge and skills. Training by a qualified instructor who can certify, among others, notions of first aid and eco-driving remains a logical approach in terms of road safety, as well as energy saving and emissions avoidance. Such instruction is crucial in order to ensure that candidates pay due attention to, and interact safely with vulnerable road users. Such instruction should include the proper use of direction indicators and minimising danger, also when alighting from vehicles. It is therefore necessary to establish on a Union wide basis a minimum number of hours of driving instruction and to define quality standards for types of training based on competences that candidates have to acquire. Training should encourage young learners to think about their limitations as a road user, their motives for wanting to learn to drive or ride a vehicle, their attitude to safety and the specific risks they face, in line with the Goals for a Driver Education (GDE) matrix. Training ahead of both theoretical and practical tests is therefore desirable and could help ensure and certify certain

aptitudes, behaviours or specific knowledge can result in saved lives.

Or. en

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 should coincide with a renewal of driving licences.

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 coincide with a renewal of driving licences.

Or. en

Amendment 22

Proposal for a directive

Recital 20

Text proposed by the Commission

(20) In order to ensure uniform rights across the Union, taking into account also considerations of road safety, driving

Amendment

(20) In order to ensure uniform rights across the Union, taking into account also considerations of road safety, driving

licences of categories AM, A1, A2, A, B1 and B should have an administrative validity of **15** years, while categories C, CE, C1, C1E, D, DE, D1 and D1E shall have an administrative validity of five years. Member States should be allowed to define shorter period in exceptional cases, as defined by this Directive.

licences of categories AM, A1, A2, A, B1, **B** and B+ should have an administrative validity of **10** years, while categories C, CE, C1, C1E, D, DE, D1 and D1E shall have an administrative validity of five years. Member States should be allowed to define shorter period in exceptional cases, as defined by this Directive.

Or. en

Amendment 23

Proposal for a directive Recital 20 a (new)

Text proposed by the Commission

Amendment

(20a) Refresher courses for experienced drivers can only have a positive impact on road safety, resulting in updating skills and incorporating knowledge of state-of-the-art technologies and advanced driver assistance systems, as well as latest regulatory framework on Urban Vehicle Access Restrictions and Low Emission Zones. In certain circumstances, the confirmation or renewal of a driving licence should be associated with additional procedures. For example, novice drivers at the end of their probationary period and drivers applying for renewal, who are suffering from a chronic disease or are over 60 years of age, could be required to undergo additional medical examinations or an instruction and fitness-to-drive certification session.

Or. en

Amendment 24

Proposal for a directive Recital 23

Text proposed by the Commission

(23) For reasons connected with road safety, Member States should be able to apply their national provisions on the withdrawal, suspension, renewal and cancellation of driving licences to all licence holders having acquired normal residence in their territory.

Amendment

(23) For reasons connected with road safety, Member States should be able to apply their national provisions on the withdrawal, suspension, renewal and cancellation of driving licences, ***as well as their demerit point systems***, to all licence holders having acquired normal residence in their territory.

Or. en

Amendment 25

**Proposal for a directive
Recital 23 a (new)**

Text proposed by the Commission

Amendment

(23a) Demerit point systems^{1a} are known to reduce collisions and deaths when coupled with increased enforcement, effective follow-up and communication campaigns. Their introduction together with such implementation measures has resulted in a decrease of between 15 to 20 % in the number of collisions, deaths and injuries. The move from pre-existing systems, based on pay-to-comply logic, to those based on demerit points clearly contributed to the decreasing trend of road deaths in Member States where data is available. In particular, the demerit system appeared to be more effective than pre-existing systems in bringing about the necessary behavioural changes among those with greater financial means. It also avoided social inequalities resulting from the greater ability of offenders from higher socioeconomic groups to pay fines rather than face non-financial penalties, such as disqualification. An EU-wide demerit point system should be established, building up on the Member States' own systems with the creation of

equivalences.

*^{1a} Van Schagen I., Machata K. (2012),
The BestPoint Handbook: Getting the best
out of a Demerit Point System. EU funded
project, <https://bit.ly/3y9YqmL>*

Or. en

Amendment 26

Proposal for a directive Recital 27

Text proposed by the Commission

(27) “Driving licence tourism”, namely the practice of changing residence for the purpose of acquiring a new driving licence, in order to circumvent the effects of a driving disqualification imposed in another Member State, is a wide-spread phenomenon, which has a negative effect on road safety. Drivers should not be exempted from requirements imposed on them to recover their right to drive or their driving licence, by changing their residence. ***At the same time it should be clarified that any conduct from the part of the citizens should only lead to an indefinite ban from driving where it is duly justified, and that such a decision should only have an effect limited to the territory of the Member State that issued it.***

Amendment

(27) “Driving licence tourism”, namely the practice of changing residence for the purpose of acquiring a new driving licence, in order to circumvent the effects of a driving disqualification imposed in another Member State, is a wide-spread phenomenon, which has a negative effect on road safety. Drivers should not be exempted from requirements imposed on them to recover their right to drive or their driving licence, by changing their residence. ***A common demerit point system, properly enforced across borders, and combined with the [proposal for directive on EU-wide driving disqualifications] can positively contribute to tackling difficulties in enforcement and avoid situations where relevant offences which pose road safety risks are cumulated in different Member States without any real effect on or behavioural change by the offender.***

Or. en

Amendment 27

Proposal for a directive Recital 28

Text proposed by the Commission

Amendment

(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 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. *deleted*

Or. en

Amendment 28

Proposal for a directive Recital 29

Text proposed by the Commission

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 category C driving licences and their prerequisite B category licences. *deleted*

Or. en

Amendment 29

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 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 ***or drugs, speeding or using unauthorised vehicles***. 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 ***extending those restrictions or increased penalties to all drivers, or imposing*** any other restrictions, ***also*** on novice drivers, Member States should be allowed to freely implement additional rules in their territory.

Or. en

Amendment 30

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

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 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.

driving licence applicants and achieving greater harmonisation of driving tests. ***Minimum standards for instructors and their training, as well as for minimum instruction requirements, including aspects such as first-aid, eco-driving and safe interaction with vulnerable road users, should also be established.*** 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.

Or. en

Amendment 31

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 this does not entail additional road safety risks.***

Or. en

Amendment 32

Proposal for a directive Recital 33

Text proposed by the Commission

(33) Member States should assist each other in the implementation of this Directive. Where possible they should use the EU driving licence network in order to provide such assistance. The EU driving licence network, commonly referred to as ‘RESPER’ is a hub for the exchange of information between national authorities responsible for issuing driving licences and facilitating the implementation of this Directive.

Amendment

(33) Member States should assist each other in the implementation of this Directive. Where possible they should use the EU driving licence network in order to provide such assistance. The EU driving licence network, commonly referred to as ‘RESPER’ is a hub for the exchange of information between national authorities responsible for issuing driving licences and facilitating the implementation of this Directive, ***including the timely exchange of demerit points related to offences in different Member States.***

Or. en

Amendment 33

Proposal for a directive Recital 34

Text proposed by the Commission

(34) The EU driving licence network aims to guarantee the recognition of documents and acquired rights originating in Member States, combat document fraud, avoid the issuance of multiple licences and facilitate the enforcement of driving disqualifications. In particular, Member States should be given the possibility to systematically verify that the reasons, that led to any previously imposed restrictions, suspensions, withdrawals or cancellations of a driving licence or the right to drive, have disappeared. The use of RESPER for the implementation of other acts of the Union should only be permitted as long as those uses are explicitly provided for by this Directive.

Amendment

(34) The EU driving licence network aims to guarantee the recognition of documents and acquired rights originating in Member States, combat document fraud, avoid the issuance of multiple licences and facilitate the enforcement of driving disqualifications. ***It should also from now on ensure the timely exchange of demerit points related to offences in different Member States.*** In particular, Member States should be given the possibility to systematically verify that the reasons, that led to any previously imposed restrictions, suspensions, withdrawals or cancellations of a driving licence or the right to drive, have disappeared. The use of RESPER for the implementation of other acts of the

Union should only be permitted as long as those uses are explicitly provided for by this Directive.

Or. en

Amendment 34

Proposal for a directive

Recital 35

Text proposed by the Commission

(35) In order to enable the preparation of meaningful reports on the implementation of this Directive, the Commission should receive information on a yearly basis regarding 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

(35) In order to enable the preparation of meaningful reports on the implementation of this Directive, the Commission should receive information on a yearly basis regarding 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, ***as well as on the trends regarding demerit points, including the exchange of information in their regard, and the enforcement thereof.***

Or. en

Amendment 35

Proposal for a directive

Recital 36

Text proposed by the Commission

(36) In order to achieve the objectives of this Directive, in particular to adjust its Annexes to any technical, operational or scientific developments, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission in respect of amending Parts A, B and D of Annex I that governs the specifications of physical driving licences; amending Part C of Annex I that lays down the

Amendment

(36) In order to achieve the objectives of this Directive, in particular to adjust its Annexes to any technical, operational or scientific developments, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission in respect of amending Parts A, B and D of Annex I that governs the specifications of physical driving licences; amending Part C of Annex I that lays down the

specifications for mobile driving licences; amending Part E of Annex I that governs the rules on the applicable national and Union codes; amending Annexes II, III, V and VI specifying certain minimum requirements concerning the issuance, validity and renewal of driving licences; and amending Annex IV laying down the minimum standards for examiners. Such empowerment should be granted for a period of five years, given the fact that technical, operational and scientific developments in the matters governed by these Annexes occur on a frequent basis. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making⁵⁶. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

⁵⁶ OJ L 123, 12.5.2016, p. 1.

specifications for mobile driving licences; amending Part E of Annex I that governs the rules on the applicable national and Union codes; amending Annexes II, III, V and VI specifying certain minimum requirements concerning the issuance, validity and renewal of driving licences; and amending Annex IV laying down the minimum standards for examiners, *as well as Annex VIa on minimum instruction requirements*. Such empowerment should be granted for a period of five years, given the fact that technical, operational and scientific developments in the matters governed by these Annexes occur on a frequent basis. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making⁵⁶. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

⁵⁶ OJ L 123, 12.5.2016, p. 1.

Or. en

Amendment 36

Proposal for a directive Recital 38

Text proposed by the Commission

(38) In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be

Amendment

(38) In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be

conferred on the Commission to specify interoperability features and security measures applicable to the QR codes introduced on physical driving licences; provisions related to interoperability, security and testing of mobile driving licences; the extension of the period of administrative validity of driving licences across the Union in case of a crisis; the ***content of the self-assessment on physical and mental fitness to be conducted for drivers of group 1***; the conditions of the exchange of driving licences from third countries for driving licences issued by Member States without recording the fact of exchange on the driving licence; as well as interoperability between national systems connected to the EU driving licence network and the protection of personal data exchanged in that context. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council⁵⁷.

conferred on the Commission to specify interoperability features and security measures applicable to the QR codes introduced on physical driving licences; provisions related to interoperability, security and testing of mobile driving licences; the extension of the period of administrative validity of driving licences across the Union in case of a crisis; the conditions of the exchange of driving licences from third countries for driving licences issued by Member States without recording the fact of exchange on the driving licence; as well as interoperability between national systems connected to the EU driving licence network and the protection of personal data exchanged in that context. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council⁵⁷.

⁵⁷ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

⁵⁷ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

Or. en

Amendment 37

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 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 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, ***including a demerit point system;***

Or. en

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 in Annex I, Part A, point 5.3. to Regulation (EU) No 2018/858;

Or. en

Amendment 40

Proposal for a directive

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

Text proposed by the Commission

Amendment

(11b) "vulnerable road users" means non-motorised road users, including, in particular, cyclists and pedestrians, as

well as users of powered two-wheelers and users of personal mobility devices;

Or. en

Justification

RISM Directive definition 2019/1936, with additional inclusion to personal mobility devices (eScooters).

Amendment 41

**Proposal for a directive
Article 2 – paragraph 1 – point 12 a (new)**

Text proposed by the Commission

Amendment

(12a) ‘demerit point system’ means a comparable system that quantitatively assigns or detracts penalty points cumulatively and results in additional consequences when the level of repeat offending has resulted in a certain number of penalty points being collected or lost, with particular conditions for novice drivers, and which can lead to a driving disqualification;

Or. en

Amendment 42

**Proposal for a directive
Article 3 – paragraph 5**

Text proposed by the Commission

Amendment

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.

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. ***In the event of a subsequent request for a physical licence by the holder of a mobile driving licence***

occurring at a moment later in time, the physical version shall be provided no later than two weeks from the date of the request.

Or. en

Amendment 43

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. ***Any data stored on that microchip shall only be retained until the end of the validity period of the driving licence.***

Or. en

Justification

EDPS opinion, paragraph 26.

Amendment 44

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

These applications ***may*** 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, ***or may be independent of***

the European Digital Identity Wallet, at the free choice of the applicant.

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).

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).

Or. en

Justification

EDPS opinion paragraph 24. .

Amendment 45

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.

Or. en

Amendment 46

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***

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 ***has not been informed***

notification only for the purpose of responding to the verification request.

of the verification request.

Or. en

Justification

Aligned with Article 4(7). The Digital Covid Certificate e.g. can be verified by checking the authenticity of its electronic signature without asking the issuing authority. If certificates are revoked, this is done through publishing a revocation list that only contains the identifier of the certificate, no other personal information, so nobody else can see which certificates have been revoked. Note that this goes further than EDPS para 21, but has already been done before (Digital Covid Certificate).

Amendment 47

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.

Or. en

Amendment 48

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,

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

including verification features and the interface with national systems. ***Those implementing acts shall also take into account the necessary requirements to ensure recognition by third country authorities.*** Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).

Or. en

Amendment 49

Proposal for a directive Article 6 – paragraph 1 – point a – indent 2

Text proposed by the Commission

— light quadricycles;

Amendment

— light quadricycles, ***with a maximum speed of not more than 45 km/h;***

Or. en

Amendment 50

Proposal for a directive Article 6 – paragraph 1 – point b – point i – indent 2 a (new)

Text proposed by the Commission

Amendment

- ***without prejudice to the speed limitation in each of the roads set by the national authorities, the absolute maximum allowed speed by Member States for drivers under category A1 shall not exceed 90 km/h;***

Or. en

Amendment 51

Proposal for a directive

Article 6 – paragraph 1 – point b – point ii – indent 1 a (new)

Text proposed by the Commission

Amendment

- ***without prejudice to the speed limitation in each of the roads set by the national authorities, the absolute maximum allowed speed by Member States for drivers under category A2 shall not exceed 100 km/h;***

Or. en

Amendment 52

Proposal for a directive

Article 6 – paragraph 1 – point b – point iii – indent 2 a (new)

Text proposed by the Commission

Amendment

- ***without prejudice to the speed limitation in each of the roads set by the national authorities, the absolute maximum allowed speed by Member States for drivers under category A shall not exceed 110 km/h;***

Or. en

Amendment 53

Proposal for a directive

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

Text proposed by the Commission

Amendment

heavy quadricycles.

heavy quadricycles ***with a maximum speed not exceeding 90 km/h;***

Or. en

Amendment 54

Proposal for a directive

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

Text proposed by the Commission

Category B1 is optional; in Member States which do not introduce this category of driving licence, a driving licence for category B shall be required to drive such vehicles;

Amendment

Category B1 is optional; in Member States which do not introduce this category of driving licence, a driving licence for category B *or B+* shall be required to drive such vehicles;

Or. en

Amendment 55

Proposal for a directive

Article 6 – paragraph 1 – point c – point i – indent 1 – paragraph 3

Text proposed by the Commission

Member States may also decide to introduce this category exclusively for the vehicles referred to in Article 9(4), first subparagraph, point (c), and under the conditions provided for in that paragraph. Where a Member State decides to do so they shall mark this fact on the driving licence by the use of Union code 60.03.

Amendment

deleted

Or. en

Amendment 56

Proposal for a directive

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

Text proposed by the Commission

— motor vehicles with a maximum authorised mass not exceeding **3 500** kg and designed and constructed for the carriage of no more than eight passengers in addition to the driver.

Amendment

— motor vehicles with a maximum authorised mass not exceeding **1 800** kg and designed and constructed for the carriage of no more than eight passengers in addition to the driver.

Amendment 57

Proposal for a directive

Article 6 – paragraph 1 – point c – point ii – indent 1 a (new)

Text proposed by the Commission

Amendment

- ***without prejudice to the speed limitation in each of the roads set by the national authorities, the absolute maximum allowed speed by Member States for drivers under category B shall not exceed 110 km/h;***

Or. en

Amendment 58

Proposal for a directive

Article 6 – paragraph 1 – point c – point ii – indent 2 – paragraph 2

Text proposed by the Commission

Amendment

Without prejudice to the provisions of type-approval rules for the vehicles concerned, motor vehicles in this category may be combined with a trailer with a maximum authorised mass exceeding 750 kg, provided that the maximum authorised mass of this combination does not exceed 4 250 kg. Where such a combination exceeds 3 500 kg, Member States shall, in accordance with the provisions of Annex V, require that this combination only be driven after:

deleted

- ***a training has been completed, or***
- ***a test of skills and behaviour has been passed.***

Or. en

not exceed 750 kg;

Without prejudice to the speed limitation in each of the roads set by the national authorities, the absolute maximum allowed speed by Member States for drivers under category B+ shall not exceed 130 km/h;

Without prejudice to the provisions of type-approval rules for the vehicles concerned, motor vehicles in this category may be combined with a trailer with a maximum authorised mass exceeding 750 kg, provided that the maximum authorised mass of this combination does not exceed 4 250 kg. Where such a combination exceeds 3 500 kg, Member States shall, in accordance with the provisions of Annex V, require that this combination only be driven after:

- a training has been completed, or*
- a test of skills and behaviour has been passed.*

Member States may also require both such a training and the passing of a test of skills and behaviour.

Member States shall indicate the entitlement to drive such a combination on the driving licence by means of the relevant Union code specified in Annex I, Part E.

Or. en

Amendment 62

Proposal for a directive

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

Text proposed by the Commission

— without prejudice to the provisions of type-approval rules for the vehicles concerned, combination of vehicles consisting of a tractor vehicle in category B

Amendment

— without prejudice to the provisions of type-approval rules for the vehicles concerned, combination of vehicles consisting of a tractor vehicle in category B

and a trailer or semi-trailer where the maximum authorised mass of the trailer or semi-trailer does not exceed 3 500 kg;

or B+ and a trailer or semi-trailer where the maximum authorised mass of the trailer or semi-trailer does not exceed 3 500 kg;

Or. en

Amendment 63

Proposal for a directive

Article 6 – paragraph 1 – point c – point v – indent 2

Text proposed by the Commission

— without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category B and its trailer or semi-trailer has an authorised mass of over 3 500 kg, provided that the authorised mass of the combination does not exceed 12 000 kg;

Amendment

— without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category B *or B+* and its trailer or semi-trailer has an authorised mass of over 3 500 kg, provided that the authorised mass of the combination does not exceed 12 000 kg;

Or. en

Amendment 64

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 no more than **22** passengers in addition to the driver and with a maximum length not exceeding 8 meters.

Or. en

Amendment 65

Proposal for a directive

Article 6 – paragraph 2 – subparagraph 2

Text proposed by the Commission

Member States may exclude from the application of this Directive types of vehicles used by, or under the control of, the armed forces and civil defence. They shall inform the Commission thereof.

Amendment

Member States may exclude from the application of this Directive types of vehicles used by, or under the control of, the armed forces and civil defence ***or civil protection***. They shall inform the Commission thereof. ***The exclusion shall be mutually recognised by the Member States.***

Or. en

Amendment 66

**Proposal for a directive
Article 7 – paragraph 1 – point a**

Text proposed by the Commission

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

Amendment

(a) 16 years for categories AM and B1;

Or. en

Amendment 67

**Proposal for a directive
Article 7 – paragraph 1 – point b**

Text proposed by the Commission

(b) 18 years for categories A2, B, BE, C1 and C1E;

Amendment

(b) 18 years for categories ***AI***, A2, B, BE, C1 and C1E;

Or. en

Amendment 68

**Proposal for a directive
Article 7 – paragraph 1 – point c – point i**

Text proposed by the Commission

(i) 20 years for motorcycles. However, access to the driving of motorcycles of this category shall be subject to a minimum of two years' experience on motorcycles under an A2 licence. ***The two years' experience requirement may be waived if the candidate is at least 24 years old;***

Amendment

(i) 20 years for motorcycles. However, access to the driving of motorcycles of this category shall be subject to a minimum of two years' experience on motorcycles under an A2 licence.

Or. en

Amendment 69

**Proposal for a directive
Article 7 – paragraph 1 – point c a (new)**

Text proposed by the Commission

Amendment

(ca) 21 years for the category B+;

Or. en

Amendment 70

**Proposal for a directive
Article 7 – paragraph 2 – introductory part**

Text proposed by the Commission

Amendment

2. Member States may raise ***or lower*** the minimum age for issuing a driving licence:

2. Member States may raise the minimum age for issuing a driving licence:

Or. en

Amendment 71

**Proposal for a directive
Article 7 – paragraph 2 – point a**

Text proposed by the Commission

Amendment

(a) for category AM **down to 14 years**
or up to 18 years;

(a) for category AM up to 18 years;

Or. en

Amendment 72

Proposal for a directive

Article 7 – paragraph 2 – point c – introductory part

Text proposed by the Commission

Amendment

(c) for category **A1** up to **18** years,
provided that both of the following
conditions are fulfilled:

(c) for category **A2** up to **20** years,
provided that both of the following
conditions are fulfilled:

Or. en

Amendment 73

Proposal for a directive

Article 7 – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(ca) for category A, up to 22 years;

Or. en

Amendment 74

Proposal for a directive

Article 7 – paragraph 2 – point d

Text proposed by the Commission

Amendment

**(d) for categories B and BE down to
17 years.**

deleted

Or. en

Amendment 75

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. ***Such instances shall be reported to the Commission.***

Or. en

Amendment 76

Proposal for a directive Article 9 – paragraph 1

Text proposed by the Commission

1. Driving licences for categories **BE, CI, C1E, C, CE, D1, D1E, D and DE** shall be issued only to drivers already entitled to drive vehicles in category B.

Amendment

1. Driving licences for categories **B+, CI, C, D1 and D** shall be issued only to drivers already entitled to drive vehicles in category B.

Or. en

Amendment 77

Proposal for a directive Article 9 – paragraph 1 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

Driving licences for categories BE, C1E, CE, D1E and DE shall be issued only to drivers already entitled to drive vehicles in

categories B or B+, C1, C, D1 and D respectively.

Or. en

Amendment 78

Proposal for a directive

Article 9 – paragraph 1 – subparagraph 1 b (new)

Text proposed by the Commission

Amendment

The B+ licence category can be obtained only after successful completion of the probationary period of two years of B licence category;

Or. en

Amendment 79

Proposal for a directive

Article 9 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) licences issued for category CE shall be valid for category DE as long as their holders are entitled to drive vehicles in category D;

deleted

Or. en

Amendment 80

Proposal for a directive

Article 9 – paragraph 2 – point c

Text proposed by the Commission

Amendment

(c) licences issued for category C1E or CE shall be valid for category D1E as long as their holders are entitled to drive

deleted

vehicles in category D1;

Or. en

Amendment 81

Proposal for a directive Article 9 – paragraph 2 – point e

Text proposed by the Commission

(e) licences issued for any category shall be valid for vehicles in category AM. However, for driving licences issued on its territory, a Member State may limit the equivalences for category AM to categories A1, A2 and A, if that Member State imposes a practical test as a condition for obtaining category AM;

Amendment

(e) licences issued for any category shall be valid for vehicles in category AM ***conditional upon the successful completion of minimum requirements of motorcycle practical training, except for holders of A1, A2 and A licences.*** However, for driving licences issued on its territory, a Member State may limit the equivalences for category AM to categories A1, A2 and A, if that Member State imposes a practical test as a condition for obtaining category AM;

Or. en

Amendment 82

Proposal for a directive Article 9 – paragraph 2 – point g

Text proposed by the Commission

(g) licences issued for categories A, B, C or D shall be valid for categories A1, A2, B1, C1, or D1 respectively;

Amendment

(g) licences issued for categories A, B ***and B+***, C or D shall be valid for categories A1, A2, B1, C1, or D1 respectively;

Or. en

Amendment 83

Proposal for a directive

Article 9 – paragraph 2 – point h

Text proposed by the Commission

(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/EC⁶³ with a maximum authorised mass **above 3 500 kg but** not exceeding 4 250 kg without a trailer.

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

(h) ***upon obtaining licence category B+ or*** 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/EC⁶³ with a maximum authorised mass not exceeding 4 250 kg without a trailer, ***provided they are used for special public services such as ambulances, or for regular professional activities and linked to fleet renewal to zero-emission vehicles, subject to specific training and certification.***

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).

Or. en

Amendment 84

Proposal for a directive

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

Text proposed by the Commission

Amendment

(ha) licence category B+ shall be valid for driving special usage vehicles up to 4 250 kg.

Or. en

Amendment 85

Proposal for a directive

Article 9 – paragraph 3 – subparagraph 1 – point a

Text proposed by the Commission

(a) powered tricycles under a licence for category B, for powered tricycles with a power exceeding 15 kW provided that the holder of the licence for category B is at least 21 years old;

Amendment

(a) powered tricycles under a licence for category B **or B+**, for powered tricycles with a power exceeding 15 kW provided that the holder of the licence for category B is at least 21 years old;

Or. en

Amendment 86

Proposal for a directive

Article 9 – paragraph 3 – subparagraph 1 – point b

Text proposed by the Commission

(b) category A1 motorcycles under a licence for category B.

Amendment

(b) category A1 motorcycles under a licence for category B **or B+**, **conditional upon the successful completion of minimum requirements of motorcycle practical training;**

Or. en

Amendment 87

Proposal for a directive

Article 9 – paragraph 4 – subparagraph 1 – point a

Text proposed by the Commission

(a) vehicles of category D1 with a maximum authorised mass of 3 500 kg, excluding any specialised equipment intended for the carriage of passengers with disabilities, by drivers over 21 years old holding a driving licence granted for category B, at least two years after such a

Amendment

(a) vehicles of category D1 with a maximum authorised mass of 3 500 kg, excluding any specialised equipment intended for the carriage of passengers with disabilities, by drivers over 21 years old holding a driving licence granted for category B, at least two years after such a

driving licence was issued for the first time and provided that the vehicles are being used by non-commercial bodies for social purposes and that the driver provides his or her services on a voluntary basis;

driving licence was issued for the first time **or upon obtaining license category B+**, and provided that the vehicles are being used by non-commercial bodies for social purposes and that the driver provides his or her services on a voluntary basis;

Or. en

Amendment 88

Proposal for a directive

Article 9 – paragraph 4 – subparagraph 1 – point b – introductory part

Text proposed by the Commission

Amendment

(b) vehicles of a maximum authorised mass exceeding 3 500 kg by drivers over 21 years old holding a driving licence granted for category B, at least two years after such a driving licence was issued for the first time , provided that all of the following conditions are met:

(b) vehicles of a maximum authorised mass exceeding 3 500 kg, **but not above 5 000 kg**, by drivers over 21 years old holding a driving licence granted for category B, at least two years after such a driving licence was issued for the first time, **or upon obtaining of B+ category licence**, provided that all of the following conditions are met:

Or. en

Amendment 89

Proposal for a directive

Article 9 – paragraph 4 – subparagraph 1 – point c

Text proposed by the Commission

Amendment

(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.**

deleted

Or. en

Amendment 90

Proposal for a directive

Article 9 – paragraph 4 – subparagraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(ca) vehicles of category D or D1 to drivers holding a category C licence, for tests, transfer, necessary maintenance or inspection drive purposes, provided there is no passenger therein.

Or. en

Amendment 91

Proposal for a directive

Article 10 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) they have passed a **test of** skills and behaviour **and a theoretical** test and who meet the minimum standards of physical and mental fitness for driving , in accordance with the provisions of Annexes II and III;

(a) they have **successfully completed at least the minimum theoretical and practical instruction requirements set out in Annex VIa and subsequently** passed a **theoretical test and a** skills and behaviour test, **respectively**, and who meet the minimum standards of physical and mental fitness for driving , in accordance with the provisions of Annexes II and III;

Or. en

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 they have passed a theory test, a medical examination **and completed a minimum certified training referred to in Annex VIa** for this category.

for this category.

Or. en

Amendment 93

Proposal for a directive Article 10 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

- (ba) as regards category A1:**
- (i) passed a test of skills and behaviour, and**
- (ii) completed a training pursuant to Annex VIa for this category, except if they have acquired a minimum of two years' experience on a motorcycle in category AM;**

Or. en

Amendment 94

Proposal for a directive Article 10 – paragraph 1 – point d

Text proposed by the Commission

Amendment

(d) they have completed a training or passed a test of skills and behaviour, or completed a training and passed a test of skills and behaviour pursuant to Annex V as regards category B for driving a vehicle combination referred to in Article 6(1), point (c)(ii), third paragraph;

(d) they have completed a training or passed a test of skills and behaviour, or completed a training and passed a test of skills and behaviour pursuant to Annex V as regards category B **or B+** for driving a vehicle combination referred to in Article 6(1), point (c)(ii), third paragraph;

Or. en

Amendment 95

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.*

Or. en

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 96

Proposal for a directive

Article 10 – paragraph 2 – subparagraph 1 – point a

Text proposed by the Commission

Amendment

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

(a) **10** years for categories AM, A1, A2, A, B, **B+**, B1 and BE;

Or. en

Amendment 97

Proposal for a directive

Article 10 – paragraph 2 – subparagraph 4

Text proposed by the Commission

Member States **may** limit the period of administrative validity of driving licences issued to novice drivers within the meaning of Article 15(1), for any category in order to apply specific measures to such drivers, for the purpose of improving their road safety.

Amendment

Member States **shall** limit the period of administrative validity of driving licences issued to novice drivers within the meaning of Article 15(1) **and subject to the conditions therein**, for any category in order to apply specific measures to such drivers, for the purpose of improving their road safety.

Or. en

Amendment 98

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

In order to apply an increased frequency of medical checks or other specific measures, including refresher courses, Member States shall reduce the periods of administrative validity set out in the first subparagraph as follows:

- (i) to seven years or less for driving licences of holders residing on their territory who have reached the age of 60 years;***
- (ii) to five years or less for driving licences of holders residing on their territory who have reached the age of 70 years;***
- (iii) to two years or less for driving licences of holders residing on their territory who have reached the age of 80 years;***

Member States may establish a compulsory monitoring session or refresher course with an instructor, particularly in cases where general medical examinations cast doubts on the actual fitness to drive of the licence holder, as a means of certification of its conclusion, as a condition to conclude the renewal process.

This reduced period of administrative validity shall only be applied upon renewal of the driving licence.

Or. en

Amendment 99

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, **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. In that case, the medical examination shall cover all the medical incapacities mentioned in Annex III.

Or. en

Amendment 100

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-

Amendment

deleted

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).

Or. en

Amendment 101

Proposal for a directive Article 10 – paragraph 7 – subparagraph 1

Text proposed by the Commission

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.

Amendment

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

Or. en

Amendment 102

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 passed, whichever is **later**.

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 **earlier**.

Or. en

Amendment 103

Proposal for a directive Article 12 – paragraph 8 a (new)

Text proposed by the Commission

Amendment

8a. The Commission may assess whether a third country has professional driver training and/or certification rules and examination procedures that are wholly or partially comparable to those of the Union, as well as a level of road safety that is comparable to that of the Union, which would justify allowing the holder of a Certificate of Professional Competence (CPC), or equivalent issued by the third country to be exchanged for a new CPC, issued by a Member State.

On the basis of the assessment, the Commission may adopt an implementing act allowing that exchange on condition that the holder of the CPC completes additional competence training of up to 35 hours to be conducted in the most practicable language, with, if necessary, appropriate language support, in line with the provisions of the EU Driver Training Directive (EU) 2022/2561, to ensure high level of competence and road safety.

Member States shall have six months to provide their opinion on the Commission assessment regarding this third country. The implementing act shall not apply until the Commission has received an opinion from all Member States or until six months from the entry into force of the implementing act concerned, whichever is the earlier .

Or. en

Amendment 104

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 implementing decision in accordance with **paragraph 7**, and shall also publish accordingly any relevant changes made in accordance with paragraph 9.

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

Or. en

Amendment 105

Proposal for a directive Article 13 a (new)

Text proposed by the Commission

Amendment

Article 13a

Demerit point system

By 31 December 2025, Member States shall establish a demerit point system, with cumulative effect, which results in additional punishment when the level of repeat offending has resulted in a certain number of penalty points being collected or lost. That additional punishment may include disqualification.

The system shall include a set of fixed penalties for at least the major road safety related offences included in the [Proposal for a Directive on cross-border enforcement of traffic offences 2023/0052(COD)]. Member States shall introduce stricter demerit point systems during a probationary period for newly-licenced drivers with penalties such as loss of licence or mandatory traffic risk awareness training. Member States may

establish bonification schemes for good behaviour and non-recurrent patterns for minor offences.

The Commission is empowered to adopt delegated acts in accordance with Article 21 to establish the necessary equivalences between systems, including if necessary reference values at Union level that offer guidance to national authorities in their interpretation and make it possible to determine whether the cumulation of offences in different Member States can lead to an EU-wide disqualification, pursuant to the [Proposal of Directive on EU-wide driving disqualification, 2023/055(COD)].

Or. en

Amendment 106

Proposal for a directive Article 14

Text proposed by the Commission

Amendment

Article 14

deleted

Accompanied driving scheme

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.

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:

- (a) has a minimum age of 25 years;*
- (b) holds a driving licence of the relevant category issued more than five*

years ago;

(c) has not been subject to a driving disqualification over the last five years;

(d) has not been subject to a decision in the field of criminal law resulting from a road-traffic related offence;

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

3. Member States may require the identification of the accompanying persons referred to in the paragraph 2 in order to ensure compliance with this Article. Member States may limit the number of possible accompanying persons.

4. Member States may apply additional conditions for the issuance of a driving licence marked with the Union code 98.02 to applicants who have not reached the age of 18 years. They shall inform the Commission thereof. The Commission shall make this information available to the public.

Or. en

Amendment 107

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 0.0g/mL and take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and non-discriminatory.
Member States may extend the application of the 0.0 g/mL limit to all drivers.

Amendment 108

Proposal for a directive Article 15 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. Member States shall establish specific rules applicable to novice drivers regarding speed, by lowering down the maximum authorised speed outside the urban areas if that maximum authorised speed is higher or equal to 90 km/h. Member States shall lay down rules on penalties for novice drivers regarding the maximum authorised speed and take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and non-discriminatory.

Or. en

Amendment 109

Proposal for a directive Article 15 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

2b. Member States shall establish specific rules applicable to novice drivers of category B licences regarding the mass of vehicles, by restricting the maximum authorised mass of vehicles that are eligible to be driven by them to 1 800 kg. Member States shall lay down rules on penalties for novice drivers regarding the maximum authorised mass of vehicle driven and take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and non-discriminatory.

Amendment 110

Proposal for a directive

Article 15 – paragraph 2 c (new)

Text proposed by the Commission

Amendment

2c. Member States may establish specific rules applicable to novice drivers in order to limit night-driving from midnight to 6.00 am. If they do so, they shall lay down rules on penalties for novice drivers regarding the limit to night-time driving and take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and non-discriminatory.

Or. en

Amendment 111

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, **such as a zero tolerance system for illicit psychoactive drugs using the lowest limit of quantification that takes account of passive or accidental exposure.** They shall inform the Commission thereof. **Member States may extend the application of the zero tolerance system for illicit psychoactive drugs to all drivers.**

Or. en

Amendment 112

Proposal for a directive Article 15 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. *Member States shall establish a compulsory feedback session for the novice driver with an instructor at the end of probationary period, as a means of certification of its conclusion, in order to enable the waiving of any related restrictions.*

Or. en

Amendment 113

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

Text proposed by the Commission

Amendment

5a. *For drivers obtaining a new category within their driving licence after having completed the full probationary period of category B, the probationary period for that new category may be halved.*

Or. en

Amendment 114

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

Text proposed by the Commission

Amendment

Driving examiners already working in that capacity before **19 January 2013** shall be subject only to the requirements

Driving examiners already working in that capacity before ***the entry into force of this Directive*** shall be subject only to the

concerning quality assurance and regular periodic training measures.

requirements concerning quality assurance and regular periodic training measures.

Or. en

Amendment 115

Proposal for a directive Article 16 a (new)

Text proposed by the Commission

Amendment

Article 16a

Instructors

1. Driving instructors shall meet the minimum standards set out in Annex VIa.

Driving instructors 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.

2. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex VIa where necessary in order to take account of technical, operational or scientific developments

Or. en

Amendment 116

Proposal for a directive Article 18 – paragraph 1

Text proposed by the Commission

Amendment

1. Member States shall apply the equivalences established by Commission Decision (EU) 2016/1945⁶⁴ between entitlements obtained before **19 January 2013** and the categories set out in Article 6

1. Member States shall apply the equivalences established by Commission Decision (EU) 2016/1945⁶⁴ between entitlements obtained before ***the entry into force of this Directive*** and the categories

of this Directive.

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).

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).

Or. en

Amendment 117

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 ***the entry into force of this Directive*** shall not be removed or in any way qualified by the provisions of this Directive.

Or. en

Amendment 118

Proposal for a directive Article 19 – paragraph 1

Text proposed by the Commission

1. Member States shall assist one another in the implementation of this Directive. They shall exchange information on the licences they have issued, exchanged, replaced, renewed, restricted, suspended, withdrawn, cancelled or revoked, on the driving disqualifications they have imposed or plan to enact and consult each other in order to verify whether an applicant for a driving licence is not subject to a driving disqualification in any Member State. They shall use the EU driving licence network set up for those

Amendment

1. Member States shall assist one another in the implementation of this Directive. They shall exchange information on the licences they have issued, exchanged, replaced, renewed, restricted, suspended, withdrawn, cancelled or revoked, on ***the demerit points and*** the driving disqualifications they have imposed or plan to enact and consult each other in order to verify whether an applicant for a driving licence is not subject to a driving disqualification in any Member State. They shall use the EU

purposes.

driving licence network set up for those purposes.

Or. en

Amendment 119

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

Text proposed by the Commission

Amendment

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

Or. en

Justification

Based on EDPS Opinion paragraph 19. Neither COM proposal, nor EP position on Prüm II (automated data exchange among police authorities) have driving licenses.

Amendment 120

Proposal for a directive Article 19 – paragraph 2 – point d a (new)

Text proposed by the Commission

Amendment

(da) to update and exchange timely data on the demerit points accumulated by drivers in the different Member States;

Or. en

Amendment 121

Proposal for a directive Article 23 – paragraph 1 Directive (EU) 2022/2561 Article 5 – paragraph 2

Text proposed by the Commission

Amendment

In Article 5(2) of Directive (EU) 2022/2561, the following point (c) is added:

deleted

‘(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];’

Or. en

Amendment 122

Proposal for a directive

Article 23 – paragraph 1 a (new)

Directive (EU) 2022/2561

Article 5 – paragraph 3 (new)

Present text

Amendment

3. Drivers of a vehicle intended for the carriage of passengers may drive:

- (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 CPC as referred to in Article 6(1);

(ii) a vehicle in driving licence

Paragraph 5(3) is replaced by the following:

3. Drivers of a vehicle intended for the carriage of passengers may drive:

- (a) from the age of 21:
- (i) a vehicle in driving licence categories D and D + E to carry passengers on regular services and a vehicle in driving licence categories D1 and D1 + E, provided that they hold a CPC as referred to in Article 6(1) or (2), **provided that the driving speed is below 80 km/h for the whole itinerary.**

Any Member State may authorise drivers of vehicles in one of those categories, **under the conditions above**, to drive such vehicles within its territory from the age of **20 years**, provided that they hold a CPC as referred to in Article 6(1);

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;

(b) from the age of 23, a vehicle in driving licence categories D and D + E, provided that they hold a CPC as referred to in Article 6(2).

(b) from the age of 23, a vehicle in driving licence categories D and D + E, provided that they hold a CPC as referred to in Article 6(2).

Or. en

Amendment 123

Proposal for a directive Annex I – Part A1 – point 2 – Side 2

Text proposed by the Commission

13.	9.	10.	11.	12.
(14.)	AM			
	A1			
	A2			
	A			
	B1			
	B			
	C			
	C1			
	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

13.	9.	10.	11.	12.
(14.)	AM			
	A1			
	A2			
	A			
	B1			
	B			
	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

Or. en

Amendment 124

Proposal for a directive Annex I – Part B1 – point 4 – point 3 – paragraph 2 – point d

Text proposed by the Commission

Amendment

(d) DG 7: biometric data regarding fingerprint of the licence holder; *deleted*

Or. en

Amendment 125

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; *deleted*

Or. en

Amendment 126

Proposal for a directive

Annex I – Part B1 – point 6 – point 2 – paragraph 3 – point a

Text proposed by the Commission

Amendment

(a) vehicle category codes shall be presented as defined in Article 6 (such as AM, A1, A2, A, B1, B, etc.);

(a) vehicle category codes shall be presented as defined in Article 6 (such as AM, A1, A2, A, B1, B, **B+, etc.);**

Or. en

Amendment 127

Proposal for a directive

Annex I – Part C – point 5 – paragraph 4

Text proposed by the Commission

Amendment

The application shall allow the holder of the driving licence to transmit to a third party a single-use token retrieved from a *deleted*

national system. This token may be used by the receiving party to retrieve the information listed in part D from the relevant national system if the receiving party has been authorised by the Member State concerned. Competent authorities of the Member States shall be authorised to access national systems of other Member States. Member States shall ensure that once the data of the licence holder is verified the transmitted data is not retained.

Or. en

Justification

This would mean that the issuing authority is always aware whenever somebody verifies a driving license. Same logic of privacy as with the COVID certificate should apply.

Amendment 128

Proposal for a directive Annex I – Part C – point 5 – paragraph 5

Text proposed by the Commission

The information transmitted directly from the application *or retrieved with the single-use token* shall allow competent authorities to determine the driving rights of the holder of the mobile driving licence (verification), including any restrictions applicable in the Union or in the territory of a Member State. Member States shall not consider data valid *when it has been retrieved more than 7 days before the time of verification or* when the number of the driving licence is included in the revocation list managed by the Member State which issued the mobile driving licence. A revocation list shall contain information on all driving licences which no longer entitle their holders to exercise the right to drive.

Amendment

The information transmitted directly from the application shall allow competent authorities to determine the driving rights of the holder of the mobile driving licence (verification), including any restrictions applicable in the Union or in the territory of a Member State. Member States shall not consider data valid when the number of the driving licence is included in the revocation list managed by the Member State which issued the mobile driving licence. A revocation list shall contain information on all driving licences which no longer entitle their holders to exercise the right to drive.

Or. en

Justification

Same functionality as for the Digital COVID Certificate, in a privacy-friendly logic.

Amendment 129

Proposal for a directive

Annex I – Part E – table

<i>Text proposed by the Commission</i>		
60		Optional equivalences
	60.01.	The holder is granted the optional equivalence specified under Article 9, paragraph 3 , point a)
	60.02.	The holder is granted the optional equivalence specified under Article 9, paragraph 3 , point b)
	60.03.	<i>The rights to drive entitled by category B1 are limited to the vehicles specified under Article 9, paragraph 4, point c)</i>
61		Limited to day time journeys (for example: one hour after sunrise and one hour before sunset)
62		Limited to journeys within a radius of ... km from holder's place of residence or only inside city/region
63		Driving without passengers
64		Limited to journeys with a speed not greater than ... km/h
65		<i>Driving authorised solely when accompanied by a holder of a driving licence of at least the equivalent category</i>
66		Without trailer
67		No driving on motorways
68		No alcohol
69		Restricted to driving vehicles equipped with an alcohol interlock in accordance with EN 50436. Indication of an expiry date is optional (for example '69' or '69(01.01.2016)')
<i>Amendment</i>		
60		Optional equivalences

	60.01.	The holder is granted the optional equivalence specified under Article 9 (3), point (a)
	60.02.	The holder is granted the optional equivalence specified under Article 9(3), point (b)
61		Limited to day time journeys (for example: one hour after sunrise and one hour before sunset)
62		Limited to journeys within a radius of ... km from holder's place of residence or only inside city/region
63		Driving without passengers
64		Limited to journeys with a speed not greater than ... km/h
66		Without trailer
67		No driving on motorways
68		No alcohol
69		Restricted to driving vehicles equipped with an alcohol interlock in accordance with EN 50436. Indication of an expiry date is optional (for example '69' or '69(01.01.2016)')

Or. en

Amendment 130

Proposal for a directive Annex I – Part E – table

<i>Text proposed by the Commission</i>		
70		Exchange of licence No ... issued by ... (EU/UN distinguishing sign in the case of a third country; for example '70.0123456789.NL')
71		Duplicate of licence No ... (EU/UN distinguishing sign in the case of a third country; for example '71.987654321.HR')

73		Restricted to category B vehicles of the motor quadricycle type (B1)
78		Restricted to vehicles with automatic transmission
79		Restricted to vehicles which comply with the specifications indicated in brackets, for the application of Article 19 of this Directive
	79.01.	Restricted to two-wheel vehicles with or without side-car
	79.02.	Restricted to category AM vehicles of the three-wheel or light quadricycle type
	79.03.	Restricted to tricycles
	79.04.	Restricted to tricycles combined with a trailer having a maximum authorised mass not exceeding 750 kg
	79.05.	Category A1 motorcycle with a power/weight ratio above 0,1 kW/kg
	79.06.	Category BE vehicle where the maximum authorised mass of the trailer exceeds 3 500 kg
80		Restricted to holders of a driving licence for a category A vehicle of the powered tricycle type not having reached the age of 24 years
81		Restricted to holders of a driving licence for a category A vehicle of the two-wheel motorcycle type not having reached the age of 21 years
95		Driver holding CPC meeting the obligation of professional aptitude provided for by Directive (EU) 2022/2561 until ... (for example '95(01.01.12)')
96		Category B vehicles combined with a trailer with a maximum authorised mass exceeding 750 kg where the maximum authorised mass of such combination exceeds 3 500 kg but does not exceed 4 250 kg
97		Not authorised to drive a category C1 vehicle which falls within the scope of Regulation (EU) No 165/2014 of the European Parliament and of the Council ¹ .
98		

	98.01	The driver is considered a novice driver and is subject to the conditions for the probationary period. In case the licence is exchanged, renewed or replaced, the code shall be complemented with the end date of the probationary period (for instance 98.01.13.04.2028)
	98.02	<i>The holder shall comply with the conditions for the accompanied driving scheme until he or she reaches the age of 18 years old</i>
5 - Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport (OJ L 060 28.2.2014, p. 1)		
<i>Amendment</i>		
70		Exchange of licence No ... issued by ... (EU/UN distinguishing sign in the case of a third country; for example '70.0123456789.NL')
71		Duplicate of licence No ... (EU/UN distinguishing sign in the case of a third country; for example '71.987654321.HR')
73		Restricted to category B vehicles of the motor quadricycle type (B1)
78		Restricted to vehicles with automatic transmission
79		Restricted to vehicles which comply with the specifications indicated in brackets, for the application of Article 19 of this Directive
	79.01.	Restricted to two-wheel vehicles with or without side-car
	79.02.	Restricted to category AM vehicles of the three-wheel or light quadricycle type
	79.03.	Restricted to tricycles
	79.04.	Restricted to tricycles combined with a trailer having a maximum authorised mass not exceeding 750 kg
	79.05.	Category A1 motorcycle with a power/weight ratio above 0,1 kW/kg
	79.06.	Category BE vehicle where the maximum authorised mass of the trailer exceeds 3 500 kg

80		Restricted to holders of a driving licence for a category A vehicle of the powered tricycle type not having reached the age of 24 years
81		Restricted to holders of a driving licence for a category A vehicle of the two-wheel motorcycle type not having reached the age of 21 years
95		Driver holding CPC meeting the obligation of professional aptitude provided for by Directive (EU) 2022/2561 until ... (for example '95(01.01.12)')
96		Category B vehicles combined with a trailer with a maximum authorised mass exceeding 750 kg where the maximum authorised mass of such combination exceeds 3 500 kg but does not exceed 4 250 kg
97		Not authorised to drive a category C1 vehicle which falls within the scope of Regulation (EU) No 165/2014 of the European Parliament and of the Council ⁵
98		
	98.01	The driver is considered a novice driver and is subject to the conditions for the probationary period. In case the licence is exchanged, renewed or replaced, the code shall be complemented with the end date of the probationary period (for instance 98.01.13.04.2028)
<p>5 - Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport (OJ L 060 28.2.2014, p. 1)</p>		

Or. en

Amendment 131

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 132

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 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 ***and large passenger cars such as SUVs;***

Or. en

Amendment 133

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;***

Or. en

Amendment 134

Proposal for a directive

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

Text proposed by the Commission

Amendment

(da) proper and timely use of direction indicators;

Or. en

Amendment 135

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;***

Or. en

Amendment 136

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;***

Or. en

Amendment 137

Proposal for a directive

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

Text proposed by the Commission

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 and road wear etc.).

- (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 138

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 and being capable of using first aid equipment and being capable to provide first aid.

Or. en

Amendment 139

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) risks involved in the interaction between different vehicle types due to different scale and driving dynamics.

Or. en

Amendment 140

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) safe interaction with advanced driver assistance systems functions and their associated advantages, limitations and risks;

Or. en

Amendment 141

Proposal for a directive

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

Text proposed by the Commission

Amendment

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

Or. en

Amendment 142

Proposal for a directive

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

Text proposed by the Commission

Amendment

(ie) modal alternatives and optimal choice in relation to the nature of the journey, with special emphasis on the active mobility benefits for short distances;

Or. en

Amendment 143

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;

Or. en

Amendment 144

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;***

Or. en

Amendment 145

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;

Or. en

Amendment 146

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;

Or. en

Amendment 147

Proposal for a directive

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

Text proposed by the Commission

(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).

Amendment

(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 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).

Or. en

Amendment 148

Proposal for a directive

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

Text proposed by the Commission

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.

Amendment

The Union code marked on a driving licence of category A1, A2, A, B1, B, **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 or shall** be removed if the holder passes a dedicated test of skills and behaviour or completes a dedicated training.

Or. en

Amendment 149

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

Amendment

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

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

Or. en

Justification

With the increase in electric driving and its growing share of new sales (2035 EU requirement 100% zero emission) more and more new drivers are coming into touch with driving an electric vehicle. Young people increasingly want driver training in an electric vehicle for sustainability reasons or because they have access to an electric vehicle at home, and driving schools are progressively adapting their fleet to these demands.

Amendment 150

Proposal for a directive

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

Text proposed by the Commission

Amendment

(da) Category B+:

A four-wheeled category B vehicle, with a minimum weight of 3 000 kg, capable of a speed of at least 120 km/h;

Or. en

Amendment 151

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 152

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; tram/bus stops; pedestrian crossings, **bike lanes**; riding up-/downhill on long slopes; tunnels;

Amendment 153

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 154

Proposal for a directive

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

Text proposed by the Commission

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

Amendment

(j) taking the necessary precautions when getting off the vehicle, **especially regarding cyclists, such as opening the door with the hand furthest from it.**

Amendment 155

Proposal for a directive

Annex II – Part I – point B – point 7 – introductory part

Text proposed by the Commission

7. Skills and behaviour to be tested concerning categories B, B1 and BE

Amendment

7. Skills and behaviour to be tested concerning categories B, **B+**, B1 and BE

Or. en

Amendment 156

Proposal for a directive

Annex II – Part I – point B – point 7 – point 2 – introductory part

Text proposed by the Commission

(2) Categories B and B1: special manoeuvres to be tested with a bearing on road safety

Amendment

(2) Categories B, **B+**, and B1: special manoeuvres to be tested with a bearing on road safety

Or. en

Amendment 157

Proposal for a directive

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

Text proposed by the Commission

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

Amendment

(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);

Or. en

Amendment 158

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;

Or. en

Amendment 159

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; railway level crossings; tram/bus stops; pedestrian crossings; ***bike lanes;*** riding up-/downhill on long slopes; ***gradient changes;*** tunnels;

Or. en

Amendment 160

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;

Or. en

Amendment 161

Proposal for a directive

Annex II – Part I – point B – point 7 – point 4 – 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 users;***

Or. en

Amendment 162

Proposal for a directive

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

Text proposed by the Commission

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

Amendment

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

Or. en

Amendment 163

Proposal for a directive

Annex II – Part I – point B – point 8 – point 2 – paragraph 1 – point a a (new)

Text proposed by the Commission

Amendment

(aa) 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 164

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***;

Or. en

Amendment 165

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;

Or. en

Amendment 166

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, including cyclists*** (if possible); driving alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);

Or. en

Amendment 167

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**; railway level crossings; tram/bus stops; pedestrian crossings, **bike lanes**; riding up-/downhill on long slopes; tunnels;

Or. en

Amendment 168

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 users.**

Or. en

Amendment 169

Proposal for a directive

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

Text proposed by the Commission

(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;

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, **distance to the vehicle in front; curve overtaking, change of lane, priority rules, speed limits;**

Amendment 170

Proposal for a directive

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

Text proposed by the Commission

(b) reacting and anticipating to hazardous situations using simulators

Amendment

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

Amendment 171

Proposal for a directive

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

Text proposed by the Commission

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.

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 **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 172

Proposal for a directive

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

Text proposed by the Commission

(a) controls the vehicle; taking into account: proper use of safety belts, rear-view mirrors, head restraints; seat; proper

Amendment

(a) controls the vehicle; taking into account: proper use of safety belts, **modern safety and driving aids**, rear-view mirrors,

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);

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);

Or. en

Amendment 173

Proposal for a directive

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

Text proposed by the Commission

(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);

Amendment

(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);

Or. en

Amendment 174

Proposal for a directive

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

Text proposed by the Commission

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

Amendment

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

Amendment 175**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).

Or. en

Amendment 176**Proposal for a directive****Annex II – Part I – point B – point 10 – paragraph 1***Text proposed by the Commission*

The length of the test and the distance travelled shall be sufficient to assess the skills and behaviour laid down in title B of this Annex. In no circumstances shall the time spent driving on the road be less than 25 minutes for categories A, A1, A2, B, B1 and BE and 45 minutes for the other categories. This shall not include the reception of the applicant, the preparation of the vehicle, the technical check of the vehicle with a bearing on road safety, the special manoeuvres and the announcement of the outcome of the practical test.

Amendment

The length of the test and the distance travelled shall be sufficient to assess the skills and behaviour laid down in title B of this Annex. In no circumstances shall the time spent driving on the road be less than 25 minutes for categories A, A1, A2, B, **B+**, B1 and BE and 45 minutes for the other categories. This shall not include the reception of the applicant, the preparation of the vehicle, the technical check of the vehicle with a bearing on road safety, the special manoeuvres and the announcement of the outcome of the practical test.

Or. en

Amendment 177

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**;

Or. en

Amendment 178

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 **shall adopt and** implement 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.

Or. en

Amendment 179

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 180

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 181

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 when the necessary formalities are being completed or during the tests which they have to undergo prior to obtaining a driving licence.

Amendment 182

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

Text proposed by the Commission

All applicants for a driving licence shall undergo an appropriate investigation to

Amendment

All applicants for a driving licence ***and for its renewal*** shall undergo an appropriate

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

investigation to ensure that they have adequate visual acuity, ***measured by means of a 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 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.

Or. en

Amendment 183

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.

Or. en

Amendment 184

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.

(This is an horizontal amendment applying throughout the text)

Or. en

Amendment 185

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).

Or. en

Amendment 186

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 dioptres, 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 dioptres, or with the aid of contact lenses. The correction must be well tolerated.

Or. en

Amendment 187

**Proposal for a directive
Annex III – point 13 – paragraph 2 – point 1 – point a**

Text proposed by the Commission

(a) severe mental impairment, whether congenital or due to disease, trauma or neurosurgical operations;

Amendment

(a) severe mental, ***cognitive or behavioural*** impairment, whether congenital or due to disease, trauma or neurosurgical operations;

Or. en

Amendment 188

**Proposal for a directive
Annex III – point 13 – paragraph 2 – point 1 – point c**

Text proposed by the Commission

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

Amendment

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

Amendment 189

Proposal for a directive

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

Text proposed by the Commission

Amendment

(ga) knowledge of vulnerability of non-motorised users;

Or. en

Amendment 190

Proposal for a directive

Annex IV – Part 2 – point 1 – introductory part

Text proposed by the Commission

Amendment

(1) A category B driving examiner:

(1) A category B **and B+** driving examiner:

Or. en

Amendment 191

Proposal for a directive

Annex IV – Part 2 – point 1 – point d

Text proposed by the Commission

Amendment

(d) shall have terminated a vocational education that leads at least to a completion of level **3** as set out in the International Standard Classification of Education (ISCED)⁹⁷ ;

(d) shall have terminated a vocational education that leads at least to a completion of level **5** as set out in the International Standard Classification of Education (ISCED)⁹⁷ ;

⁹⁷ [https://ec.europa.eu/eurostat/statistics-explained/index.php?title=International_Standard_Classification_of_Education_\(ISCED\)#Implementation_of_ISCED_2011_.28](https://ec.europa.eu/eurostat/statistics-explained/index.php?title=International_Standard_Classification_of_Education_(ISCED)#Implementation_of_ISCED_2011_.28)

⁹⁷ [https://ec.europa.eu/eurostat/statistics-explained/index.php?title=International_Standard_Classification_of_Education_\(ISCED\)#Implementation_of_ISCED_2011_.28](https://ec.europa.eu/eurostat/statistics-explained/index.php?title=International_Standard_Classification_of_Education_(ISCED)#Implementation_of_ISCED_2011_.28)

Amendment 192**Proposal for a directive****Annex IV – Part 2 – point 2 – point d***Text proposed by the Commission*

(d) shall have terminated a vocational education that leads at least to a completion of level **3** as set out in the International Standard Classification of Education (ISCED);

Amendment

(d) shall have terminated a vocational education that leads at least to a completion of level **5** as set out in the International Standard Classification of Education (ISCED);

Amendment 193**Proposal for a directive****Annex IV – Part 4 – point 1 – point e***Text proposed by the Commission*

(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.

Amendment

(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 194**Proposal for a directive****Annex IV – Part 4 – point 2 – point a – point i – indent 1***Text proposed by the Commission*

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

Amendment

— maintain and refresh the necessary knowledge, examining **and**

communication skills;

Or. en

Amendment 195

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*** 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.

Or. en

Amendment 196

Proposal for a directive Annex V – point 4 – paragraph 2

Text proposed by the Commission

The length of the test and the distance travelled shall be sufficient to assess the skills and behaviour laid down in point 3.

Amendment

The length of the test and the distance travelled shall be sufficient (***at least 25 minutes***) to assess the skills and behaviour laid down in point 3.

Or. en

Amendment 197

Proposal for a directive Annex VI – point 4 – paragraph 2

Text proposed by the Commission

The length of the test and the distance travelled must be sufficient to assess the skills and behaviour laid down in point 3 of this Annex.

Amendment

The length of the test and the distance travelled must be sufficient (***at least 25 minutes***) to assess the skills and behaviour laid down in point 3 of this Annex.

Or. en

Amendment 198

Proposal for a directive Annex VI a (new)

Text proposed by the Commission

Amendment

Annex VIa

Minimum requirements regarding training and instructors.

MINIMUM REQUIREMENTS FOR TRAINING

1. Member States shall take the necessary measures to approve and supervise the minimum theoretical and practical training provided for in Article 10(1), point (a).

The duration of theoretical driver training for category B shall be at least 10 hours, of which at least half of physical attendance. The driver training shall cover the knowledge, skills and behaviour as described in points 2 and 7 of Annex II, include the higher levels of the Goals for a Driver Education (GDE) Matrix including goals and context for driving, and pay particular attention and ensure the completion of the following:

(a) essential circulation rules and road safety elements, including the use of seat belts and/or other protective equipment;

(b) safe interaction with vulnerable road users;

(c) first aid;

(d) eco-driving;

2. The duration of the practical driver training for category B and B+ shall be at least seven hours.

3. A practical component shall include the following exercises: acceleration, deceleration, reversing, braking, lane-changing, ecodriving, parking, overtaking and safely disembarking the vehicle with due consideration of vulnerable road users.

MINIMUM REQUIREMENTS FOR PERSONS WHO CONDUCT DRIVING INSTRUCTION

1. Competences required by a driving instructor

(1) A person authorised to conduct theoretical, as well as practical instruction in a power-driven vehicle of the driving performance of a trained person shall have knowledge, skills and understanding related to the topics listed in points 1(2) to 1(9).

(2) The competences of an instructor shall be relevant to the category of driving licence entitlement for which the driving training is being undertaken.

(3) Knowledge and understanding of driving:

(a) theory of driving behaviour;

(b) hazard perception and accident avoidance;

(c) the syllabus underpinning driving test standards;

(d) the requirements of the driving test;

(e) relevant road and traffic legislation, including relevant Union and national legislation and interpretative guidelines;

(f) defensive driving;

(g) vulnerable road user-related aspects;

(h) eco-driving;

(i) knowledge about the environmental benefits of choice of mode or vehicle, particularly for short distances.

(4) Instruction skills:

(a) pedagogic abilities and proactive communication, providing timely and constructive feedback;

(b) ability to observe accurately, monitor, and evaluate overall trained person progress;

(c) correct and comprehensive recognition of dangerous situations;

(d) accurate determination of cause and likely effect of such situations;

(e) assessment of progress, achievement of competence and recognition of errors;

(f) uniformity and consistency in assessment;

(g) assimilate information quickly and extract key points;

(h) look ahead, identify potential problems, and develop strategies to deal with them.

(5) Personal driving skills:

A person authorised to conduct a practical instruction for a category of driving licence must be able to drive to a consistently high standard that type of power-driven vehicle.

(6) Quality of service:

(a) establish and communicate what the trained person can expect during the different instruction phases and milestones;

(b) communicate clearly, choosing content, style and language to suit the audience and context and deal with enquiries from trained persons;

(c) provide clear feedback about the practical instruction sessions;

(d) treat trained persons with respect and indiscriminately, taking into account their

specific needs, particularly for persons with disabilities.

(7) Knowledge about vehicle technique and physics:

(a) knowledge about vehicle technique such as steering, tyres, brakes, lights, specially for motorcycles and heavy vehicles;

(b) loading safety;

(c) knowledge about vehicle physics such as speed, friction, dynamics, energy.

(8) Driving in a fuel/energy efficient and environmentally friendly way.

(9) Emphasising the need of a safe interaction with vulnerable road users at all levels, including when alighting from vehicle.

2. General conditions

(1) A category B driving instructor:

(a) shall have held a category B licence for at least three years;

(b) shall be at least 23 years old;

(c) shall have successfully completed the initial qualification provided for in point 3 of this Annex and subsequently followed the quality assurance and the periodic training arrangements as provided for in point 4 of this Annex;

(d) shall have terminated a vocational education that leads at least to a completion of level 5 as set out in the International Standard Classification of Education (ISCED)^{1a};

(2) A driving instructor for the other categories:

(a) shall hold a driving licence in the category concerned or possess equivalent knowledge through adequate professional qualification;

(b) shall have successfully completed the initial qualification provided for in point 3 of this Annex and subsequently followed

the quality assurance and the periodic training arrangements as provided for in point 4 of this Annex;

(c) shall have been a qualified category B driving instructor for at least three years; this period may be waived provided that the instructor in question can provide evidence of:

(i) at least five years of driving in the category concerned, or

(ii) a theoretical and practical assessment of driving ability of a standard higher than that needed to obtain a driving licence thus making that requirement unnecessary;

(d) shall have terminated a vocational education that leads at least to a completion of level 5 as set out in the International Standard Classification of Education (ISCED).

3. Initial qualification

(1) Initial training

(a) Before a person may be authorised to conduct driving instruction, that person shall satisfactorily complete such training programme as a Member State may specify in order to have the competences set out in point 1.

(b) Member States shall determine whether the content of any particular training programme will relate to authorisation to conduct driving instruction for one driving licence category, or more than one.

(2) Examinations

(a) Before a person may be authorised to conduct driving instruction, that person shall demonstrate a satisfactory standard of knowledge, understanding, skills and aptitude in respect of the subjects listed in point 1.

(b) Member States shall operate an examination process that assesses, in a pedagogically appropriate manner, the

competences of the person as defined under point 1, in particular point 1(4).

The examination process shall be accessible and include both a theoretical element and a practical element.

Computer-based assessment may be used where appropriate.

The details concerning the nature and duration of any tests and assessments within the examination shall be at the discretion of the individual Member States.

(c) Member States shall determine whether the content of any particular examination will relate to authorisation to conduct driving instruction for one driving licence category, or more than one.

4. Quality assurance and periodic training

(1) Quality assurance

(a) Member States shall have in place quality assurance arrangements to provide for the maintenance of standards of driving instructors.

(b) Quality assurance arrangements shall involve the supervision of instructors at work, their further training and re-accreditation, their continuing professional development, and by periodic review of the outcomes of the driving tests that the candidates under their instruction have conducted.

(c) Member States shall provide that each instructor is observed conducting training once every five years, for a minimum period cumulatively of at least half a day, allowing the observation of several instruction sessions, making use of quality assurance arrangements listed in point 4 (1) (b). When issues are identified corrective action shall be put in place. The person undertaking the supervision shall be a person from an independent body authorised by the Member State for that purpose.

(d) Member States may provide that where an instructor is authorised to conduct driving instruction in more than one category, satisfying the supervision requirement in relation to tests for one category satisfies the requirement for more than one category.

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

(2) Periodic training

(a) Member States shall provide that, in order to remain authorised, driving instructors, irrespective of the number of categories for which they are accredited, undertake:

(i) a minimum regular periodic training of four days in total per period of two years in order to:

- maintain and refresh the necessary knowledge and examining skills;*
- develop new competences that have become essential for the exercise of their profession;*
- ensure that he or she continues to conduct instruction to an up-to-date uniform standard;*

(ii) a minimum periodic training of at least five days in total per period of five years in order to develop and maintain the necessary practical driving skills.

(b) Member States shall take the appropriate measures for ensuring that specific training is given promptly to those instructors that have found to be seriously malfunctioning by the quality assurance system in place.

(c) The nature of periodic training may take the form of briefing, classroom training, conventional or electronic-based learning, and it may be undertaken on an individual or group basis. It may include

such re-accreditation of standards as Member States consider appropriate.

(d) Member States may provide that where an instructor is authorised to conduct driving instruction in more than one category, satisfying the periodic training requirement in relation to tests for one category satisfies the requirement for more than one category, provided the condition set out in point 4(2) (e) is satisfied.

(e) Where an instructor has not conducted instruction for a category within a 24-month period, the instructor shall undertake a suitable reassessment before being allowed to carry out driving instruction relating to that category. That re-assessment may be undertaken as part of the requirement set out in point 4(2) (a).

5. Acquired rights

(1) Member States may allow persons authorised to conduct driving instruction immediately before the entry into force of this Directive to continue to conduct driving instruction, notwithstanding that they were not authorised in accordance with the general conditions set out in point 2 or the initial qualification process set out in point 3.

(2) Such instructors shall nonetheless be subject to the regular supervision and quality assurance arrangements set out in point 4.

^{1a} [https://ec.europa.eu/eurostat/statistics-explained/index.php?title=International_Standard_Classification_of_Education_\(ISCED\)#Implementation_of_ISCED_2011_.28levels_of_education.29](https://ec.europa.eu/eurostat/statistics-explained/index.php?title=International_Standard_Classification_of_Education_(ISCED)#Implementation_of_ISCED_2011_.28levels_of_education.29) [2] In accordance with the accessibility requirements set out in the European Accessibility Act, Directive (EU) 2019/882 of the European Parliament and of the Council of 17 April 2019 on the accessibility requirements for products

and services.

Or. en

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