

Procedure : **2023/0053(COD)**

Document stages in plenary

Document selected : **A9-0445/2023**

Texts tabled :
A9-0445/2023

Debates :
[▶ PV 27/02/2024 - 3](#)
[▶ CRE 27/02/2024 - 3](#)

Votes :
[▶ PV 28/02/2024 - 8.1](#)
[▶ CRE 28/02/2024 - 8.1](#)
[Explanations of votes](#)

Texts adopted :
[▶ **P9_TA\(2024\)0095**](#)

Texts adopted

 335k
  137k

Wednesday, 28 February 2024 - Strasbourg

[Driving licences](#)

[P9_TA\(2024\)0095](#)

[A9-0445/2023](#)

▶ **European Parliament legislative resolution of 28 February 2024 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 Article 294(3) of the Treaty on the Functioning of the European Union,
- having regard to the opinion of the European Economic and Social Committee of 14 June 2023⁽¹⁾;
- after having consulted the Committee of the Regions,
- having regard to Rule 59 of its Rules of Procedure,
- having regard to the report of the Committee on Transport and Tourism (**A9-0445/2023**),

1. Adopts its position at first reading hereinafter set out;

2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;

3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

Text proposed by the Commission

Amendment

Amendment 1
Proposal for a directive
Recital - 1 (new)

(-1) The Union is committed with its "Vision Zero" goal to no road traffic related fatalities by 2050, as reiterated in the Sustainable and Smart Mobility Strategy of 2020. In 2017 the Valletta informal Transport Council agreed that the persistently high number of traffic fatalities and serious road traffic injuries is a major societal problem and issued a declaration calling upon the Commission, among others, to prepare a strengthened Union road safety policy and legal framework for the decade after 2020, ensuring fewer deaths, and enhancing the protection of road users, in particular vulnerable ones, who are most often the victims.

Amendment 2
Proposal for a directive
Recital - 1 a (new)

(-1a) The efforts undertaken so far by public authorities have resulted in a reduction of road fatalities from 51 400 in 2001 to 19 800 in 2021. Those figures fell below the Union target of a 75 % reduction in road fatalities between 2001 and 2020. Moreover, the progress made towards halving the number of road deaths during the first decade later stagnated.

Amendment 3
Proposal for a directive
Recital 2

(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.

(2) The current framework, should be updated to be fit for the new era, sustainable, inclusive, smart and resilient. It should take into account the need to reduce emissions **and energy consumption** from transport, **including through a greater uptake of alternatively powered vehicles**, digitalisation, the demographic trends and technological developments to reinforce the competitiveness of the European Economy. It is important to simplify and digitise administrative procedures, in order to remove the remaining barriers, such as administrative burdens, to the free movement of the drivers taking up residence in a Member State other than the one issuing the licence. A harmonized Union standard driving licence framework should encompass both physical and mobile driving licences **of all categories**, and provide for their mutual recognition, where they were duly issued in accordance with this Directive.

Amendment 5
Proposal for a directive
Recital 4

(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.

(4) It should be ensured that personal data processing for the implementation of this Directive complies with the data protection framework of the Union, in particular Regulation (EU) 2016/679 of the European Parliament and of the Council⁵³ **and the Directive 2002/58/EC of the European Parliament and of the Council^{53a}**.

⁵³ Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free

⁵³ Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement

movement of such data, and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1).

of such data, and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1).

53a Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (OJ L 201, 31.7.2002, p. 37).

**Amendment 6
Proposal for a directive
Recital 5**

(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.

(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.

**Amendment 7
Proposal for a directive
Recital 6**

(6) In order to provide for legal clarity and guarantee the seamless transition between this Directive and Directive 2006/126/EC of the European Parliament and of the Council on driving licences⁵⁴, Member States should be able to store additional personal data on a microchip, if this is provided by national law which complies with Regulation (EU) 2016/679. This Directive does not serve, however, as a legal basis for the inclusion of such additional data.

(6) In order to provide for legal clarity and guarantee the seamless transition between this Directive and Directive 2006/126/EC of the European Parliament and of the Council on driving licences, Member States should be able to store additional personal data on a microchip, if this is provided by national law which complies with Regulation (EU) 2016/679. **In any event, any data stored on such a microchip should only be kept until the end of driving licence's validity period.** This Directive does not serve, however, as a legal basis for the inclusion of such additional data.

⁵⁴ Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences (OJ L 403, 30.12.2006, p. 18).

⁵⁴ Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences (OJ L 403, 30.12.2006, p. 18).

**Amendment 8
Proposal for a directive
Recital 8 a (new)**

(8a) **The mobile driving licence should ensure the highest level of security for the personal data used for identification and authentication irrespective of whether such data is stored locally, in decentralised ledgers or on cloud-based solutions, and taking into account the different levels of risk. Despite the need for strong user authentication, the use of biometrics to identify and authenticate personal data should not be made a precondition for the use of the mobile driving licence. Biometric data used for the purpose of authentication of a**

natural person pursuant to the Regulation (EU) 2016/679 should not be stored using cloud-based solutions without the explicit consent of the user. The use of biometric data should be limited to specific scenarios set out in Article 9 of this Regulation, and requires organisational and security measures, commensurate to the risk that such processing may entail to the rights and freedoms of natural persons and in accordance with Regulation 2016/679.

**Amendment 9
Proposal for a directive
Recital 10**

(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**.

(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 **in addition to the physical driving licence** from ... [date-of-adoption+4 years], without prejudice to the applicant's right to **renounce either** a physical one **or a digital one. The applicant should have the right to acquire at any time the format of the driving licence, which he or she initially renounced. A discretionary approach should remain the rule, while ensuring that applicants have equal access to the physical and mobile format from an economic and operational perspective. Opting for a physical driving licence should therefore be in no way discouraged, and in particular, applicants who are unable or unwilling to acquire a mobile driving licence should continue to have access to a physical driving licence. Member States should ensure that the physical driving licence is issued or reissued without undue delay and no later than within 2 weeks from the date it was requested.**

**Amendment 10
Proposal for a directive
Recital 11**

(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.

(11) The mobile driving licence should not only contain the information reported on the physical driving licence, but also information **enabling** the authenticity of the data and a single-use pointer **to be verified**. However it should be ensured that even in such cases the amount of personal data made available is restricted to what would be reported on the physical driving licence and what is strictly necessary for the verification of the authenticity of such data, **in particular the electronic signature of the issuing authority**. That additional data should be different in case a person holds several mobile driving licences, which is possible provided that they are issued by the same Member State.

**Amendment 11
Proposal for a directive
Recital 12**

(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

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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.

emissions, air pollutants, noise and microplastics from tyre and road wear. **A greater presence of alternatively fuelled vehicles is key to the green transition. The possibility of new models of a greater weight being available in driving licence categories B, C or D should be taken into consideration in this Directive.** Driving style influences these emissions, with possible negative impacts on the environment and human health. Therefore, driving training **and testing** should equip drivers to reduce their impact on emissions, **including through eco-driving**, as well as to prepare them to drive **zero or low-emission** vehicles

Amendment 12
Proposal for a directive
Recital 13 a (new)

(13a) **The national or regional differences regarding the categorisation of ambulances and the categories of licences needed to drive such vehicles pose the risk of disrupting cross-border circulation or circulation within the same Member State. Ambulances should therefore be subject to a special treatment under this Directive. It should therefore be allowed to drive ambulances with driving licence of category B throughout the Union, provided the authorised mass of the ambulance does not exceed 4 250 kg, 2 years after a driving licence for category B was issued for the first time.**

Amendment 13
Proposal for a directive
Recital 14 a (new)

(14a) **Individual means of transport play a key role in fulfilling the mobility needs of millions of European citizens, particularly in rural areas and for persons with reduced mobility. Nevertheless, in some instances the affordability of a driving licence is a barrier. Member States should consider developing appropriate infrastructure in urban, peri-urban and rural areas necessary to reduce road accidents and traffic congestion, as well as targeted policies and support schemes for those at risk of transport poverty.**

Amendment 14
Proposal for a directive
Recital 15

(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.

(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 transport poverty. Giving effect to those mobility rights could entail the use of adapted individual or collective vehicles, including special features or equipment, and appropriate infrastructure, including in rural areas.** As such, with the prior agreement of the Commission, Member States should be allowed to exclude from the application of Article 6 certain specific types of power-driven vehicles.

Amendment 15
Proposal for a directive
Recital 16

(16) The minimum ages of applicants for the different categories of driving licences should be set at Union level. Nevertheless, Member States should be allowed to set a higher age limit for the driving of certain categories of vehicles in order to further promote road safety. Member States should *in exceptional circumstances be allowed* to set lower age limits in order to take account of national circumstances. In particular, to allow the driving of fire service and public order maintenance related vehicles or pilot projects related to new vehicle technologies.

(16) The minimum ages of applicants for the different categories of driving licences should be set at Union level. Nevertheless, Member States should be allowed to set a higher age limit for the driving of certain categories of vehicles in order to further promote road safety. Member States should **be allowed on exceptional basis** to set lower age limits in order to take account of national circumstances. In particular, to allow the driving of fire service, **civil protection** and public order maintenance related vehicles or pilot projects related to new vehicle technologies.

Amendment 16
Proposal for a directive
Recital 16 a (new)

(16a) Active mobility, which includes walking and the use of bicycles or electric bikes and other light means of transport such as e-scooters, is becoming increasingly popular given the green transition. Their users are more frequently entering the European roads and sharing them with other individual means of transport. Youngest users, who are increasingly using particularly e-scooters often use them without a proper knowledge of the applicable norms as they have not yet acquired a driving licence for any category. This is resulting in increasing numbers of accidents in which e-scooters are involved, with both pedestrians and users of e-scooters as main victims. Given overall road safety challenges, Member States should introduce in their school curricula age-appropriate traffic rules and risk awareness training, with a view to improve road safety. That should ensure widespread comprehensive knowledge of safety measures, such as seat belts and helmet use, and in particular the traffic participation of vulnerable road users, such as pedestrians, cyclists or e-scooters, and the safe interaction with motorised vehicles. Member States could introduce further measures and schemes for users of personal mobility vehicles with a view to decrease traffic accidents, improve road safety rules and risk awareness.

Amendment 17
Proposal for a directive
Recital 16 b (new)

(16b) The combination of an adequate minimum age for licences in each category, that facilitates both mobility independence of young drivers and their timely access to professional driving, and stricter conditions for novice drivers regarding inter alia alcohol limits, can benefit road safety.

Amendment 18
Proposal for a directive
Recital 16 c (new)

(16c) The assessment of a driver's fitness to drive safely should be made on the basis of specific criteria, taking into account in particular driver's medical condition. Decisions on the restriction, suspension, withdrawal or cancellation of driving

licences should be taken on an individual basis and should be based on the objective results of examinations and tests. Any form of discrimination against licensed drivers solely on the grounds of age should be unacceptable.

Amendment 19
Proposal for a directive
Recital 16 d (new)

(16d) *The right to a driving licence is a guarantee of freedom of movement and participation in economic and social life, especially in rural and less urbanised areas with a limited public transport network. Particularly for the elderly, the lonely, persons with reduced mobility or persons with disabilities, individual transport is an important element in supporting their independent and autonomous functioning. Restrictions on the right to hold a driving licence should be based on objective criteria determined on an individual basis and should not entail the risk of discrimination.*

Amendment 20
Proposal for a directive
Recital 17

(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.

(17) A system of staging - namely establishing the entitlement for a category B driving licence as a prerequisite for the applicant to become eligible to hold certain other categories, and equivalences between categories should be established, **including a minimum period of experience before such eligibility, where appropriate.** Such system should be binding on all Member States, but should also grant Member States the possibility to apply it between each other in their respective territories. Member States should also be allowed to establish certain equivalences limited to their own territory only.

Amendments 242 and 305
Proposal for a directive
Recital 18

(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.

(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 fitness for driving such vehicles should be specified. **Such requirements should take into account the different practices in use in all Member States.**

Amendments 243 and 306
Proposal for a directive
Recital 18 a (new)

(18a) **Currently, when issuing driving licences for group 1, namely for drivers of vehicles of categories A, A1, A2, AM, B, B1 and BE, most Member States have established some form of fitness check to drive, beyond the eyesight test. Such a check may vary from a self-assessment form to a medical examination, carried out by general practitioner or a specialist doctor or a testing centre. When renewing driving licences for**

group 1, few Member States require a medical examination. There are also few Member States that have established a national mechanism for reporting significant changes in the fitness to drive. In general, when issuing and renewing driving licences for group 2, namely for drivers of vehicles of categories C, CE, C1, C1E, D, DE, D1 and D1E, the requirements are more stringent and detailed, by mandating a medical examination.

Amendment 21
Proposal for a directive
Recital 19

(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.

(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.

Amendment 22
Proposal for a directive
Recital 19 a (new)

(19a) Recent new medical technologies have contributed to improve road safety. Technologies which minimize or eliminate the risk connected to driving with specific medical conditions have been introduced to the market and implemented among patients. Monitoring technologies, such as continuous glucose monitoring (CGM) systems for people with diabetes mellitus, allows persons to effectively and continuously control their medical conditions thus eliminating the risk of driving connected to their disease. Furthermore technologies like CGM systems are currently being developed and improved at a rapid pace ensuring a continuously improved control of medical conditions and thereby increasing the road safety.

Amendment 23
Proposal for a directive
Recital 19 b (new)

(19b) The European Parliament in its resolution of 23 November 2022 on prevention, management and better care of diabetes in the EU on the occasion of World Diabetes Day^{1a} has called on the Commission to review the relevant occupational health and safety legal framework and the road safety legislation to avoid further discrimination of people living with diabetes.

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

Amendment 24
Proposal for a directive
Recital 20 a (new)

(20a) *Refresher courses for experienced drivers can improve road safety by raising awareness and requiring drivers to gain additional experience in new technological solutions such as advanced driver-assistance systems, semi-automated and automated. For that purpose, the use of simulators could be key to update skills of experienced drivers. In addition, driving simulators could also recreate adverse conditions and emergency scenarios and consequently improve the driver's ability to respond and make decisions in critical situations.*

Amendment 25
Proposal for a directive
Recital 20 b (new)

(20b) *Lifelong training is key to keeping experienced drivers' skills up to date, especially with regard to eco-driving, the increase in the mass of vehicles, the constant technological advances in driver assistance systems and other automated devices, and alternative vehicle power sources. Member States should therefore be encouraged to develop training modules for experienced drivers.*

Amendment 26
Proposal for a directive
Recital 25

(25) The Commission should be empowered to adopt a decision identifying third countries that ensure a comparable level of road safety as the Union and providing the opportunity to holders of licences issued by these countries to exchange their driving licences on similar terms as if they were issued by a Member State. These conditions should be detailed and well-defined to all relevant driving licence categories.

(25) The Commission should be empowered to adopt a decision identifying third countries that ensure a comparable level of road safety as the Union and providing the opportunity to holders of licences issued by these countries to exchange their driving licences on similar terms as if they were issued by a Member State. ***The Commission should in this regard be allowed to assess if a third country has a professional driver training, certification rules and examination procedures, that are wholly or partly comparable to the level in the Union, in order to ultimately issue a certificate comparable to the Certificate of Professional Competence (CPC). This could allow the holders of those third-country certificates to exchange them with a European CPC, provided that they undertake an additional competence training. Such certificate could, in addition to the driving licence, be the second mandatory requirement for professional drivers to be able to carry out transport operations for a Union based transport undertaking.*** These conditions should be detailed and well-defined to all relevant driving licence categories.

Amendment 310
Proposal for a directive
Recital 27 a (new)

(27a) *Non-Road Mobile Machinery (NRMM) covers a wide variety of machinery typically used off the road in many ways. It comprises, for example construction and forestry machinery (excavators, loaders, bulldozers, etc.), agricultural and farming machinery (harvesters, cultivators, etc.). The*

existing Directive does not apply to such a machinery. It is, however, a subject to a patchwork of national provisions as regards the required driving licence and particular training requirements since it may circulate on public roads. Member States should collaborate with the view to facilitate usage of Non-Road Mobile Machinery across the Union, in particular in cross border context, seasonal work or work provided by posted workers. The Commission should establish a platform for cooperation by inviting national authorities and the relevant stakeholders with the view to aggregate, process and disseminate knowledge and information on best practices for drivers of special use vehicles such as Non Road Mobile Machinery in all Member States. The deliberations of the platform for cooperation should serve as a base for the Commission's report on the effects of use of national provisions on Non Road Mobile Machinery and its implication on internal market and road safety. This report might be accompanied, if appropriate, by a legislative proposal to the European Parliament and the Council with the view to facilitating use of Non Road Mobile Machinery across the Union.

Amendment 27
Proposal for a directive
Recital 28

(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.

(28) A Union-wide accompanied driving scheme should be introduced for driving licence categories **B, C and C1** , in order to improve road safety. The rules of such a system should provide the possibility of applicants to acquire driving licences in the relevant categories before the required minimum age limit is reached. However the use of those driving licences should be subject to being accompanied by an experienced driver. In such situations, Member States should be allowed, for reasons of road safety, to define stricter conditions and rules within their territory concerning the driving licences they have issued.

Amendment 28
Proposal for a directive
Recital 29

(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.

(29) The accompanied driving scheme should, without prejudice to its overall goal of improving road safety, make the profession of truck driver more accessible and appealing to younger generations, in order to broaden their occupational possibilities, and to help tackle the driver shortage within the Union. Therefore, it should cover **categories C and C1** driving licences and their prerequisite B category licences.

Amendment 29
Proposal for a directive
Recital 29 a (new)

(29a) *The partnership between vocational schools and transport and logistics companies should be incentivised, including through specific Union budget support and use of revenues earmarked under Directive 2015/413 of the European Parliament and of the Council^{1a}, in order to tackle professional drivers' shortage in the Union. Such partnership should offer to future professional drivers an opportunity to become more familiar with the benefits and the challenges of the*

profession, to improve their operational and organisational skills and to gain experience, while using advanced technologies and techniques. The form of that support could include, among others, EU co-financing to obtain certain qualifications such as CPC or dedicated trainings for future drivers.

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

Amendment 30
Proposal for a directive
Recital 30

(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.

(30) It should be ensured that drivers who newly acquire their driving licence in a given category do not endanger road safety on account of their inexperience. For those novice drivers a probationary period of **at least** two years should be established. **In case a novice driver already has a valid driving licence for another category, the probationary period should only include what may remain of the probationary period of the existing driving licence, yet it should not be shorter than 6 months.** During **that period drivers** should be subjected to stricter rules and penalties Union-wide when breaking them, **for example**, due to the influence of **alcohol or drugs, speeding, using unauthorised vehicles, failing to use safety equipment, or driving without a valid driving licence. Enforcement authorities might need to establish a technical zero tolerance threshold for their effective measurements, which should not be higher than 0.2 g/mL, in order to take into account accidental exposure to alcohol.** The penalties for such conduct should be effective, proportionate, dissuasive and **non-discriminatory** and their severity should to the furthest extent possible take into account the Union's mid-term and long-term goals of halving and nearly eliminating deaths and serious injuries. As regards any other restrictions on novice drivers, Member States should be allowed to freely implement additional rules in their territory.

Amendment 31
Proposal for a directive
Recital 31

(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.

(31) Minimum standards concerning access to the profession of examiner and examiner training requirements should be established in order to improve the knowledge and skills of examiners, **including hazard perception training**, thereby ensuring a more objective evaluation of driving licence applicants and achieving greater harmonisation of driving tests. The Commission should be empowered, moreover, to adopt delegated acts to amend and adapt those minimum standards to any technical, operational or scientific developments in this field, **including new advanced driver assistance systems**, where it becomes necessary.

Amendment 32
Proposal for a directive
Recital 32

(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.

(32) The concept of normal residence should be defined, in a way that enables resolving issues arising where it is not possible to establish normal residence on the basis of occupational or familial ties. It is also necessary to provide for the possibility for applicants to take the theoretical or practical tests in the Member State of their citizenship in the cases where their Member State of normal residence does not provide the opportunity to take those tests in the official language of the former. Specific rules **could** be established for diplomats and their families, where their mission requires them to live abroad for an extended period of time, **provided that does not entail additional road safety risks**.

Amendments 247 and 311
Proposal for a directive
Recital 35 a (new)

(35a) *During the preparations for the review of this directive, the Commission should take into consideration to the fullest extent that Member States have different geographical and societal challenges they face when aiming to improve road safety. Indeed, while some Member States are successfully aiming to enforce road traffic rules through the so-called demerit point systems, others are choosing different methods, such as imposing stricter sanctions immediately or putting more effort into targeted enforcement and prevention campaigns. Moreover, account should also be taken of the fact that demerit point systems themselves can be significantly different between Member States that choose to apply them. As such, resources and attention should be directed to other measures which can increase road safety, while also letting Member States address their diverse challenges in ways they believe to be the most efficient.*

Amendment 34
Proposal for a directive
Recital 35 b (new)

(35b) *Member States should equally share data on their best practices as regards road safety measures and risk awareness trainings, especially as regards novice drivers and within the lifelong training, use of support system per age group through feedback interventions with proof of participation and recommendations provided by a driving instructor, traffic psychologist or driving examiner, as well as measures to increase road safety among vulnerable road users.*

Amendment 35
Proposal for a directive
Recital 37

(37) In a context of gradual digitalisation and automation, of ever more stringent emission reduction requirements of road transport, as well as of constant technological progress of power-driven vehicles, it is necessary to keep all drivers up to date in terms of knowledge about road safety and sustainability. **The promotion of** lifelong training can be key in keeping experienced drivers' skills up to date in terms of road safety, new technologies, ecodriving, which improves fuel efficiency and reduces emissions, and speed

(37) In a context of gradual digitalisation and automation, of ever more stringent emission reduction requirements of road transport, as well as of constant technological progress of power-driven vehicles, it is necessary to keep all drivers up to date in terms of knowledge about **new technologies**, road safety and sustainability. **Member States should endeavour to promote** lifelong training **of drivers and incentivise attendance at safe driving courses, including through feedback interventions with proof of**

management.

participation and recommendations provided by a driving instructor, traffic psychologist or driving examiner, which can contribute to more inclusive mobility. That can be key in keeping experienced drivers' skills up to date in terms of road safety, new technologies, ecodriving, which improves fuel efficiency and reduces emissions, and speed management.

Amendment 36
Proposal for a directive
Article 1 – paragraph 1 – point d

(d) certain aspects applicable to novice drivers.

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

Amendment 312
Proposal for a directive
Article 1 – paragraph 2

2. This Directive does not apply to **power-driven vehicles running on wheels or tracks, having at least two axles, the principal function of which lies in their tractive power, which are specially designed to pull, push, carry or operate certain tools, machines or trailers used in connection with agricultural or forestry operations, and the use of which for carrying persons or goods by road or drawing, on the road, vehicles used for the carriage of persons or goods is only a secondary function.**

2. **Without prejudice to Articles 12a and 20 of this Directive as well as the right of Member States to add national categories to the driving licences that they issue in accordance with Annex I, this Directive does not apply to self-propelled mobile machinery falling within the scope of Directive 2006/42/EC, that is designed or constructed with the purpose of performing work, such as non-road mobile machinery as defined by [Regulation on the approval and market surveillance of non-road mobile machinery circulating on public roads and amending Regulation (2023/0090(COD))].**

Amendment 38
Proposal for a directive
Article 2 – paragraph 1 – point 1

(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;

(1) 'driving licence' means **a** document that certifies the right to drive power-driven vehicles and states the conditions under which the holder is authorised to drive , **whether in a physical or digital format, or both;**

Amendment 39
Proposal for a directive
Article 2 – paragraph 1 – point 11 a (new)

(11a) **'ambulance' means a vehicle of category M intended for the transport of sick or injured persons and having special equipment for such purpose, as referred to under 'Criteria for vehicle categorisation', 'Special purpose vehicles', in Annex I, Part A, point 5.3. to Regulation (EU) No 2018/858 of the European Parliament and the Council^{1a};**

^{1a} Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L, 151, 14.6.2018, p. 1).

Amendment 40
Proposal for a directive
Article 2 – paragraph 1 – point 11 b (new)

(11b) *'motor caravan' means a vehicle category M with a living accommodation area containing seating and a table, separate or folding sleeping berths, cooking facilities as well as cupboards and storage space, all of which shall be rigidly fixed to the living compartment, as referred to under 'Criteria for vehicle categorisation', 'Special purpose vehicles', in Annex I, part A point 5.1 to Regulation (EU) 2018/858;*

Amendment 41
Proposal for a directive
Article 2 – paragraph 1 – point 11 c (new)

(11c) *'alternatively fuelled vehicle'^{1a} means a motor vehicle powered wholly or in part by an alternative fuel, and which has been approved, pursuant to Regulation EU 2018/858;*

Amendment 42
Proposal for a directive
Article 2 – paragraph 1 – point 11 d (new)

(11d) *'alternative fuels' mean fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute to its decarbonisation and enhance the environmental performance of the transport sector consisting of:*

(a) *electricity consumed in all types of electric vehicles;*

(b) *hydrogen;*

(c) *natural gas, including biomethane, in gaseous form (Compressed Natural Gas — CNG) and liquefied form (Liquefied Natural Gas — LNG);*

(d) *Liquefied Petroleum Gas (LPG);*

(e) *mechanical energy from on-board storage/on-board sources, including waste heat;*

(f) *any other 'CO2 neutral fuel' that means all fuels defined by Directive (EU) 2018/2001 where the emissions of the fuel in use (eu) can be taken to be net zero, meaning for instance that the CO2 equivalent of the carbon incorporated in the chemical composition of the fuel in use (eu) is of biogenic origin and/or has been captured, so avoiding being emitted as CO2 into the atmosphere, or has been captured from ambient air including:*

(i) *renewable and/or synthetic fuels, such as biofuel, biogas, biomass fuel, renewable liquid and gaseous transport fuel of non- biological origin (RFNBO) or a recycled carbon fuel (RCF);*

(ii) **other fuels not listed in Directive (EU) 2018/2001 may fall within the meaning of CO2 neutral fuel provided that they meet those criteria and the sustainability criteria of that Directive and associated delegated acts; and**

(iii) **a mixture of two or more CO2 neutral fuels shall be considered to be a CO2 neutral fuel;**

Amendment 44
Proposal for a directive
Article 3 – paragraph 4

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

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

Amendment 45
Proposal for a directive
Article 3 – paragraph 5

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

Amendment 46
Proposal for a directive
Article 3 – paragraph 5 a (new)

5a. **By way of derogation from paragraph 5, Member States shall give applicants who have renounced one of the formats of their driving licence referred to in paragraph 4 the right to request the issue or reissue of that renounced format. Any issue or reissue of a renounced format shall be provided without undue delay and no later than 2 weeks from the date of the applicant's request.**

Amendment 47
Proposal for a directive
Article 4 – paragraph 4

4. Member States shall ensure that by 19 January **2030**, all physical driving licences issued or in circulation fulfil all the requirements of this Directive.

4. Member States shall ensure that by 19 January **2033**, all physical driving licences issued or in circulation fulfil all the requirements of this Directive.

Amendment 48
Proposal for a directive
Article 4 – paragraph 5 – subparagraph 1

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.

Member States may decide to introduce a storage medium (microchip) as part of the physical driving licence. Where a Member State decides to introduce a microchip as part of their physical driving licence it may, where its national laws related to driving licences provide for it, also decide to store data additional to what is specified in Annex I, Part D, on the microchip. **The retention period for the personal data stored in the microchip shall, whenever possible, be aligned with the validity of the driving licence.**

Amendment 49
Proposal for a directive
Article 5 – paragraph 2 – subparagraph 2

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.

Those applications shall be based on the European Digital Identity Wallets issued in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council⁶², **and an appropriate level of security of these applications should be ensured.**

⁶² Regulation (EU) No 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market (OJ L 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).

Amendment 50
Proposal for a directive
Article 5 – paragraph 3 – subparagraph 2

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.

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

Amendment 51
Proposal for a directive
Article 5 – paragraph 4 – subparagraph 2

Member States shall ensure that the personal data necessary for the verification of the driving rights of the holder of the mobile driving licence is not retained by the verifier and that the issuing authority of the driving licence processes the information received through the notification only for the purpose of responding to the verification request.

Member States shall ensure that the personal data necessary for the verification of the driving rights of the holder of the mobile driving licence is not retained by the verifier and that the issuing authority of the driving licence processes the information received through the notification only for the purpose of responding to the verification request. **Personal data shall be processed in accordance with Regulations (EU) 2016/679 and (EU) 2018/1725 and, where applicable, Directive 2002/58/EC, implementing the principles of ‘data minimisation’, ‘purpose limitation’ and ‘data protection by design and by default’, in particular with regard to technical measures.**

Amendment 52
Proposal for a directive
Article 5 – paragraph 5

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.

5. Member States shall inform the Commission of the list of relevant national systems authorised to issue data for mobile driving licences. The Commission shall make available to the public, through a secure channel, the list of such national systems of the Member States, in an electronically signed or sealed form suitable for automated processing.

Amendment 53
Proposal for a directive
Article 5 – paragraph 7

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).

7. By ... [date-of-adoption+18 months], the Commission shall adopt implementing acts laying down detailed provisions concerning the interoperability, security and testing of mobile driving licences, including verification features and the interface with national systems **and taking into account the necessary requirements to ensure recognition of those driving licences by third country authorities**. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).

Amendment 54
Proposal for a directive
Article 5 – paragraph 7 a (new)

7a. The Commission shall provide assistance in this regard to Member States who should work together in pursuit of the worldwide use and recognition of the European mobile driving licence by means of an amendment to the Geneva Convention on Road Traffic of September 19, 1949, the International Convention on Motor Transport of April 24, 1926 and the Vienna Convention on Road Traffic of November 8, 1968.

Amendment 55
Proposal for a directive
Article 6 – paragraph 1 – point a – paragraph 2 – indent 1

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

– two-wheel vehicles or three-wheel vehicles with a maximum design speed of not more than 45 km/h **and a net maximum power not exceeding 4kW** (excluding those with a maximum design speed under or equal to 25 km/h);

Amendment 56
Proposal for a directive
Article 6 – paragraph 1 – point b – point i – indent 1

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

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

Amendment 57
Proposal for a directive
Article 6 – paragraph 1 – point b – point i – indent 2

– powered tricycles with a power not exceeding 15 kW;

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

Amendment 58
Proposal for a directive
Article 6 – paragraph 1 – point b – point ii – indent 1

– motorcycles of a power not exceeding 35 kW and with a power/weight ratio not exceeding 0,2 kW/kg and not derived from a vehicle of more than 70 kW.

– motorcycles of a **net maximum** power not exceeding 35 kW and with a power/weight ratio not exceeding 0,2 kW/kg and not derived from a vehicle of more than 70 kW;

Amendment 59
Proposal for a directive
Article 6 – paragraph 1 – point b – point iii – indent 2

– powered tricycles with a power exceeding 15 kW;

– powered tricycles with a *net maximum* power exceeding 15 kW;

Without prejudice to the provisions of type-approval rules for the vehicles concerned, motor vehicles in categories referred to in points (a) and (b) may be combined with a trailer with a maximum authorised mass not exceeding half the weight of the towing vehicle's unladen mass;

Amendment 60
Proposal for a directive
Article 6 – paragraph 1 – point c – point viii – indent 1

– 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.

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

Amendment 69
Proposal for a directive
Article 6 – paragraph 2 – subparagraph 1

With the prior agreement of the Commission, which shall assess the impact of the proposed measure on road safety, Member States may exclude from the application of this Article certain specific types of power-driven vehicles, including special vehicles for persons with disabilities.

With the prior agreement of the Commission, which shall assess the impact of the proposed measure on road safety, Member States may exclude from the application of this Article certain specific types of power-driven vehicles, including special vehicles for persons with disabilities **or vehicles used in construction sector classified inter alia as non-road mobile machinery.**

Amendment 70
Proposal for a directive
Article 7 – paragraph 1 – point a

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

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

Amendment 71
Proposal for a directive
Article 7 – paragraph 1 – point d a (new)

(da) **without prejudice to the circumstances set out in Article 6(1) of Directive (EU) 2022/2561, 18 years for categories C, CE, D1 and D1E, for professional drivers using driving licence nationally and internationally on the condition that they hold a Certificate for Professional Competence (CPC);**

Amendment 72
Proposal for a directive
Article 7 – paragraph 1 – point e a (new)

(ea) **without prejudice to the circumstances set out in Article 6(1) of Directive (EU) 2022/2561, 21 years for categories D and DE, for professional drivers using driving licence nationally and internationally on the condition that they hold a Certificate for Professional Competence (CPC).**

Amendment 73
Proposal for a directive
Article 7 – paragraph 2 – point b

(b) for category B1 up to 18 years;

(b) for category B1 up to 18 years;

Member states may not issue a driving licence for category B1 for a candidate over 21 years for the vehicles referred to in Article 9(4), first subparagraph, point (c), and under the conditions provided for in that paragraph.

Amendment 74
Proposal for a directive
Article 7 – paragraph 3 – point a

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

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

Amendment 75
Proposal for a directive
Article 7 – paragraph 3 – subparagraph 1 a (new)

Member States may mutually recognise on their territory the validity of driving licences issued to drivers under the minimum ages as set out in this paragraph.

Amendment 76
Proposal for a directive
Article 7 – paragraph 4 – subparagraph 1

Driving licences issued in accordance with **paragraphs 2 and 3** shall only be valid on the territory of the issuing Member State until the licence holder has reached the minimum age limit set out in paragraph 1.

Driving licences issued in accordance with **paragraph 2** shall only be valid on the territory of the issuing Member State until the licence holder has reached the minimum age limit set out in paragraph 1.

Amendment 77
Proposal for a directive
Article 7 – paragraph 5 – subparagraph 1

By way of derogation from paragraph 1, points (d) and (e), of this Article, where the candidate holds a certificate of professional competence referred to in Article 6 of Directive (EU) 2022/2561, the minimum age for issuing a driving licence shall be as follows:

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(a) **for categories C and CE, the minimum ages provided for in Article 5(2), point (a)(i) of Directive (EU) 2022/2561;**

(b) **for categories D1 and D1E, the minimum age provided for in Article 5(3) point (a)(i), second subparagraph, of that Directive;**

(c) **for categories D and DE, the minimum ages provided for in Article 5(3) point (a)(i) first subparagraph, Article 5(3) point (a)(ii) first subparagraph, and Article 5(3) point (b), of that Directive.**

Amendment 78
Proposal for a directive
Article 8 – paragraph 1 – subparagraph 1

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.

Member States shall mark driving licences issued to a person subject to one or more conditions under which he or she is authorised to drive. To that end Member States shall use the corresponding Union codes provided for in Annex I, Part E. They may also use national codes for conditions not covered by Annex I, Part E, **and, where they do so, they shall report this fact without delay to the Commission, along with details of the codes and cases in which they are used, upon the entry into force of this Directive and in case of [subsequent] new additions or modifications of existing codes.**

Amendment 80
Proposal for a directive
Article 9 – paragraph 2 – point c a (new)

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

Amendment 81
Proposal for a directive
Article 9 – paragraph 2 – point d a (new)

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

Amendment 82
Proposal for a directive
Article 9 – paragraph 2 – point h

(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.

(h) 2 years after a driving licence, granted for category B, was issued for the first time, it shall be valid for driving the alternatively fuelled vehicles, **as** referred in Article 2 **[11c] of this Directive for categories M and N established by Regulation EU 2018/858, that are intended to be used on public roads, including those designed and constructed in one or more stages**, with a maximum authorised mass above 3 500 kg but not exceeding 4 250 kg without a trailer, **and for the transport of passengers with a maximum seat capacity of eight seats excluding the driver. Those vehicles may be combined with a trailer or semi-trailer with the maximum authorised mass of this combination not exceeding 5 000 kg;**

⁶³ Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59).

⁶³ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L, 151, 14.6.2018, p. 1).

Amendment 83
Proposal for a directive
Article 9 – paragraph 2 – point h a (new)

(ha) 2 years after a driving licence, granted for category B, was issued for the first time, it shall be valid for driving ambulances as defined in Article 2 [(11a)] and other special usage vehicles, as well as motor caravans, as defined in Article 2 [(11b)] of this Directive that are up to 4250 kg;

In the periodic reports to the European Parliament and the Council referred to in Article 20 of this Directive, the Commission shall review the impact of technological advances in the field of emergency medical equipment and/or of the use of alternative fuels on the total mass of ambulances. The Commission is empowered to adopt delegated acts in accordance with Article 21 of this Directive to amend this Directive by updating the maximum weight of ambulances based on the conclusions of those periodic reports.

The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend this Directive by updating the maximum weight of vehicles referred to in the first subparagraph of this point in order to take account of the impact of technical advances and the development of alternative fuels for ambulances;

Amendment 84
Proposal for a directive
Article 9 – paragraph 2 – point h b (new)

(hb) 2 years after a driving licence granted for category BE, was issued for the first time, it shall authorise driving alternatively fuelled vehicles, as defined in Article 2 (11c) of this Directive for categories M and N established by Regulation EU 2018/858, that are intended to be used on public roads, including those designed and constructed in one or more stages, with a maximum authorised mass above 3 500 kg but not exceeding 4 250 kg without a trailer. Those vehicles may be combined with a trailer or semi-trailer where the maximum authorised mass of the trailer or semi-trailer not exceeding 3 500 kg;

Amendment 85
Proposal for a directive
Article 9 – paragraph 2 – point h c (new)

(hc) 3 years after a driving licence, granted for category C1, was issued for the first time, it shall be valid for driving alternatively fuelled vehicles, as defined in Article 2 [(11 c)] of this Directive, with a maximum authorized mass above 7 500 kg but not exceeding 8 250 kg without a trailer and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver. Those vehicles may be combined with a trailer having maximum authorized mass not exceeding 750 kg;

Amendment 86
Proposal for a directive
Article 9 – paragraph 2 – point h d (new)

(hd) 3 years after a driving licence, granted for category C1E, was issued for the first time, it shall be valid for driving alternatively fuelled vehicles

referred to in Article 9(2), point (hc) and its trailer or semi-trailer having a maximum authorised mass of over 750 kg provided that the authorised mass of the combination does not exceed 12 750 kg;

Amendment 88
Proposal for a directive
Article 9 – paragraph 2 – point h f (new)

(hf) 3 years after a driving licence, granted for category D1, was issued for the first time, it shall be valid for vehicles designed and constructed for the carriage of no more than 22 passengers in addition to the driver and with a maximum length not exceeding 8 meters.

Amendment 89
Proposal for a directive
Article 9 – paragraph 2 – subparagraph 1 a (new)

In its second implementation report to the European Parliament and the Council referred to in Article 20 of this directive, the Commission shall assess the impact of development and deployment of alternatively fuelled vehicles and/or the application of [point (h) to point (hd) of this Article] on road safety. The Commission is empowered to adopt delegated acts in accordance with Article 21 to amend this Directive by updating the mass thresholds of alternatively fuelled vehicles.

Amendment 91
Proposal for a directive
Article 9 – paragraph 4 a (new)

4a. Member States shall be entitled to authorise to drive vehicles of category D or D1, in their territory, to the holders of driving licence granted for category C, provided that no other persons are transported in the vehicle and the driver is a person executing the roadworthiness test in accordance with Directive 2014/45/EU, or a mechanic of the car-repair shop performing a test ride, both within 5 km radius from the workshop, once the vehicle has been repaired, or maintenance or inspection drive purposes. The Member States shall inform the Commission on any authorisations granted in accordance with this paragraph.

Amendment 94
Proposal for a directive
Article 10 – paragraph 1 a (new)

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.

Amendment 95
Proposal for a directive
Article 10 – paragraph 2 – subparagraph 1 – introductory part

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

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

Amendments 253, 315 and 335
Proposal for a directive
Article 10 – paragraph 2 – subparagraph 5

Member States may limit the period of administrative validity of individual driving licences for any category in case it is found necessary to apply an increased frequency of medical checks or other specific measures, including restrictions for traffic offenders.

While respecting the principle of subsidiarity, Member States may limit the period of administrative validity of individual driving licences for any category, **while considering medical fitness and ability to drive safely in accordance with Annex III**, in case it is found necessary to apply an increased frequency of medical checks or other specific measures, including restrictions for traffic offenders, **in order to further improve road safety measures**.

Amendment 97
Proposal for a directive
Article 10 – paragraph 2 – subparagraph 6

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.

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Amendment 99
Proposal for a directive
Article 10 – paragraph 6 – subparagraph 2

The Commission shall adopt by [date-of-adoption+18 months] implementing acts setting out the content of the self-assessment referred to in point 3 of Annex III and covering all of the medical incapacities mentioned in that Annex. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).

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Amendments 256 and 318
Proposal for a directive
Article 10 – paragraph 6 – subparagraph 2 a (new)

While respecting the principle of subsidiarity, when renewing driving licences in categories AM, A, A1, A2, B, B1, BE and T Member States may require an examination applying the minimum standards of fitness for driving set out in Annex III.

Amendment 100
Proposal for a directive
Article 10 – paragraph 6 a (new)

6a. Member States shall establish evidence-based guidelines for General Practitioners and family doctors to identify those who may be at risk of driving a car, and shall operate in coordination with licencing authorities.

Amendment 101
Proposal for a directive
Article 10 – paragraph 6 b (new)

6b. **Member States shall develop national sensibility campaigns to raise awareness among the general public about mental or physical signals that may put a person at risk of driving a vehicle.**

Amendment 102
Proposal for a directive
Article 10 – paragraph 7 – subparagraph 1

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

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

Amendment 103
Proposal for a directive
Article 10 – paragraph 8 a (new)

8a. **The Commission shall, based on expert advice, develop an online training course for general practitioners allowing them to assess all aspects of an applicant's fitness to drive.**

Amendment 104
Proposal for a directive
Article 11 – paragraph 3

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

3. The Member State performing the exchange **of a physical driving licence** shall return the old licence to the authorities of the Member State which issued it and give the reasons for doing so. **The Member State exchanging the driving licence shall inform the authorities of the issuing Member State, specifying the reasons for such exchange. The Member States which originally issued the driving licence shall ensure that the former mobile driving licence can no longer be viewed. For the purposes of communication, Member States shall make use of the EU driving licence network referred to in Article 19(1).**

Amendment 105
Proposal for a directive
Article 11 a (new)

Article 11a

Interim driving licence

1. **During the replacement, renewal or exchange of a driving licence, the Member State performing the replacement, renewal or exchange shall issue an interim driving licence in a form of a certificate, even if is the same Member State which has issued the previous licence. The Commission is empowered to adopt by 31 December 2025 a delegated acts in accordance with Article 21 to supplement this Directive by laying down a model standardised form for such a certificate. When adopting those delegated acts the Commission shall have due regard to any risk of forgery of such forms.**

2. *The certificate issued by a Member State under this Article shall be valid for a maximum period of 1 month. Such certificates shall be mutually recognised by Member States. Where the replacement, renewal or exchange of the driving licence is taking longer Member States may renew that certificate twice, each for the period not exceeding 1 month. The validity of such a certificate shall automatically cease once the holder comes into the possession of a physical or mobile licence in accordance with Article 3.*

Amendment 106
Proposal for a directive
Article 12 – paragraph 6 – subparagraph 2

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**.

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**.

Amendment 107
Proposal for a directive
Article 12 – paragraph 6 – subparagraph 3 – point f a (new)

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

Amendment 108
Proposal for a directive
Article 12 – paragraph 8 a (new)

8a. *A certificate of professional competence (CPC), or an equivalent certificate, issued by a third country referred to in paragraph 2 may be replaced by a new CPC issued by a Member State where the holder has completed in that Member State additional competence training of up to 35 hours. That additional competence training shall be carried out in the EU language best understood by a [candidate]. If necessary, in line with Directive (EU) 2022/2561 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers^{1a}, to ensure a high level of competence and road safety, appropriate linguistic support shall be provided.*

For the purpose of determining whether third countries have rules wholly or partially comparable to corresponding Union rules that guarantee a level of road safety that is wholly or partially comparable to that in the Union, the Commission is empowered to adopt by ... [2 years after the entry into force of this amending Directive] delegated acts in accordance with Article 21 to supplement this Directive, by laying down the conditions for, and the criteria and methodologies to be used when, assessing third-country rules on professional training for drivers or third-country rules on certification and examination procedures, or both.

On the basis of those [delegated acts/ assessment conditions, criteria and methodologies], and in cooperation with the Member States in accordance with the procedure set out in paragraph 6, the Commission shall adopt implementing acts, setting out its decision that a specific third country has rules on professional training for drivers and/ or rules on certification and examination procedures wholly or partially comparable to corresponding Union rules that guarantee a level of road safety that is wholly or partially comparable to that in the Union. Those implementing acts shall be adopted in accordance with examination procedure referred to in Article 22(2).

1a Directive (EU) 2022/2561 of the European Parliament and of the Council of 14 December 2022 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers (OJ L 330, 23.12.2022, p. 46.).

Amendment 109
Proposal for a directive
Article 12 – paragraph 9

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**.

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**.

Amendment 320
Proposal for a directive
Article 12 a (new)

Article 12a

Platform for cooperation

1. The Commission shall establish a platform for cooperation to aggregate, process and disseminate knowledge and information on best practices for

(a) the training schemes of drivers in the Member States, including training of special use vehicles such as Non Road Mobile Machinery;

(b) the licencing and normal use of special use vehicles, such as Non Road Mobile Machinery in the different Member States, including cross border implications of differences of these rules with the view to facilitating use of such machinery; and

(c) any other issue deemed appropriate.

2. The platform shall include relevant Members States authorities, and relevant stakeholders of the road transport sector, and where possible facilitate building on these best practices.

Amendment 110
Proposal for a directive
Article 13 – paragraph 3 – subparagraph 2 a (new)

A Member State shall suspend a driving licence if the medical examination confirming validity referred to in Article 10 shows that the physical and psychological requirements regarding the medical conditions referred to in Annex III temporarily cannot be met.

Amendment 111
Proposal for a directive
Article 14 – paragraph 1

1. By way of derogation from Article 7(1), points (b) and (d) respectively, Member States shall issue driving licences, in accordance with Article 10(1), for **categories B and C** marked with the Union code 98.02 specified in Annex I, Part E, to applicants who have reached the age of 17 years.

1. By way of derogation from Article 7(1), points (b) and (d) respectively, Member States shall issue driving licences, in accordance with Article 10(1), for **categories B, C and C1** marked with the Union code 98.02 specified in Annex I, Part E, to applicants who have reached the age of 17 years.

Amendment 112
Proposal for a directive
Article 14 – paragraph 2 – introductory part

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:

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 **in the front passenger seat, who is able to provide guidance during the driving. The accompanying person shall comply with the rules on driving under the influence of alcohol or drugs or in an incapacitated state due to any other reason, and shall meet** the following conditions:

Amendment 113
Proposal for a directive
Article 14 – paragraph 2 – point b

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

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

Amendment 114
Proposal for a directive
Article 14 – paragraph 2 – point e

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

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

Amendment 115
Proposal for a directive
Article 14 – paragraph 2 – point e a (new)

(ea) in the case of a vehicle category C and C1, has undergone a dedicated 7-hour training course to learn the necessary professional and pedagogical skills, as part of their periodic CPC training.

Amendment 116
Proposal for a directive
Article 14 – paragraph 2 – subparagraph 2 (new)

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

Amendment 117
Proposal for a directive
Article 14 – paragraph 3 a (new)

3a. The accompanied driving scheme does not restrict Member States' existing options to lower the minimum age for category B as set in Article 7(2) of this Directive and to apply related conditions at national level.

Amendment 118
Proposal for a directive
Article 14 – paragraph 4 a (new)

4a. Member States may reduce the age set out in paragraph 1 to persons having their normal residence in their territory in order to run pilot projects and collect data on the effect of accompanied driving schemes with a lower age as a part of applicant's training until he or she reaches 3500 km. If a Member State wishes to make use of that option, it shall submit a reasoned request to the Commission. The Commission shall assess such request through a dialogue with the Member State concerned and render a decision within 3 months. The Commission may approve or deny the request by submitting a reasoned opinion, or approve it upon additional conditions in order to ensure road safety. The provisions of paragraphs 2, 3 and 4 shall remain applicable, where a derogation is granted by the Commission. Member States shall monitor results of the approved pilot projects and report them to the Commission. The Commission shall assess the requests and, when available, the results of the approved pilot projects in its periodic reviews.

Amendment 119
Proposal for a directive
Article 15 – paragraph 1

1. The holder of a driving licence of a given category issued for the first time shall be considered a novice driver and shall be subject to a probationary period of at least two years.

1. The holder of a driving licence of a given category issued for the first time shall be considered a novice driver and shall be subject to a probationary period of at least two years. **Member States shall lay down rules on the length of the period and the penalties for novice drivers.**

Amendment 268
Proposal for a directive
Article 15 – paragraph 1 a (new)

1a. Member States shall establish an obligation for novice drivers to display a standard Union disk on the back windscreen of their vehicle during the whole length of their probationary period. The Commission shall, no later than [6 months from the date of entry into force of this directive] adopt a delegated act in accordance with Article 21 establishing the common visual specifications for the common disk.

Amendment 120
Proposal for a directive
Article 15 – paragraph 2

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.

2. Member States shall lay down rules on penalties for novice drivers who drive with a blood alcohol level exceeding **0.2g /mL or under the influence of psychotropic substances or narcotics. The enforcement authorities of Member States shall establish a technical zero tolerance measuring threshold on the basis of the lowest limit of quantification that takes account of passive or accidental exposure** and take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and non-discriminatory, **and may include driving disqualifications.**

Amendment 121
Proposal for a directive
Article 15 – paragraph 2 a (new)

2a. **Member States shall lay down stricter rules on penalties for novice drivers, including where they fail to use safety equipment or drive without a valid driving licence, and take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and non-discriminatory.**

Amendment 269
Proposal for a directive
Article 15 – paragraph 2 b (new)

2b. **Member States may extend the application of the zero tolerance system for alcohol and illicit psychoactive drugs to all drivers.**

Amendment 122
Proposal for a directive
Article 15 – paragraph 3

3. Member States may establish additional rules applicable on their territory to novice drivers during the probationary period to improve road safety. They shall inform the Commission thereof.

3. Member States may establish additional rules applicable on their territory to novice drivers during the probationary period to improve road safety. They shall inform the Commission thereof. **Those rules shall not limit night-time driving.**

Amendment 123
Proposal for a directive
Article 15 – paragraph 5 a (new)

5a. **For drivers obtaining a new category during their probationary period for a previously issued licence category, the probationary period for the new category may be reduced taking into account already completed probationary period, subject to a minimum of 6 months. Such a reduction shall not apply if the existing driving licence is issued for category AM only.**

Amendment 124
Proposal for a directive
Article 15 – paragraph 5 b (new)

5b. **Member States are encouraged to include age-appropriate training on road safety rules and traffic risk awareness trainings as part of their elementary and secondary school curricula. Member States may use revenues earmarked under [Directive 2015/413 of the European Parliament and of the Council^{1a}] to financially support such initiatives. The Commission may use the resources indicated in [Article 8a of that Directive] also to financially support such initiatives.**

1a Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L 68, 13.3.2015, p. 9).

Amendment 125
Proposal for a directive
Article 16 – paragraph 1 – subparagraph 2

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

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

Amendment 126
Proposal for a directive
Article 17 – paragraph 1 – subparagraph 1

For the purposes of this Directive, normal residence shall be the place where a person usually lives, that is for at least 185 days in each calendar year, because of personal **and** occupational ties, **or**, in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where he or she is living.

For the purposes of this Directive, normal residence shall be the place where a person usually lives, that is for at least 185 days in each calendar year, because of personal **or** occupational ties **and**, in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where he or she is living.

Amendment 127
Proposal for a directive
Article 17 – paragraph 4

4. By way of derogation from Article 10(1), point (e) and for the specific purpose of the first issuance of a driving licence **of category B**, an applicant whose Member State of normal residence is different from his or her Member State of citizenship may have his or her driving licence issued by the latter, where the Member State of normal residence does not provide for the possibility to pass the theoretical or practical tests in one of the official languages of the Member State of citizenship or with an interpreter.

4. By way of derogation from Article 10(1), point (e) and for the specific purpose of the first issuance of a driving licence, an applicant whose Member State of normal residence is different from his or her Member State of citizenship may have his or her driving licence issued by the latter, where the Member State of normal residence does not provide for the possibility to pass the theoretical or practical tests in one of the official **EU** languages of the Member State of citizenship or with an interpreter.

Amendment 128
Proposal for a directive
Article 18 – paragraph 1

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 of this Directive.

1. Member States shall apply the equivalences established by Commission Decision (EU) **2016/1945⁶⁴** between entitlements obtained before **entry into force of this Directive** and the categories set out in Article 6 of this Directive.

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

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

Amendment 129
Proposal for a directive
Article 18 – paragraph 2

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.

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

Amendment 130
Proposal for a directive
Article 19 – paragraph 2 – point c

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

(c) to prevent, detect and investigate **road traffic-related** criminal offences in **accordance with** [REFERENCE TO PRÜM II], **provided all necessary conditions therein for that purpose apply and with due observance of the principles of purpose limitation, necessity and proportionality;**

Amendment 131
Proposal for a directive
Article 20 – paragraph 1

Member States shall inform the Commission on a yearly basis about the number of driving licences issued, renewed, replaced, withdrawn and exchanged, for each category, including data on the issuance and use of mobile driving licences.

Member States shall inform the Commission on a yearly basis about the number of driving licences issued, renewed, replaced, withdrawn and exchanged, for each category, including data on the issuance and use of mobile driving licences. **Member States shall also inform the Commission within 3 months if the laws, regulations and administrative provisions they adopted, which are necessary to comply with this Directive, are changed in a way affecting the application of the provisions of this Directive.**

Amendment 132
Proposal for a directive
Article 20 – paragraph 1 a (new)

Member States shall also share data on their best practices as regards road safety measures and risk awareness trainings, especially as regards novice drivers and within the lifelong training, on types of medical fitness checks per age group, use of support system per age group through feedback interventions with proof of participation and recommendations provided by a driving instructor, traffic psychologist or driving examiner as well as measures to increase road safety measures among vulnerable road users, including measures regulating micro mobility.

Amendment 321
Proposal for a directive
Article 20 – paragraph 1 b (new)

By 1 July 2027, the Commission is invited to present a report to the European Parliament and to the Council on the effects of use of national provisions on Non Road Mobile Machinery and its implication on internal market and road safety. The report may be accompanied, if appropriate, by a

proposal to the European Parliament and the Council with the view to facilitating use of Non Road Mobile Machinery across the Union.

Amendment 133
Proposal for a directive
Article 20 – paragraph 1 c (new)

Member States shall annually report to the Commission statistics on road accidents per driving licence category, caused by novice drivers under accompanied driving scheme as defined by Article 14. Every 3 years, the Commission is invited to prepare a report comparing the road accidents caused by drivers who obtained a driving licence following accompanied driving scheme with the other drivers. The report shall take into account data per each category of driving licence. The Commission shall make the report publically available, including through the CBE portal as established by the [CBE directive].

Amendment 134
Proposal for a directive
Article 21 – paragraph 2

2. The power to adopt delegated acts referred to in Article 4(8), Article 5(6), Article 8(2), Article **10(8)** and Article 16(2) shall be conferred on the Commission for a period of five years from [Date of entry into force of the Directive]. The Commission shall draw up a report in respect of the delegation of power no later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension no later than three months before the end of each period.

2. The power to adopt delegated acts referred to in Article 4(8), Article 5(6), Article 8(2), Article **9(2), Article 10(8), Article 11(a), Article 12(8a)** and Article 16(2) **and Article 16a(2)** shall be conferred on the Commission for a period of five years from [Date of entry into force of the Directive]. The Commission shall draw up a report in respect of the delegation of power no later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension no later than three months before the end of each period.

Amendment 135
Proposal for a directive
Article 23 – paragraph 1
Directive (EU) 2022/2561
Article 5 – paragraph 2 – point c

(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];

(c) from the age of 17, a vehicle in licence **categories C and C1**, provided they hold a CPC as referred to in Article 6(1) and only under the conditions laid down in Article 14(2) of Directive [REFERENCE-TO-THIS-DIRECTIVE];'

Amendment 322
Proposal for a directive
Article 23 – paragraph 1 a (new)
Directive (EU) 2022/2561
Article 5 – paragraph 3 – point a

In Article 5, paragraph 3, point a is replaced by following:

'(a) from the age of 21:

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

Any Member State may authorise drivers of vehicles in driving licence categories D1 and D1 + E 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).

Any Member State may lower the minimum age for categories D and DE for professional bus and coach drivers to:

— 19 years on their territory, provided that drivers have undergone a full professional training and are holders of CPC in accordance with Article 6(1), of Directive (EU) 2022/2561;

— 18 years on their territory, provided that drivers have undergone a full professional training and are holders of CPC in accordance with Article 6(1), of Directive (EU) 2022/2561, and drive such vehicles without passengers or on lines of less than 50 km with passengers.

(ii) a vehicle in driving licence categories D and D + E, provided that they hold a CPC as referred to in Article 6(1).

Any Member State may lower the minimum age for categories D and DE for professional bus and coach drivers to:

— 19 years on their territory, provided that drivers have undergone a full professional training and are holders of CPC in accordance with Article 6(1), of Directive (EU) 2022/2561;

— 18 years on their territory, provided that drivers have undergone a full professional training and are holders of CPC in accordance with Article 6(1), of Directive (EU) 2022/2561, and drive such vehicles without passengers or on lines of less than 50 km with passengers.

Amendment 323
Proposal for a directive
Article 23 – paragraph 1 b (new)
Directive (EU) 2022/2561
Article 5 – paragraph 3 – point b

(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).

deleted

Amendment 324
Proposal for a directive
Article 25 – paragraph 1 – subparagraph 1

Member States shall adopt and publish, by [date-of-adoption+2 years] at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.

Without prejudice to paragraph 1a, Member States shall adopt and publish, by [date-of-adoption+2 years] at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.

Amendment 325
Proposal for a directive
Article 25 – paragraph 1 – subparagraph 2

They shall apply those provisions as from [date-of-adoption+3 years].

Without prejudice to paragraph 1a, they shall apply those provisions as from [date-of-adoption+3 years].

Amendment 326
Proposal for a directive
Article 25 – paragraph 1 a (new)

1 a. **Member States shall adopt and publish, by [date-of-adoption+4 months] at the latest, the laws, regulations and administrative provisions necessary to comply with Article 9 paragraph 2 of this Directive.**

They shall apply those provisions from [date-of-adoption+4 months].

Amendment 138
Proposal for a directive
Annex I – Part B1 – point 4 – point 3 – paragraph 2 – point e

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

(e) **deleted**

Amendment 139
Proposal for a directive
Annex II – Part I – point A – point 2 – paragraph 1 – point b – indent 2 a (new)

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

Amendment 140
Proposal for a directive
Annex II – Part I – point A – point 2 – paragraph 1 – point c – indent 1

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

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

Amendment 141
Proposal for a directive
Annex II – Part I – point A – point 2 – paragraph 1 – point d – indent 1

– specific risk factors related to the lack of experience of other road users, especially on vulnerable road users that enjoy a lesser degree of protection in traffic compared to users of motor vehicles such as cars, buses and lorries and who are directly exposed to the forces of collisions. This category includes pedestrians, cyclists, users of powered two-wheel vehicles, users of personal mobility devices and persons with disabilities or reduced mobility and orientation.

– specific risk factors related to the lack of experience of other road users, especially on vulnerable road users that enjoy a lesser degree of protection in traffic compared to users of motor vehicles such as cars, buses and lorries and who are directly exposed to the forces of collisions. This category includes **children**, pedestrians, cyclists, users of powered two-wheel vehicles, users of personal mobility devices and persons with disabilities or reduced mobility and orientation.

Amendment 142
Proposal for a directive
Annex II – Part I – point A – point 2 – paragraph 1 – point d – indent 2

– 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;**

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

Amendment 143
Proposal for a directive
Annex II – Part I – point A – point 2 – paragraph 1 – point d – indent 2 a (new)

– **blind spots and gradient changes;**

Amendment 144
Proposal for a directive
Annex II – Part I – point A – point 2 – paragraph 1 – point d – indent 2 b (new)

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

Amendment 145
Proposal for a directive
Annex II – Part I – point A – point 2 – paragraph 1 – point e – indent 2 a (new)

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

Amendment 146
Proposal for a directive
Annex II – Part I – point A – point 2 – paragraph 1 – point e – indent 4

– knowledge safety aspects related to alternatively fuelled vehicles;

– knowledge safety aspects related to alternatively fuelled vehicles **and/or with battery, especially risks of flashover/conflagration or chemical reaction in case of accident or breakdown;**

Amendment 147
Proposal for a directive
Annex II – Part I – point A – point 2 – paragraph 1 – point f

(f) precautions necessary when alighting from the vehicle;

(f) precautions necessary when alighting from the vehicle, **including ensuring that it is safe to open the vehicle door and that this will not create a hazard for other road users such as pedestrians, cyclists and micro-mobility users;**

Amendment 148
Proposal for a directive
Annex II – Part I – point A – point 2 – paragraph 1 – point i

(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 149
Proposal for a directive
Annex II – Part I – point A – point 2 – paragraph 1 – point i a (new)

(ia) **basic knowledge on how to use first aid equipment and being capable to provide first aid, including CPR;**

Member States may alternatively enable the option that a previously completed certified first aid practical training, which shall include CPR, allows for an exemption of the first aid-related content of the theory test;

Amendment 150
Proposal for a directive
Annex II – Part I – point A – point 2 – paragraph 1 – point i b (new)

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

Amendment 151
Proposal for a directive
Annex II – Part I – point A – point 2 – paragraph 1 – point i c (new)

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

Amendment 152
Proposal for a directive
Annex II – Part I – point A – point 4 – introductory part

4. Specific provisions concerning categories C, CE, C1, C1E, D, DE, D1 **and D1E**

4. Specific provisions concerning categories C, CE, C1, C1E, D, DE, D1, **D1E and T**

Amendment 153
Proposal for a directive
Annex II – Part I – point A – point 4 – point 1 – point d

(d) how to behave in the event of an accident; knowledge of measures to be taken after an accident or similar occurrence, including emergency action such as evacuation of passengers and basic knowledge of first aid;

(d) how to behave in the event of an accident; knowledge of measures to be taken after an accident or similar occurrence, including emergency action such as evacuation of passengers and basic knowledge of first aid, **including CPR;**

Amendment 154
Proposal for a directive
Annex II – Part I – point A – point 4 – point 1 – point f a (new)

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

Amendment 155
Proposal for a directive
Annex II – Part I – point A – point 4 – point 1 – point g

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

(g) obstruction of the field of view caused by the characteristics of their vehicles, **particularly regarding pedestrians at the front of the vehicle and cyclists at the side and front of the vehicle;**

Amendment 156
Proposal for a directive
Annex II – Part I – point A – point 4 – point 1 – point h a (new)

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

Amendment 157
Proposal for a directive
Annex II – Part I – point A – point 4 – point 1 – point i

(i) safety factors relating to vehicle loading: controlling the load (stowing and fastening), difficulties with different kinds of load (for instance liquids, hanging loads, ...), loading and unloading goods and the use

(i) safety factors relating to vehicle loading: controlling the load (stowing and fastening), difficulties with different kinds of load (for instance liquids, hanging loads, ...), loading and unloading goods and the use of

of loading equipment (categories C, CE, C1, C1E only);

loading equipment (categories C, CE, C1, C1E, **T** only)

Amendment 158
Proposal for a directive
Annex II – Part I – point A – point 4 – point 1 – point i a (new)

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

Amendment 159
Proposal for a directive
Annex II – Part I – point A – point 4 – point 1 – point j

(j) the driver's responsibility in respect to the carriage of passengers; comfort and safety of passengers; transport of children; necessary checks before driving away; all sorts of buses shall be part of the theory test (public service buses and coaches, buses with special dimensions, ...) (categories D, DE, D1, D1E only).

(j) the driver's responsibility in respect to the carriage of passengers; comfort and safety of passengers, **and in particular persons with disabilities and reduced mobility, as well as appropriate response in the event of gender-based harassment and violence;** transport of children; necessary checks before driving away; all sorts of buses shall be part of the theory test (public service buses and coaches, buses with special dimensions, ...) (categories D, DE, D1, D1E only).

Amendment 160
Proposal for a directive
Annex II – Part I – point B – point 5 – point 1 – point c – paragraph 1

The Union code marked on a driving licence of category A1, A2, A, B1, B and BE issued on the basis of a test of skills and behaviour taken on a vehicle with automatic transmission shall be removed if the holder passes a dedicated test of skills and behaviour or completes a dedicated training.

The Union code marked on a driving licence of category A1, A2, A, B1, B and BE issued on the basis of a test of skills and behaviour taken on a vehicle with automatic transmission shall **not be imposed displayed or shall** be removed if the holder passes a dedicated test of skills and behaviour or completes a dedicated training, **which may occur before or after the test of skills and behaviour on a vehicle with automatic transmission.**

Amendment 161
Proposal for a directive
Annex II – Part I – point B – point 5 – point 1 – point c – paragraph 2 – point i

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

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

Amendment 162
Proposal for a directive
Annex II – Part I – point B – point 5 – point 1 – point d – paragraph 1

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

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

Amendment 163
Proposal for a directive
Annex II – Part I – point B – point 5 – point 2 – point g – paragraph 1

A category C vehicle with a maximum authorised mass of at least 12 000 kg, a length of at least 8 m, a width of at least 2,40 m and capable of a speed of at least 80 km/h; fitted with anti-lock brakes, equipped with recording equipment as defined by Regulation (EU) No 165/2014; the **cargo compartment shall consist of a closed box body which is at least as wide and as high as the cab;** the vehicle shall be presented with a minimum of 10 000 kg real total mass;

A category C vehicle with a maximum authorised mass of at least 12 000 kg, a length of at least 8 m, a width of at least 2,40 m and capable of a speed of at least 80 km/h; fitted with anti-lock brakes, equipped with recording equipment as defined by Regulation (EU) No 165/2014; the vehicle shall be presented with a minimum of 10 000 kg real total mass;

Amendment 164
Proposal for a directive
Annex II – Part I – point B – point 5 – point 2 – point h – paragraph 1

Either an articulated vehicle or a combination of a category C test vehicle and a trailer of at least 7,5 m in length; both the articulated vehicle and the combination shall have a maximum authorised mass of at least 20 000 kg, a length of at least 14 m and a width of at least 2,40 m, shall be capable of a speed of at least 80 km/h, fitted with anti-lock brakes, equipped with recording equipment as defined by Regulation (EU) No 165/2014; **the cargo compartment shall consist of a closed box body which is at least as wide and as high as the cab**; both the articulated vehicle and the combination shall be presented with a minimum of 15 000 kg real total mass;

Either an articulated vehicle or a combination of a category C test vehicle and a trailer of at least 7,5 m in length; both the articulated vehicle and the combination shall have a maximum authorised mass of at least 20 000 kg, a length of at least 14 m and a width of at least 2,40 m, shall be capable of a speed of at least 80 km/h, fitted with anti-lock brakes, **fitted with a fifth wheel**, equipped with **a gearbox having at least eight forward ratios and** recording equipment as defined by Regulation (EU) No 165/2014; both the articulated vehicle and the combination shall be presented with a minimum of 15 000 kg real total mass;

Amendment 165
Proposal for a directive
Annex II – Part I – point B – point 5 – point 2 – point i – paragraph 1

A subcategory C1 vehicle with a maximum authorised mass of at least 4 000 kg, with a length of at least 5 m and capable of a speed of at least 80 km/h; fitted with anti-lock brakes and equipped with recording equipment as defined by Regulation (EU) No 165/2014; **the cargo compartment shall consist of a closed box body which is at least as wide and as high as the cab**;

A subcategory C1 vehicle with a maximum authorised mass of at least 4 000 kg, with a length of at least 5 m and capable of a speed of at least 80 km/h; fitted with anti-lock brakes and equipped with recording equipment as defined by Regulation (EU) No 165/2014;

Amendment 166
Proposal for a directive
Annex II – Part I – point B – point 5 – point 2 – point j – paragraph 1

A combination made up of a subcategory C1 test vehicle and a trailer with a maximum authorised mass of at least 1 250 kg; this combination shall be at least 8 m in length and capable of a speed of at least 80 km/h; **the cargo compartment of the trailer shall consist of a closed box body which is at least as wide and as high as the cab; the closed box body may also be slightly less wide than the cab provided that the view to the rear is only possible by use of the external rear-view mirrors of the motor vehicle**; the trailer shall be presented with a minimum of 800 kg real total mass;

A combination made up of a subcategory C1 test vehicle and a trailer with a maximum authorised mass of at least 1 250 kg; this combination shall be at least 8 m in length and capable of a speed of at least 80 km/h; the trailer shall be presented with a minimum of 800 kg real total mass;

Amendment 167
Proposal for a directive
Annex II – Part I – point B – point 5 – point 2 – point l – paragraph 1

A combination made up of a category D test vehicle and a trailer with a maximum authorised mass of at least 1 250 kg, a width of at least 2,40 m and capable of a speed of at least 80 km/h; **the cargo compartment of the trailer shall consist of a closed box body which is at least 2 m wide and 2 m high**; the trailer shall be presented with a minimum of 800 kg real total mass;

A combination made up of a category D test vehicle and a trailer with a maximum authorised mass of at least 1 250 kg, a width of at least 2,40 m and capable of a speed of at least 80 km/h; the trailer shall be presented with a minimum of 800 kg real total mass;

Amendment 169
Proposal for a directive
Annex II – Part I – point B – point 6 – point 3 – paragraph 1 – point e

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

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

Amendment 170
Proposal for a directive
Annex II – Part I – point B – point 6 – point 3 – paragraph 1 – point g

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

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

Amendment 171
Proposal for a directive
Annex II – Part I – point B – point 6 – point 3 – paragraph 1 – point h

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

Amendment 172
Proposal for a directive
Annex II – Part I – point B – point 6 – point 3 – paragraph 1 – point h a (new)

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

Amendment 173
Proposal for a directive
Annex II – Part I – point B – point 6 – point 3 – paragraph 1 – point j

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

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

Amendment 174
Proposal for a directive
Annex II – Part I – point B – point 7 – point 4 – paragraph 1 – point g

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

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

Amendment 175
Proposal for a directive
Annex II – Part I – point B – point 7 – point 4 – paragraph 1 – point g a (new)

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

Amendment 176
Proposal for a directive
Annex II – Part I – point B – point 7 – point 4 – paragraph 1 – point h

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

(h) special road features (if available): roundabouts; **taking roundabout with a large vehicle; right and left driving**; railway level crossings; tram/bus stops; pedestrian crossings; **bike lanes; driving** up-/downhill on long slopes; **gradient changes**; tunnels;

Amendment 177
Proposal for a directive
Annex II – Part I – point B – point 7 – point 4 – paragraph 1 – point h a (new)

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

Amendment 178
Proposal for a directive
Annex II – Part I – point B – point 7 – point 4 – paragraph 1 – point i

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

(i) **entering and** alighting from the vehicle, **including making sure that it is safe to open the vehicle door and that this will not create a hazard for other road users such as pedestrians, cyclists and micro-mobility user, with particular emphasis on opening the door with the hand furthest from it;**

Amendment 179
Proposal for a directive
Annex II – Part I – point B – point 7 – point 4 – paragraph 1 – point j

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

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

Amendment 184
Proposal for a directive
Annex II – Part I – point B – point 8 – point 2 – point a a (new)

(aa) **the various trailer to truck coupling mechanisms, taking into account the fifth wheel coupling for articulated vehicles (for semi-trailers), and drawbar hitch coupling for drawbar trailers (rigid truck), as well as the standard operating procedures and protocols for connecting and disconnecting trailers from trucks while using these coupling mechanisms;**

Amendment 185
Proposal for a directive
Annex II – Part I – point B – point 8 – point 2 – point c

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

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

Amendment 186
Proposal for a directive
Annex II – Part I – point B – point 8 – point 3 – paragraph 1 – point e

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

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

Amendment 187
Proposal for a directive
Annex II – Part I – point B – point 8 – point 3 – paragraph 1 – point e a (new)

(ea) **factoring in blind spots;**

Amendment 188
Proposal for a directive
Annex II – Part I – point B – point 8 – point 3 – paragraph 1 – point g

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

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

Amendment 189
Proposal for a directive
Annex II – Part I – point B – point 8 – point 3 – paragraph 1 – point h

(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: **taking** roundabouts **with a large vehicle; driving on the left and right**; railway level crossings; tram/bus stops; pedestrian crossings, **bike lanes**; riding up-/downhill on long slopes; tunnels;

Amendment 190
Proposal for a directive
Annex II – Part I – point B – point 8 – point 3 – paragraph 1 – point i

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

(i) **entering and** alighting from the vehicle, **including making sure that it is safe to open the vehicle door and that this will not create a hazard for other road users such as pedestrians, cyclists and micro-mobility**;

Amendment 191
Proposal for a directive
Annex II – Part I – point B – point 8 – point 3 – paragraph 1 – point i a (new)

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

Amendment 192
Proposal for a directive
Annex II – Part I – point B – point 8 – point 4 – point a

(a) driving in such a way as to ensure safety and to reduce fuel/energy consumption and emissions during acceleration, deceleration, uphill and downhill driving;

(a) driving in such a way as to ensure safety and to reduce fuel/energy consumption and emissions during acceleration, deceleration, uphill and downhill driving, , **distance to the vehicle in front, curve overtaking, change of lane, priority rules, speed limits**;

Amendment 193
Proposal for a directive
Annex II – Part I – point B – point 8 – point 4 – point b

(b) reacting and anticipating to hazardous situations using simulators

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

Amendment 194
Proposal for a directive
Annex II – Part I – point B – point 9 – point 1 – paragraph 2

Driving examiners shall be trained to assess correctly the applicants' ability to drive safely. The work of driving examiners shall be monitored and supervised, by **a** body authorised by the Member State, to ensure correct and consistent application of fault assessment in accordance with the standards laid down in this Annex.

Driving examiners shall be trained to assess correctly the applicants' ability to drive safely. The work of driving examiners shall be monitored and supervised, by **an independent** body authorised by the Member State, to ensure correct and consistent application of fault assessment in accordance with the standards laid down in this Annex.

Amendment 195
Proposal for a directive
Annex II – Part I – point B – point 9 – point 3 – point a

(a) controls the vehicle; taking into account: proper use of safety belts, rear-view mirrors, head restraints; seat; proper use of lights and other equipment; proper use of clutch, gearbox, accelerator, braking systems (including third braking system, if available), steering; controlling the vehicle under different circumstances, at different speeds; steadiness on the road; the weight

(a) controls the vehicle; taking into account: proper use of safety belts, **modern safety and driving aids** rear-view mirrors, head restraints; seat; proper use of lights and other equipment; proper use of clutch, gearbox, accelerator, braking systems (including third braking system, if available), steering; controlling the vehicle under different circumstances, at different

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);

speeds; steadiness on the road; the weight and dimensions and characteristics of the vehicle; the weight and type of load (categories BE, C, CE, C1, C1E, DE, D1E, **T** only); the comfort of the passengers (categories D, DE, D1, D1E only) (no fast acceleration, smoothly driving and no hard braking);

Amendment 196
Proposal for a directive
Annex II – Part I – point B – point 9 – point 3 – point b

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

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

Amendment 197
Proposal for a directive
Annex II – Part I – point B – point 9 – point 3 – point c

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

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

Amendment 198
Proposal for a directive
Annex II – Part I – point B – point 9 – point 3 – point j

(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).

(j) controls braking and stopping: decelerating in time, braking or stopping according to circumstances; anticipation; using the various braking systems (only for categories C, CE, D, DE); using speed reduction systems other than the brakes **and use of in-vehicle technologies** (only for categories C, CE, D, DE).

Amendment 199
Proposal for a directive
Annex II – Part II – paragraph 1 – indent 5

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

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

Amendment 200
Proposal for a directive
Annex II – Part II – paragraph 1 – indent 7

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

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

Amendment 201
Proposal for a directive
Annex II – Part II – paragraph 2

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.

Member States **are encouraged to adopt and** implement the appropriate measures to ensure that drivers who have lost the knowledge, skills and behaviour as described under points 1 to 9 can recover this knowledge and those skills and will continue to exhibit such behaviour required for driving a power-driven vehicle. **Member States may use revenues earmarked under Directive 2015/413 to financially support such measures.**

Amendments 258, 327 and 338
Proposal for a directive
Annex III – subheading 1

MINIMUM STANDARDS OF **PHYSICAL AND MENTAL** FITNESS FOR DRIVING A POWER-DRIVEN VEHICLE

MINIMUM STANDARDS OF FITNESS FOR DRIVING A POWER-DRIVEN VEHICLE

Amendments 259, 328 and 339
Proposal for a directive
Annex III – subheading 3

MEDICAL EXAMINATIONS

FITNESS FOR DRIVING A POWER-DRIVEN VEHICLE

Amendment 202
Proposal for a directive
Annex III – point 1 – point 1

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

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

Amendment 203
Proposal for a directive
Annex III – point 1 – point 3

(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.).

(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.).

Amendments 260 and 329
Proposal for a directive
Annex III – point 3 – paragraph 1

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

Applicants shall perform **either** a self-assessment **or a medical examination** for driving a power-driven vehicle **in accordance with the national system in place in the Member State of normal residence**.

Amendment 205
Proposal for a directive
Annex III – point 3 – paragraph 2

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.

The applicants shall be required to undergo a medical examination, **including an appropriate examination for eyesight as described in point 6**, when the necessary formalities are being completed or during the tests which they have to undergo prior to obtaining a driving licence, **culminating in the issue of a reasoned medical opinion by a medical authority whose expertise is appropriate for the complexity of the combined purposes of** this Annex.

Amendments 262, 331 and 341
Proposal for a directive
Annex III – point 3 – paragraph 3

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

When renewing driving licences, **drivers may be subject to a medical examination for driving a power-driven vehicle, the self-assessment or any other form of assessment of fitness to drive in accordance with the national system in place in the Member State of normal residence.**

Amendment 206
Proposal for a directive
Annex III – point 3 a (new)

3a. *The Member States might set stricter standards and rules than those set out in this annex for the issue or subsequent renewal of driving licences.*

Amendment 207
Proposal for a directive
Annex III – point 4 – paragraph 1

Applicants shall undergo medical examinations before a driving licence is first issued to them and thereafter drivers shall be checked in accordance with the national system in place in the Member State of normal residence whenever their driving licence is renewed

Applicants shall undergo medical examinations **of their physical and mental fitness for driving a power-driven vehicle** before a driving licence is first issued to them and thereafter drivers shall be checked in accordance with the national system in place in the Member State of normal residence whenever their driving licence is renewed. **The medical examination may be performed by a general practitioner, provided he or she has completed the online training course referred to in Article 10(8a).**

Amendment 208
Proposal for a directive
Annex III – point 4 a (new)

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

Amendment 209
Proposal for a directive
Annex III – point 6 – paragraph 1

All applicants for a driving licence shall undergo an appropriate investigation to ensure that they have adequate visual acuity and field of vision for driving power-driven vehicles. Where there is reason to doubt that the applicant's vision is adequate, he/she should be examined by a competent medical authority. At this examination attention shall be paid, in particular, to the following: visual acuity, field of vision, twilight vision, glare and contrast sensitivity, diplopia and other visual functions that can compromise safe driving.

All applicants for a driving licence **and for renewal** shall undergo an appropriate investigation to ensure that they have adequate visual acuity, **measured by means of validated visual acuity chart** and field of vision for driving power-driven vehicles. Where there is reason to doubt that the applicant's vision is adequate, he/she should be examined by a competent medical authority **or by a qualified eye-care professional authorised by national law**. At this examination attention shall be paid, in particular, to the following: visual acuity, field of vision, twilight vision, glare and contrast sensitivity, diplopia and other visual functions that can compromise safe driving.

Amendment 210
Proposal for a directive
Annex III – point 6 – paragraph 2

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.

For group 1 drivers, licensing may be considered in 'exceptional individual cases' where the visual field standard or visual acuity standard cannot be met but there are reasons to believe that the issuance of a driving licence for the applicant would not impair road safety; in such cases the driver shall undergo examination by a competent medical authority **or by a qualified eye-care professional authorised by national law** to demonstrate that there is no other impairment of visual function, including glare, contrast sensitivity and twilight vision. The driver or applicant shall also be subject to a positive practical test conducted by a competent authority.

Amendment 211
Proposal for a directive
Annex III – point 6 – paragraph 3 – point 1 – paragraph 1

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.

Applicants for a driving licence or for the renewal of such a licence shall have a binocular visual acuity, with corrective lenses if necessary, of at least 0,5 (**decimal notation**) when using both eyes together.

Amendment 212
Proposal for a directive
Annex III – point 6 – paragraph 3 – point 2

(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).

(2) Applicants for a driving licence, or for the renewal of such a licence, who have total functional loss of vision in one eye or who use only one eye (for instance in the case of diplopia) shall have a visual acuity of at least 0,5 (**decimal notation**), with corrective lenses if necessary. The competent medical authority shall certify that this condition of monocular vision has existed for a sufficiently long time to allow adaptation and that the field of vision in this eye meets the requirement laid down in point 6.(1).

Amendment 213
Proposal for a directive
Annex III – point 6 – paragraph 3 – point 3

(3) After any recently developed diplopia or after the loss of vision in one eye, there shall be an appropriate adaptation period (for example, six months), during which driving is not allowed. After this period, driving shall only be allowed following a favourable opinion from vision and driving experts.

(3) After any recently developed diplopia or after the loss of vision in one eye, there shall be an appropriate adaptation period (for example, six months), during which driving is not allowed. After this period, driving shall only be allowed following a favourable opinion from vision and driving experts. **The authority may establish temporary requirements and, where appropriate, restrictions on night driving.**

Amendment 214
Proposal for a directive
Annex III – point 6 – paragraph 4 – point 4 – paragraph 1

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.

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. **The medical examination may be performed by a general practitioner who has undergone an online training referred to in Article 10 (8a).**

Amendment 215
Proposal for a directive
Annex III – point 6 – paragraph 4 – point 4 – paragraph 3

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

Driving licences shall not be issued to or renewed for applicants or drivers **presenting significant changes in twilight vision and** impaired contrast sensitivity **and insufficient vision after glare, with inappropriate recovery time even in the better eye** or with diplopia.

Amendment 216
Proposal for a directive
Annex III – point 6 – paragraph 4 – point 4 – paragraph 4

After a substantial loss of vision in one eye, there shall be an appropriate adaptation period (for example six months) during which the subject is not allowed to drive. After this period, driving shall only be allowed after a favourable opinion from vision and driving experts.

After a substantial loss of vision in one eye, there shall be an appropriate adaptation period (for example six months) during which the subject is not allowed to drive. After this period, driving shall only be allowed after a favourable opinion from vision and driving experts. ***The competent medical authority may allow driving subject to certain requirements or impose restrictions.***

Amendment 217
Proposal for a directive
Annex III – point 10 – paragraph 3 – point 2

(2) An applicant or driver with diabetes treated with medication which carries a risk of inducing hypoglycaemia shall demonstrate an understanding of the risk of hypoglycaemia and adequate control of the condition.

(2) An applicant or driver with diabetes treated with medication which carries a risk of inducing hypoglycaemia shall demonstrate an understanding of the risk of hypoglycaemia and adequate control of the condition, ***including through a continuous monitoring system where deemed necessary by a competent medical authority.***

Amendment 218
Proposal for a directive
Annex III – point 10 – paragraph 7 – point 3 – paragraph 2

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

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

Amendment 219
Proposal for a directive
Annex III – point 11 – paragraph 2 – point 1 – paragraph 1

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

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

Amendment 220
Proposal for a directive
Annex III – point 11 – paragraph 2 – point 1 – paragraph 2

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

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

Amendment 222
Proposal for a directive
Annex III – point 12 – paragraph 6 – point 11 – paragraph 1

Provoked epileptic seizure: the applicant who has had a provoked epileptic seizure because of a recognisable provoking factor that is unlikely to recur at the wheel may be declared able to drive on an individual basis, subject to neurological opinion. An EEG and an appropriate neurological assessment shall be performed after the acute episode.

Provoked epileptic seizure: the applicant who has had a provoked epileptic seizure because of a recognisable provoking factor that is unlikely to recur at the wheel may be declared able to drive on an individual basis **alone and for vehicles for private use but not for the transport of others**, subject to neurological opinion. An EEG and an appropriate neurological assessment shall be performed after the acute episode.

Amendment 223
Proposal for a directive
Annex III – point 12 – paragraph 6 – point 12

(12) First or single unprovoked seizure: the applicant who has had a first unprovoked epileptic seizure may be declared able to drive once five years' freedom from further seizures has been achieved without the aid of anti-epileptic drugs, if there has been an appropriate neurological assessment. **National authorities may allow drivers with recognised good prognostic indicators to drive sooner.**

(12) First or single unprovoked seizure: the applicant who has had a first unprovoked epileptic seizure may be declared able to drive once five years' freedom from further seizures has been achieved without the aid of anti-epileptic drugs, if there has been an appropriate neurological assessment.

Amendment 224
Proposal for a directive
Annex III – point 13 – paragraph 2 – point 1 – point a

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

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

Amendment 225
Proposal for a directive
Annex III – point 13 – paragraph 2 – point 1 – point b

(b) **severe intellectual impairment;**

(b) **deleted**

Amendment 226
Proposal for a directive
Annex III – point 13 – paragraph 2 – point 1 – point c

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

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

Amendment 227
Proposal for a directive
Annex III – point 13 – paragraph 3 – point 2

(2) The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group.

(2) The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group. **The competent medical authority may establish temporary requirements or impose restrictions on driving.**

Amendment 228
Proposal for a directive
Annex III – point 14 – paragraph 2 – point 1 – paragraph 1

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

Driving licences shall not be issued to, or renewed for, applicants or drivers who **have** alcohol **use disorders or are** unable to refrain from drinking and driving unless appropriate restrictions are applied through **their participation in rehabilitation programmes**

example, through the mandatory use of an alcohol interlock).

including monitoring and medical supervision and the use of technologies enabling to offset the dependency (**including** through the mandatory use of an alcohol interlock).

Amendment 229
Proposal for a directive
Annex III – point 14 – paragraph 2 – point 1 – paragraph 2

After a proven period of abstinence and subject to authorised medical opinion and regular medical check-ups, driving licences may be issued to, or renewed for, applicant or drivers who have in the past been dependent on alcohol with no further restrictions.

After a proven period of abstinence and subject to a **positive** authorised medical opinion and regular medical check-ups **by the competent medical authority**, driving licences may be issued to, or renewed for, applicant or drivers who have in the past been dependent on alcohol with no further restrictions.

Amendment 230
Proposal for a directive
Annex III – point 14 – paragraph 3 – point 2 a (new)

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

Amendment 231
Proposal for a directive
Annex III – point 15 – paragraph 2 – point 1 – paragraph 1

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

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

Amendment 232
Proposal for a directive
Annex III – point 15 – paragraph 2 – point 2 – paragraph 1

Driving licences shall not be issued to, or renewed for, applicants or drivers who **regularly use** psychotropic substances, **in whatever form, which can hamper the ability to drive safely where the quantities absorbed are such as to have an adverse effect on driving**. This shall apply to all other medicinal products or combinations of medicinal products which affect the ability to drive.

Driving licences shall not be issued to, or renewed for, applicants or drivers who **abuse or make regular use of** psychotropic substances **if the quantity taken is such as to influence** the ability to drive. This shall apply to all other medicinal products or combinations of medicinal products which affect the ability to drive.

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

Amendment 233
Proposal for a directive
Annex III – point 15 – paragraph 2 – point 3

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

(3) The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group **and may establish temporary requirements and, where appropriate, restrictions on driving.**

Amendment 234
Proposal for a directive
Annex IV – Part 1 – point 3 – point g a (new)

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

Amendment 235
Proposal for a directive
Annex IV – Part 4 – point 1 – point e

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

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

Amendment 236
Proposal for a directive
Annex IV – Part 4 – point 2 – point a – point i – indent 1

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

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

Amendment 237
Proposal for a directive
Annex IV – Part 5 – point 1

(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.

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

(1) OJ C 293, 18.8.2023, p. 133.